Interstate 15 (I-15) Express Lanes Project Southern Extension (ELPSE)

Noise Study Report

I-15 ELPSE

Riverside County, California

08-RIV-15-PM 20.3 to 40.1

EA 08-0J0820 / ID 08-18000063

May 2024

Caltrans

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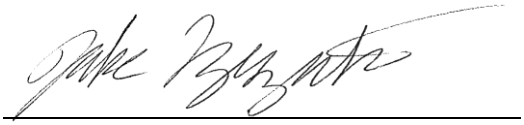
Prepared By:  Date: 5/16/2024

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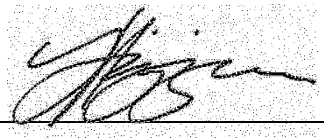
QA/QC By:  Date: 5/16/2024

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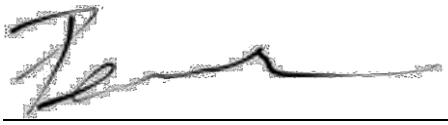
Approved By:  Date: 5/16/2024

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Summary

The Riverside County Transportation Commission (RCTC), in cooperation with the California Department of Transportation (Caltrans), is proposing to construct tolled express lanes in both the northbound and southbound directions within the median through a portion of Interstate 15 (I-15) within Riverside County to improve and manage traffic operations, congestion, and travel times along the corridor; expand travel mode choice along the corridor; provide an option for travel time reliability; provide a cost-effective mobility solution; and expand and maintain compatibility with the express lane network in the region.

The primary component of the I-15 Express Lanes Project Southern Extension Project (Project) would be the construction of one to two tolled express lanes in both the northbound and southbound directions within the median of I-15 between Post Miles (PM) 22.3 to 38.1, for a distance of approximately 15.8 miles. The Project would also add a southbound auxiliary lane between both the Main Street (PM 21.2) Off-Ramp and State Route (SR-) 74 (Central Avenue) On-Ramp (approximately 0.75 mile), and the SR-74 (Central Avenue) Off-Ramp and Nichols Road On-Ramp (PM 23.9) (approximately 1 mile). The lane improvements would be in Riverside County, California and would run through the City of Lake Elsinore, the unincorporated Riverside County community of Temescal Valley, and the City of Corona. Associated improvements for the toll lanes, including advance signage and transition striping, would extend approximately 2 miles from each end of the express lane limits to PM 20.3 in the south and PM 40.1 in the north. Along with the lane additions, the proposed Project would include widening of up to 15 bridges; potential construction of noise barriers, retaining walls, and drainage systems; and implementation of electronic toll collection equipment and signs. In addition, due to the southbound express lanes access between the Cajalco Road and Weirick Road interchanges, the southbound I-15 Weirick Road Off-Ramp would be configured as a dual lane exit. Figure 1-1 and Figure 1-2 show the regional vicinity and project location, respectively. The proposed lane additions and supporting infrastructure are expected to be constructed primarily within the existing State right of way (ROW).

Land uses in the Project area consist primarily of a mix of single-family and multi-family residential, places of worship, a cemetery, medical facilities, a school, sports fields, playgrounds, restaurants, hotels, offices, retail, industrial, warehousing, utilities, and undeveloped lands. The noise study area was divided into 20 noise analysis areas (NAAs), starting with NAA 1 at the southern end of the study area and ascending to NAA 20 at the northern end of the study area, to facilitate analysis and discussion. Each NAA is described and discussed in more detail in Chapter 6, *Existing Noise Environment*. As part of the traffic noise study, 18 long-term (LT) and 130 short-term (ST) noise measurements were taken at representative land uses along the Project

alignment. All land uses were analyzed in this Noise Study Report according to the 2020 Traffic Noise Analysis Protocol (Protocol) by predicting traffic noise levels using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM) version 2.5. Traffic counts were conducted during ST measurements for use in calibrating the TNM. As stated in the 2013 Technical Noise Supplement (TeNS), to account for deviations between the measured and modeled noise levels found during the model validation process, calibration constants (K-factors) were included to adjust modeled noise levels to within 3 decibels (dB) or less of the measured noise level. Calibration traffic volumes are presented in Table A-1 in Appendix A and K-factors are presented in Table 6-21 of this report.

Existing Year (2019) and Design Year (2050) No-Build and Build worst-hour noise levels were modeled using the FHWA TNM, version 2.5, and are presented in Table B-1 in Appendix B. Existing Year (2019) modeled worst noise hour levels were found to range from 40 A-weighted decibels (dBA), hourly equivalent sound level (L_{eq}[h]) (receiver M10.47) to 77 dBA L_{eq}(h) (receiver M11.07) at modeled land uses. Design Year (2050) No-Build and Build worst noise hour noise levels are predicted to range from 40 dBA L_{eq}(h) (receiver M12.12) to 78 dBA L_{eq}(h) (receiver M11.07) and 42 (receivers M10.47, M12.12, and M14.19) to 79 dBA L_{eq}(h) (receiver M11.07), respectively, at modeled land uses and along the Project alignment.

Based upon the results of the traffic noise analysis, it was found that predicted noise levels at 70 of the 548 modeled receivers would approach or exceed the FHWA/Caltrans noise abatement criteria (NAC) for Activity Category B, C, and E land uses with implementation of the Project in the build condition. Traffic noise impacts are therefore predicted to occur at these locations.

Pursuant to Caltrans and FHWA regulations and guidance, noise abatement is considered for land uses where traffic noise impacts are predicted. For receivers that were found to experience traffic noise levels that approach or exceed the NAC, noise abatement in the form of barriers was considered. A total of 82 barriers (summarized below) were analyzed along the Project alignment and 46 of those barriers were found to be feasible to construct and meet the noise reduction design goal of 7 dBA. The range of barrier heights, lengths, and number of benefited receptors are presented in Section 7.2, *Preliminary Noise Abatement Analysis*. Reasonable allowance calculations are presented in Table 7-1 through Table 7-46 in Chapter 7, as well.

The following summarizes the number, general location, and effectiveness of each noise barrier evaluated in each NAA. The three categories of effectiveness are: (1) noise barriers (or barrier systems) that are not acoustically feasible, (2) noise barriers (or barrier systems) that are acoustically feasible but fail to meet the design goal, and (3) noise barriers (or barrier systems) that are acoustically feasible and meet the design goal:

NAA 1 – East side of I-15 between Main Street and SR-74 (Central Avenue): Detailed modeling analysis was conducted for two barrier options at the mainline edge of shoulder and at the ROW. One barrier was found to be feasible but failed to meet the design goal. One barrier was found to be feasible and met the noise reduction design goal of 7 dBA.

NAA 2 – West side of I-15 between Main Street and SR-74 (Central Avenue): Detailed modeling analysis was conducted for eight barrier options at the mainline edge of shoulder, off-ramp edge of shoulder, ROW, or private property. Four noise barriers were found not to be acoustically feasible. Two barriers were found to be acoustically feasible but failed to meet the design goal. One barrier and one barrier system were found to be acoustically feasible and met the noise reduction design goal of 7 dBA.

NAA 3 – East side of I-15 between SR-74 (Central Avenue) and Nichols Road: Detailed modeling analysis was conducted for 15 barrier options at the mainline edge of shoulder, ROW, or private property. Two barriers were found to be acoustically feasible but failed to meet the design goal. Thirteen barriers were found to be acoustically feasible and met the noise reduction design goal of 7 dBA.

NAA 4 – West side of I-15 between SR-74 (Central Avenue) and Nichols Road: There were no traffic noise impacts or substantial increases in noise predicted as a result of the Project. Therefore, noise abatement was not considered for NAA 4.

NAA 5 – East side of I-15 between Nichols Road and Lake Street: There were no traffic noise impacts or substantial increases in noise predicted as a result of the Project. Therefore, noise abatement was not considered for NAA 5.

NAA 6 – West side of I-15 between Nichols Road and Lake Street: There were no traffic noise impacts or substantial increases in noise predicted as a result of the Project. Therefore, noise abatement was not considered for NAA 6.

NAA 7 – East side of I-15 between Lake Street and Indian Truck Trail: There were no traffic noise impacts or substantial increases in noise predicted as a result of the Project. Therefore, noise abatement was not considered for NAA 7.

NAA 8 – West side of I-15 between Lake Street and Indian Truck Trail: Detailed modeling analysis was conducted for six barrier options at the mainline edge of shoulder, ROW, or private property. Five barriers were found to be acoustically feasible but failed to meet the design goal. One barrier was found to be acoustically feasible and met the noise reduction design goal of 7 dBA.

NAA 9 – East side of I-15 between Indian Truck Trail and Temescal Canyon Road (underpass): There were no traffic noise impacts or substantial increases in noise predicted as a result of the Project. Therefore, noise abatement was not considered for NAA 9.

NAA 10 – West side of I-15 between Indian Truck Trail and Temescal Canyon Road (underpass): There were no traffic noise impacts or substantial increases in noise predicted as a result of the Project. Therefore, noise abatement was not considered for NAA 10

NAA 11 – East side of I-15 between Temescal Canyon Road (underpass) and Temescal Canyon Road: There were no traffic noise impacts or substantial increases in noise predicted as a result of the Project. Therefore, noise abatement was not considered for NAA 11.

NAA 12 – West side of I-15 between Temescal Canyon Road (underpass) and Temescal Canyon Road: Detailed modeling analysis was conducted for eight barrier options at the mainline edge of shoulder, on-ramp edge of shoulder, ROW, or private property. Two noise barriers and one noise barrier system were found not to be acoustically feasible. One barrier was found to be acoustically feasible but failed to meet the design goal. Three barriers were found to be acoustically feasible and met the noise reduction design goal of 7 dBA.

NAA 13 – East side of I-15 between Temescal Canyon Road and Weirick Road/Dos Lagos Drive: Detailed modeling analysis was conducted for six barrier options at the mainline edge of shoulder, off-ramp edge of shoulder, ROW, or private property. Two noise barriers were found not to be acoustically feasible. Three barriers and one noise barrier system were found to be acoustically feasible and met the noise reduction design goal of 7 dBA.

NAA 14 – West side of I-15 between Temescal Canyon Road and Weirick Road/Dos Lagos Drive: Detailed modeling analysis was conducted for 12 barrier options at either the mainline edge of shoulder, off-ramp edge of shoulder, ROW, or private property. Two noise barriers and one noise barrier system were found not to be acoustically feasible. Three barriers were found to be acoustically feasible but failed to meet the design goal. Six barriers were found to be acoustically feasible and met the noise reduction design goal of 7 dBA.

NAA 15 – East side of I-15 between Weirick Road/Dos Lagos Drive and Cajalco Road: Detailed modeling analysis was conducted for five barrier options at the mainline edge of shoulder, on-ramp edge of shoulder, or ROW. Three barriers were found not to be acoustically feasible. Two barrier systems were found to be acoustically feasible and met the noise reduction design goal of 7 dBA.

NAA 16 – West side of I-15 between Weirick Road/Dos Lagos Drive and Cajalco Road: Detailed modeling analysis was conducted for eight barrier options at either the mainline edge of shoulder, ROW, or private property. One noise barrier was found not to be acoustically feasible. Seven were found to be acoustically feasible and met the noise reduction design goal of 7 dBA.

NAA 17 – West side of I-15 between Cajalco Road and El Cerrito Road: There were no traffic noise impacts or substantial increases in noise predicted as a result of the Project. Therefore, noise abatement was not considered for NAA 17.

NAA 18 – East side of I-15 between Cajalco Road and El Cerrito Road: Detailed modeling analysis was conducted for four barrier options at either the mainline edge of shoulder, ROW, or private property. One noise barrier was found not to be acoustically feasible. Two noise barriers and one noise barrier system were found to be acoustically feasible and met the noise reduction design goal of 7 dBA.

NAA 19 – West side of I-15 between El Cerrito Road and Ontario Avenue: Detailed modeling analysis was conducted for five barrier options at either the mainline edge of shoulder, off-ramp edge of shoulder, ROW, or private property. One noise barrier was found not to be acoustically feasible. Three noise barriers and one noise barrier system were found to be acoustically feasible and met the noise reduction design goal of 7 dBA.

NAA 20 – East side of I-15 between El Cerrito Road and Ontario Avenue: Detailed modeling analysis was conducted for three barrier options at the mainline edge of shoulder or on-ramp edge of shoulder. One noise barrier was found not to be acoustically feasible. One noise barrier and one noise barrier system were found to be acoustically feasible but failed to meet the noise reduction design goal of 7 dBA.

The locations of all evaluated noise barriers are presented on Figure 5-1.

During construction of the proposed Project, noise from construction activities would intermittently dominate the noise environment in the immediate area. No adverse noise effects from construction are anticipated because construction would be conducted in accordance with Caltrans' provisions in Section 14-8.02, Noise Control, of the 2023 Standard Specifications (Caltrans 2023) as well as applicable local noise standards.

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List of Abbreviated Terms

µPa	micro-Pascal
ABET	Accreditation Board for Engineering and Technology, Inc.
ANSI	American National Standard Institute
CAD	computer-aided design
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CNEL	Community Noise Equivalent Level
dB	decibel
dBA	A-weighted decibel
EA	expenditure authorization
ELPSE	Express Lanes Project Southern Extension
FHWA	Federal Highway Administration
FTIP	Federal Transportation Improvement Program
Hz	Hertz
I-	Interstate
L_{dn}	day-night level
L_{eq}	equivalent sound level
$L_{eq}(h)$	1-hour A-weighted equivalent sound level
L_{max}	maximum sound level
LOS	level of service
LT	long-term
L_{xx}	percentile-exceeded sound level
mph	miles per hour
NAA	noise analysis area
NAC	noise abatement criteria
NCP	noise control plan
NEPA	National Environmental Policy Act
NSR	Noise Study Report
PM	Post Mile
Project	I-15 Express Lanes Project Southern Extension
Protocol	*Traffic Noise Analysis Protocol for New Highway Construction, Reconstruction, and Retrofit Barrier Projects*
RCTC	Riverside County Transportation Commission
ROW	right of way
RTP	Regional Transportation Plan
RV	recreational vehicle
SCAG	Southern California Association of Governments
SCS	Sustainable Communities Strategy

SLM	sound level meter
SPL	sound pressure level
SR-	State Route
ST	short-term
TeNS	Technical Noise Supplement
TNM 2.5	FHWA Traffic Noise Model, version 2.5
TOAR	Traffic Operations Analysis Report
vphpl	vehicles per hour per lane

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Chapter 1 Introduction

The Riverside County Transportation Commission (RCTC), in cooperation with the California Department of Transportation (Caltrans), is proposing to construct new lanes along Interstate (I-) 15 between Post Mile (PM) 21.2 and PM 38.1 in Riverside County, California. The primary component of the I-15 Express Lanes Project Southern Extension (Project) would be the addition of two tolled express lanes in both the northbound and southbound directions within the median of I-15 from State Route (SR-) 74 (Central Avenue) (PM 22.3) in the City of Lake Elsinore, through the unincorporated Riverside County community of Temescal Valley, to El Cerrito Road (PM 38.1) in the City of Corona, a distance of approximately 15.8 miles. The Project would also add a southbound auxiliary lane between both the Main Street (PM 21.2) Off-Ramp and SR-74 (Central Avenue) On-Ramp (approximately 0.75 mile), and the SR-74 (Central Avenue) Off-Ramp and Nichols Road On-Ramp (PM 23.9) (approximately 1 mile). Advance signage for the Project would extend as far as PM 20.3 in the south and PM 40.1 in the north. See Figure 1-1 and Figure 1-2 for the Project vicinity and location.

1.1 Purpose of the Noise Study Report

The purpose of this Noise Study Report (NSR) is to evaluate noise impacts and abatement under the requirements of Title 23, Part 772, of the Code of Federal Regulations (CFR) (23 CFR 772), Procedures for Abatement of Highway Traffic Noise and Construction Noise. Procedures for preparing operational and construction noise studies and evaluating noise abatement considered for federal and federal-aid highway projects are included in 23 CFR 772. According to 23 CFR 772.3, all highway projects that are developed in conformance with this regulation are deemed to be in conformance with Federal Highway Administration (FHWA) noise standards. Compliance with 23 CFR 772 provides compliance with the noise impact assessment requirements of the National Environmental Policy Act (NEPA).

The Caltrans *Traffic Noise Analysis Protocol for New Highway Construction, Reconstruction, and Retrofit Barrier Projects* (Protocol) (Caltrans 2020a) provides Caltrans policy for implementing 23 CFR 772 in California. The Protocol outlines the requirements for preparing NSRs. Noise impacts associated with the Project under the California Environmental Quality Act (CEQA) are evaluated separately in the I-15 Express Lanes Project Southern Extension (ELPSE) Draft Environmental Impact Report/Environmental Assessment.

1.2 Project Purpose and Need

1.2.1 Project Purpose

The purpose of the proposed Project is to:

- Improve and manage traffic operations, congestion, and travel times along the corridor.
- Expand travel mode choice along the corridor.
- Provide an option for travel time reliability.
- Provide a cost-effective mobility solution.
- Expand and maintain compatibility with the express lane network in the region.

1.2.2 Project Need

Existing traffic volumes often exceed current highway capacity[1] along several segments of I-15 between SR-74 (Central Avenue) and El Cerrito Road. Because of projected population growth, as well as continued development to support projected growth in the region, the I-15 corridor is expected to experience increased congestion and longer commute times that are projected to negatively affect traffic operations along the freeway mainline.

The adopted Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan (RTP) Growth Forecast estimates a 36.7 percent increase in population in Riverside County between 2015 and 2040. SCAG's recently adopted Connect SoCal (2020–2045 RTP/Sustainable Communities Strategy [SCS]) Growth Forecast estimates a 38.3 percent increase in population in Riverside County between 2020 and 2045, with the number of households and employment increasing by approximately 30.5 and 34.02 percent, respectively. In the City of Corona, the 2020–2045 RTP/SCS Growth Forecast estimates an 11.6 percent increase in population from 2016 to 2045 and an 11.7 percent increase in households. According to the same source, the City of Lake Elsinore is projected to see a 76.8 percent increase in population. This projected growth is expected to place a high demand on existing transportation facilities and services.

Currently, north-south mobility options for motorists are limited through this portion of Riverside County. Besides local streets, the only parallel route for motorists is I-215, which is over 10 miles east of I-15 and generally serves a different region within Riverside County.

[1] For additional discussion of how highway capacity and traffic congestion were analyzed for the project, refer to Section 5.3.3, *Highway Capacity and Traffic Congestion in the Study Area*, and Appendix D7.

Figure 1-1
Regional Vicinity
Interstate 15 Express Lanes Project Southern Extension (I-15 ELPSE)

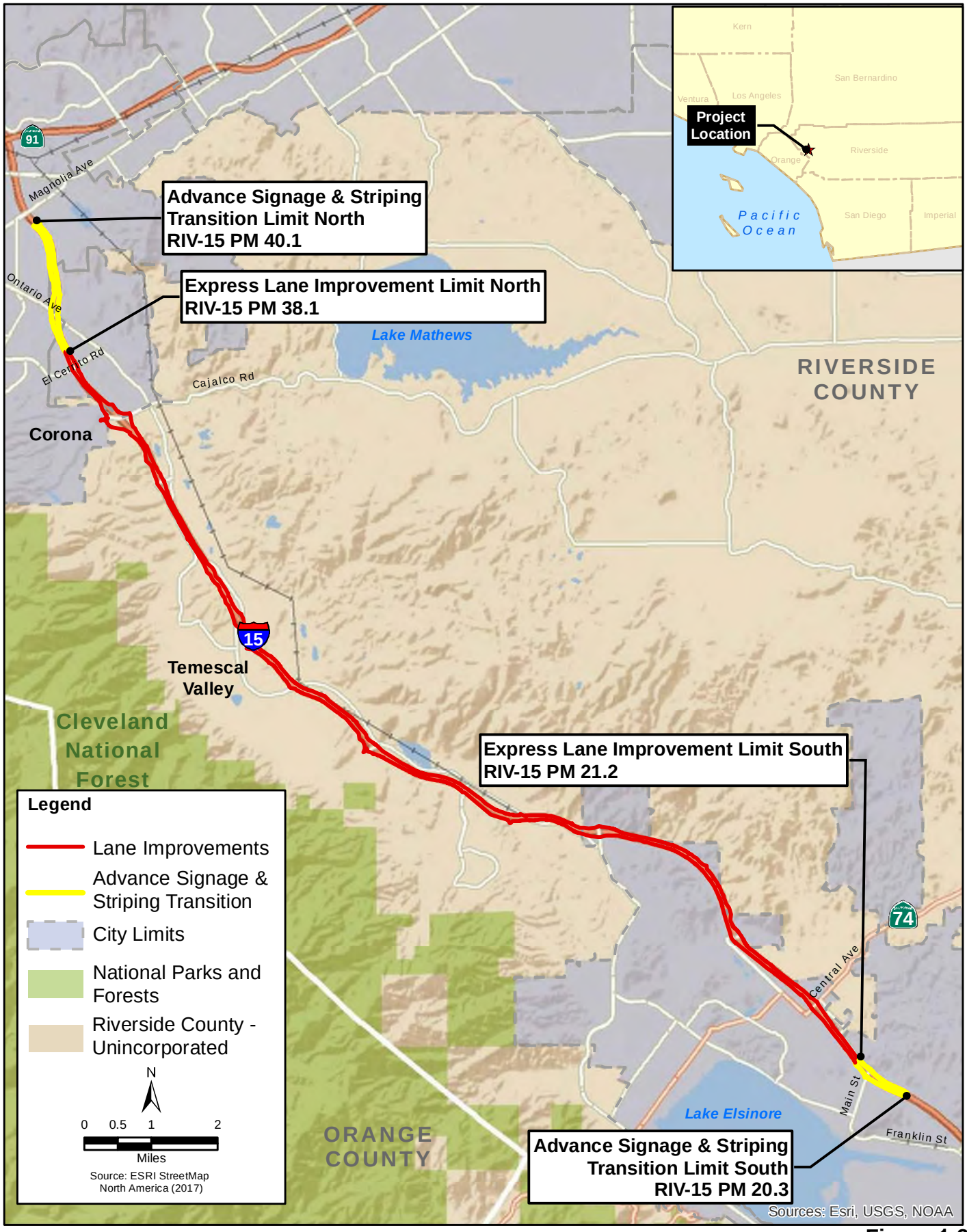

Figure 1-2
Project Location
Interstate 15 Express Lanes Project Southern Extension (I-15 ELPSE)

Chapter 2 Project Description

RCTC, in cooperation with Caltrans is proposing to construct new lanes along I-15 between PM 21.2 and PM 38.1 in Riverside County, California. The primary component of the Project would be the addition of two tolled express lanes[2] in both the northbound and southbound directions within the median of I-15 from SR-74 (Central Avenue) (PM 22.3) in the City of Lake Elsinore, through the unincorporated Riverside County community of Temescal Valley, to El Cerrito Road (PM 38.1) in the City of Corona, for a distance of approximately 15.8 miles. The proposed Project would also add a southbound auxiliary lane between both the Main Street (PM 21.2) Off-Ramp and SR-74 (Central Avenue) On-Ramp (approximately 0.75 mile), and the SR-74 (Central Avenue) Off-Ramp and Nichols Road On-Ramp (PM 23.9) (approximately 1 mile).

Along with the lane additions, which would extend from PM 21.2 to 38.1, the proposed Project would include widening of up to 15 bridges; potential construction of noise barriers, retaining walls, and drainage systems; and implementation of electronic toll collection equipment and signs. In addition, due to the southbound express lanes access between the Cajalco Road and Weirick Road interchanges, the southbound I-15 Weirick Road Off-Ramp would be configured as a dual lane exit. Associated improvements for the toll lanes, including advance signage and transition striping, would extend approximately 2 miles from each end of the express lane limits to PM 20.3 in the south and PM 40.1 in the north. The proposed lane additions and supporting infrastructure are expected to be constructed primarily within the existing State right of way (ROW).

This Project is included in the 2023 Federal Transportation Improvement Program (FTIP) as Project ID RIV170901. It is also included in SCAG's *Connect SoCal* 2020–2045 RTP/SCS as Project ID 3160001.

The FTIP and RTP listings for this Project were amended in October 2022 to accurately reflect the scope and limits of the Project as currently proposed. The amended FTIP and RTP listings state the following:

> IN WESTERN RIVERSIDE COUNTY – ON I-15, ADD 2 EXPRESS LANES IN EACH DIRECTION, GENERALLY IN THE MEDIAN, FROM SR-74 (CENTRAL AVENUE) IN THE CITY OF LAKE ELSINORE TO EL CERRITO ROAD IN THE CITY OF CORONA. CONSTRUCT SOUTHBOUND AUXILIARY LANE FROM MAIN STREET TO SR-74 (CENTRAL AVENUE) AND FROM SR-74 (CENTRAL AVENUE) TO NICHOLS ROAD.

[2] Express lanes are traffic lanes that are separated from general purpose lanes where users are charged a toll to use the lanes.

SIGNAGE AND TRANSITION STRIPING EXTENDS TO PM 20.3 TO THE SOUTH AND PM 40.1 TO THE NORTH.

2.1 Project Alternatives

2.1.1 Build Alternative

The Build Alternative would include the addition of two tolled express lanes in both the northbound and southbound directions within the median of I-15 from SR-74 (Central Avenue) (PM 22.3) in the City of Lake Elsinore to El Cerrito Road (PM 38.1) in the City of Corona, a distance of approximately 15.8 miles. The Project would be constructed primarily within the existing State ROW. Sign modifications and the installation of new signs would also be included to support the new tolled express lanes. Advanced signage is required to be posted a minimum of 2 miles prior to the start of the tolled express lanes. Signage would be located within the project limits between PM 20.3 and PM 40.1. Due to the southbound express lanes access between the Cajalco Road Interchange and Weirick Road Interchange, the southbound I-15 Weirick Road Off-Ramp would be configured as a dual lane exit. The Build Alternative would not improve any other existing ramps and would not add any new connections.

2.1.2 No-Build (No-Action) Alternative

Under the No-Build Alternative, the I-15 ELPSE would not be constructed. The No-Build Alternative would not meet the purpose of the Project, as it would not improve existing and future traffic operations and mainline travel times, expand travel choice, increase travel time reliability, or expand the tolled express lane network. In addition, the No-Build Alternative would not address the existing and projected congestion and operational deficiencies within the project limits. Although the No-Build Alternative does not meet the Project's purpose and need, it would not preclude the construction of other future improvements or general maintenance activities.

Chapter 3 Fundamentals of Traffic Noise

The following is a brief description of fundamental traffic noise concepts. For a detailed discussion, please refer to Caltrans' *Technical Noise Supplement* (TeNS) (Caltrans 2013), a technical supplement to the Protocol that is available on the Caltrans website (https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf).

3.1 Sound, Noise, and Acoustics

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a hearing organ, such as a human ear. Noise is defined as loud, unexpected, or annoying sound.

In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receptor, and the propagation path between the two. The loudness of the noise source and the obstructions or atmospheric factors that affect the propagation path to the receptor determine the sound level and the characteristics of the noise perceived by the receptor. The field of acoustics deals primarily with the propagation and control of sound.

3.2 Frequency

Continuous sound can be described by frequency (pitch) and amplitude (loudness). A low-frequency sound is perceived as low in pitch. Frequency is expressed in terms of cycles per second, or Hertz (Hz) (e.g., a frequency of 250 cycles per second is referred to as 250 Hz). High frequencies are sometimes more conveniently expressed in kilohertz, or thousands of Hz. The audible frequency range for humans is generally between 20 Hz and 20,000 Hz.

3.3 Sound Pressure Levels and Decibels

The amplitude of pressure waves generated by a sound source determines the loudness of that source. Sound pressure amplitude is measured in micro-Pascals (µPa). One µPa is approximately one hundred billionth (0.00000000001) of normal atmospheric pressure. Sound pressure amplitudes for different kinds of noise environments can range from less than 100 to 100,000,000 µPa. Because of this huge range of values, sound is rarely expressed in terms of µPa. Instead, a logarithmic scale is used to describe sound pressure level (SPL) in terms of decibels (dB). The threshold of hearing for young people is about 0 dB, which corresponds to 20 µPa.

3.4 Addition of Decibels

Because decibels are logarithmic units, SPL cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3 dB increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions. For example, if one automobile produces an SPL of 70 dB when it passes an observer, two cars passing simultaneously would not produce 140 dB—rather, they would combine to produce 73 dB. Under the decibel scale, three sources of equal loudness together produce a sound level 5 dB louder than one source.

3.5 A-Weighted Decibels

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the loudness or human response is determined by the characteristics of the human ear.

Human hearing is limited in the range of audible frequencies as well as in the way it perceives the SPL in that range. In general, people are most sensitive to the frequency range of 1,000 to 8,000 Hz and perceive sounds within that range better than sounds of the same amplitude in higher or lower frequencies. To approximate the response of the human ear, sound levels of individual frequency bands are weighted, depending on the human sensitivity to those frequencies. Then, an "A-weighted" sound level (expressed in units of dBA) can be computed, based on this information.

The A-weighting network approximates the frequency response of the average young ear when listening to most ordinary sounds. When people make judgments of the relative loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Other weighting networks have been devised to address high noise levels or other special problems (e.g., B-, C-, and D-scales), but these scales are rarely used in conjunction with highway traffic noise. Noise levels for traffic noise reports are typically reported in terms of dBA. Table 3-1 describes typical A-weighted noise levels for various noise sources.

Table 3-1. Typical A-Weighted Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	— 110 —	Rock band
Jet fly-over at 1,000 feet		
	— 100 —	
Gas lawn mower at 3 feet		
	— 90 —	
Diesel truck at 50 feet, 50 mph		Food blender at 3 feet
	— 80 —	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	— 70 —	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	— 60 —	
		Large business office
Quiet urban area, daytime	— 50 —	Dishwasher in next room
Quiet urban area, nighttime	— 40 —	Theater, large conference room (background)
Quiet suburban area, nighttime		
	— 30 —	Library
Quiet rural area, nighttime		Bedroom at night, concert hall (background)
	— 20 —	
		Broadcast/recording studio
	— 10 —	
Lowest threshold of human hearing	— 0 —	Lowest threshold of human hearing

Source: Caltrans 2013
mph = miles per hour

3.6 Human Response to Changes in Noise Levels

As discussed above, doubling sound energy results in a 3 dB increase in sound. However, given a sound level change measured with precise instrumentation, the subjective human perception of a doubling of loudness will usually be different from what is measured.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1 dB changes in sound levels when exposed to steady, single-frequency ("pure-tone") signals in the mid-frequency (1,000–8,000 Hz) range. In typical noisy environments, changes in noise of 1 to 2 dB are generally not perceptible. However, it is widely accepted that people are able to begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5 dB increase is generally perceived as a distinctly noticeable increase, and a 10 dB increase is generally perceived as a doubling of loudness. Therefore, a doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a 3 dB increase in sound would generally be perceived as barely detectable.

3.7 Noise Descriptors

Noise in our daily environment fluctuates over time. Some fluctuations are minor, but some are substantial. Some noise levels occur in regular patterns, but others are random. Some noise levels fluctuate rapidly, but others change slowly. Some noise levels vary widely, but others are relatively constant. Various noise descriptors have been developed to describe time-varying noise levels. The following are the noise descriptors that are most commonly used in traffic noise analysis:

- **Equivalent Sound Level (L_{eq}):** L_{eq} represents an average of the sound energy occurring over a specified period. In effect, L_{eq} is the steady-state sound level containing the same acoustical energy as the time-varying sound that actually occurs during the same period. The 1-hour A-weighted equivalent sound level ($L_{eq}[h]$) is the energy average of A-weighted sound levels occurring during a 1-hour period and the basis for noise abatement criteria (NAC) used by Caltrans and FHWA.
- **Percentile-Exceeded Sound Level (L_{xx}):** L_{xx} represents the sound level exceeded for a given percentage of a specified period (e.g., L_{10} is the sound level exceeded 10 percent of the time, and L_{90} is the sound level exceeded 90 percent of the time).
- **Maximum Sound Level (L_{max}):** L_{max} is the highest instantaneous sound level measured during a specified period.
- **Day-Night Level (L_{dn}):** L_{dn} is the energy average of A-weighted sound levels occurring over a 24-hour period, with a 10 dB penalty applied to A-weighted sound levels occurring during nighttime hours between 10:00 p.m. and 7:00 a.m.
- **Community Noise Equivalent Level (CNEL):** Similar to L_{dn}, CNEL is the energy average of the A-weighted sound levels occurring over a 24-hour period, with a 10 dB penalty applied to A-weighted sound levels occurring during the nighttime hours between 10:00 p.m. and 7:00 a.m. and a 5 dB penalty applied to the A-weighted sound levels occurring during evening hours between 7:00 p.m. and 10:00 p.m.

3.8 Sound Propagation

When sound propagates over a distance, it changes in level and frequency content. The manner in which noise reduces with distance depends on the factors listed below.

3.8.1 Geometric Spreading

Sound from a localized source (i.e., a point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance

from a point source. Highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source.

3.8.2 Ground Absorption

The propagation path of noise from a highway to a receptor is usually very close to the ground. Noise attenuation from ground absorption and reflective-wave canceling adds to the attenuation associated with geometric spreading. Traditionally, the excess attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually sufficiently accurate for distances of less than 200 feet. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receptor, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receptor, such as soft dirt, grass, or scattered bushes and trees), an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance.

3.8.3 Atmospheric Effects

Receptors located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can increase at large distances (e.g., more than 500 feet) from highways because of atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects.

3.8.4 Shielding by Natural or Human-Made Features

A large object or barrier in the path between a noise source and a receptor can substantially attenuate noise levels at the receptor. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Natural terrain features (e.g., hills and dense woods) and human-made features (e.g., buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receptor to reduce noise. A barrier that breaks the line of sight between a source and a receptor will typically result in at least 5 dB of noise reduction. Taller barriers provide increased noise reduction. Vegetation between the highway and receptor is rarely effective in reducing noise because it does not create a solid barrier.

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Chapter 4 Federal Regulations and State Policies

This report focuses on the requirements of 23 CFR 772, as discussed below.

4.1 Federal Regulations

4.1.1 23 CFR 772

23 CFR 772 provides procedures for preparing operational and construction noise studies and evaluating noise abatement considered for federal and Federal-aid highway projects. Under 23 CFR 772.7, projects are categorized as Type I, Type II, or Type III projects.

FHWA defines a Type I project as a proposed federal or federal-aid highway project for the construction of a highway on a new location or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment of the highway. The following projects are also considered to be Type I projects:

- The addition of a through-traffic lane(s). This includes the addition of a through-traffic lane that functions as a high-occupancy vehicle lane, high-occupancy toll lane, bus lane, or truck climbing lane,
- The addition of an auxiliary lane, except for when the auxiliary lane is a turn lane,
- The addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange,
- Restriping existing pavement for the purpose of adding a through traffic lane or an auxiliary lane,
- The addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot, or toll plaza.

If a project is determined to be a Type I project under this definition, the entire project area as defined in the environmental document is a Type I project.

A Type II project is a noise barrier retrofit project that involves no changes to highway capacity or alignment. A Type III project is a project that does not meet the classifications of a Type I or Type II project. Type III projects do not require a noise analysis.

Under 23 CFR 772.11, noise abatement must be considered for Type I projects if the project is predicted to result in a traffic noise impact. In such cases, 23 CFR 772 requires that the project sponsor "consider" noise abatement before adoption of the final NEPA document. This process

involves identification of noise abatement measures that are reasonable, feasible, and likely to be incorporated into the project, and of noise impacts for which no apparent solution is available.

Traffic noise impacts, as defined in 23 CFR 772.5, occur when the predicted noise level in the design-year approaches or exceeds the NAC specified in 23 CFR 772, or a predicted noise level substantially exceeds the existing noise level (a "substantial" noise increase). 23 CFR 772 does not specifically define the terms "substantial increase" or "approach"; these criteria are defined in the Protocol, as described below.

Table 4-1 summarizes NAC corresponding to various land use activity categories. Activity categories and related traffic noise impacts are determined based on the actual or permitted land use in a given area.

4.1.2 Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects

The Protocol specifies the policies, procedures, and practices to be used by agencies that sponsor new construction or reconstruction of federal or Federal-aid highway projects. The Protocol defines a noise increase as substantial when the predicted noise levels with project implementation exceed existing noise levels by 12 dBA or more. The Protocol also states that a sound level is considered to approach an NAC level when the sound level is within 1 dB of the NAC identified in 23 CFR 772 (e.g., 66 dBA is considered to approach the NAC of 67 dBA, but 65 dBA is not).

The Technical Noise Supplement to the Protocol provides detailed technical guidance for the evaluation of highway traffic noise. This includes field measurement methods, noise modeling methods, and report preparation guidance.

Table 4-1. Activity Categories and Noise Abatement Criteria (23 CFR 772)

Activity Category	Activity $L_{eq}[h]$[a]	Evaluation Location	Description of Activities
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B[b]	67	Exterior	Residential.
C[b]	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A–D or F.

Activity Category	Activity $L_{eq}[h]$[a]	Evaluation Location	Description of Activities
F			Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G			Undeveloped lands that are not permitted.

[a.] The $L_{eq}(h)$ activity criteria values are for impact determination only and are not design standards for noise abatement measures. All values are A-weighted decibels (dBA).
[b.] Includes undeveloped lands permitted for this activity category.

4.2 State Regulations and Policies

4.2.1 California Environmental Quality Act

Noise analysis under the California Environmental Quality Act (CEQA) may be required regardless of whether or not the project is a Type I project. The CEQA noise analysis is completely independent of the 23 CFR 772 analysis done for NEPA. Under CEQA, the baseline noise level is compared to the build noise level. The assessment entails looking at the setting of the noise impact and then how large or perceptible any noise increase would be in the given area. Key considerations include: the uniqueness of the setting, the sensitive nature of the noise receptors, the magnitude of the noise increase, the number of residences affected, and the absolute noise level.

The significance of noise impacts under CEQA are addressed in the environmental document rather than the NSR. Even though the NSR (or noise technical memorandum) does not specifically evaluate the significance of noise impacts under CEQA, it must contain the technical information that is needed to make that determination in the environmental document.

4.2.2 Section 216 of the California Streets and Highways Code

Section 216 of the California Streets and Highways Code relates to the noise effects of a proposed freeway project on public and private elementary and secondary schools. Under this code, a noise impact occurs if, as a result of a proposed freeway project, noise levels exceed 52 dBA $L_{eq}(h)$ in the interior of public or private elementary or secondary classrooms, libraries, or multipurpose rooms or spaces. This requirement does not replace the “approach or exceed” NAC criterion for FHWA Activity Category D for classroom interiors, but it is a requirement that must be addressed in addition to the requirements of 23 CFR 772.

If a project results in a noise impact under this code, noise abatement must be provided to reduce classroom noise to a level that is at or below 52 dBA $L_{eq}(h)$. If the noise levels generated from freeway and roadway sources exceed 52 dBA $L_{eq}(h)$ prior to the construction of the proposed freeway project, then noise abatement must be provided to reduce the noise to the level that existed prior to construction of the project.

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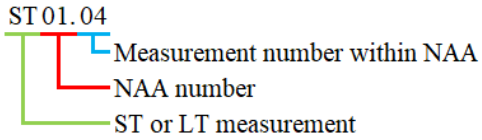
Chapter 5 Study Methods and Procedures

5.1 Methods for Identifying Land Uses and Selecting Noise Measurement and Modeling Receiver Locations

A field investigation was conducted to identify land uses that could be subject to traffic and construction noise impacts from the proposed Project. Land uses in the Project area were categorized by land use type, activity category (as defined in Table 4-1), and the extent of frequent human use. As directed by the Protocol, the focus was on outdoor locations with frequent human use that would benefit from a lowered noise level, although all developed land uses were considered in this analysis. Accordingly, this impact analysis focused on locations with defined outdoor activity areas, such as residences with backyards or patios, restaurants with outdoor seating areas, and hotels with swimming pools. The geometry of the Project area relative to nearby existing land uses was also identified.

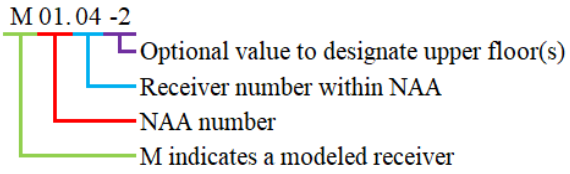
In addition, investigations were conducted to identify any undeveloped land in the Project vicinity with permits for construction of future developments. These investigations were carried out by contacting the relevant city or county planning departments.[3]

Because the overall noise study area is large, it was helpful to divide it into smaller areas for analysis and discussion. Therefore, the noise study area was divided into 20 noise analysis areas (NAAs), starting with NAA 1 at the southern end of the study area and ascending to NAA 20 at the northern end of the study area. Each NAA is described and discussed in more detail in Chapter 6, *Existing Noise Environment*. One hundred and thirty short-term (ST) measurement sites were selected to represent the various land use categories and activities within the Project area. Eighteen additional sites were also used to obtain long-term (LT) measurements to capture the diurnal traffic noise level patterns in the Project area. The measurement sites were each assigned a unique number according to their measurement type (ST or LT), NAA (01 through 20), and sequence from south to north within the NAA, for instance:



[3] The city or county Planning Departments contacted regarding permitted undeveloped lands include the City of Lake Elsinore Community Development Department - Planning Division, the City of Lake Elsinore Engineering Department, the Riverside County Planning Department, and the City of Corona Planning Division.

The ST measurements were used to validate the traffic noise modeling used in the study and were used as modeled receivers for the analysis of the worst noise hour under existing and Design-Year (No-Build and Build) conditions. Non-measurement locations were selected as additional modeled receivers to gain a more complete understanding of the noise environment in the Project area. Modeled receivers were each assigned a unique number using a similar naming convention as was used for the measurement sites. In a few locations, the same receiver was modeled at two or more floor heights, for instance to model residential decks and balconies that are stacked above each other on different floors of the same building. In these cases an additional value is added to the receiver number to signify receivers modeled above the first floor (e.g., "-2" for second floor, "-3" for third floor). The naming convention for modeled receivers is as follows:



Where measurement sites were also used for noise modeling, the locations are assigned both a modeled receiver number and a measurement number (e.g., M02.08/ST02.02).

5.2 Field Measurement Procedures

A field noise study was conducted in accordance with the recommended procedures in the TeNS. The following is a summary of the procedures that were used to collect ST and LT sound level data.

5.2.1 Short-Term Measurements

The ST noise levels were measured across multiple days between September 2020 and January 2022. The initial round of 126 measurements was conducted in September and October 2020. Twenty-five remeasurements were conducted in March 2021 to recheck locations that did not initially align with the traffic noise modeling (see Chapter 6 for additional information related to model validation). Four additional measurements were conducted in January 2022 to represent elevated receiver locations (second- and third-floor residential balconies) not addressed in the initial round of measurements. The noise measurement locations are shown on Figure 5-1. All ST measurements were conducted in accordance with the TeNS (Caltrans 2013).

Land uses within the Project area consist of single-family and multi-family residences, hotels, places of worship, a school, parks, playgrounds, a trail node, sports fields, a cemetery, medical facilities, retail, offices with and without outdoor use areas, restaurants with and without outdoor

use areas, industrial, storage, distribution/warehousing, emergency services, utilities, cell towers, construction equipment yards, parking lots, agricultural, and undeveloped land. ST measurements were taken at 130 sites, as identified on Figure 5-1. All ST measurements representing residential land uses were conducted at areas of frequent human use or at the closest accessible location considered acoustically equivalent for traffic noise model validation purposes (refer to Section 6.3.3, *Traffic Noise Model Validation*).

At all but six of the ST measurement locations, consecutive 10-minute measurements were obtained. At ST01.02, ST01.03, ST01.04, ST01.05, ST03.01, and ST03.02, measurements were lengthened to 15 minutes to account for fluctuating noise levels due to irregular vehicle spacing on local roadways. Each consecutive measurement at the same location is identified with a run number. For instance, ST01.01 Run 1 is followed by ST01.01 Run 2, and so on. Per TeNS guidance, at least two consecutive runs were measured at all locations. At any locations where the results of the first and second runs did not agree within +/- 2 dB, additional runs were measured until two different runs agreed within +/- 2 dB. A third consecutive run was required at ST05.04, ST06.04, ST13.05, ST14.04, ST15.04 and ST15.05 to produce a pair of runs that agreed within +/- 2 dB. For each of those measurements, the two runs that agreed most closely with each other were carried forward for use in the subsequent traffic noise model validation. The run that was the least consistent was discarded; however, for the purposes of transparency, all measurement runs are included on the field data sheets included in Appendix D. The results of the ST noise monitoring are provided in Table 6-1 in Chapter 6, *Existing Noise Environment*.

ST noise measurements were conducted using one Larson Davis model LxT1 sound level meter (SLM), one Larson Davis model 831 SLM, one Larson Davis model 824 SLM, two Larson Davis model 812 SLMs, and one Brüel & Kjær model 2238 SLM (serial numbers 0004005, 0003786, A3536, 0638, 0639, and 2106267, respectively). The SLMs are classified as Type 1 instruments, as defined in American National Standard Institute (ANSI) specification S1.4-1984 and International Electrotechnical Commission publications 804 and 651. The meters were set to the “slow” time-response mode and the A-weighting filter network. The calibration of all SLMs was checked before and after the measurements using Larson Davis Model CAL200 (serial numbers 2916 and 6645), Rion Model NC-74 (serial number 35157442), and Larson Davis Model CAL250 (serial number 2127) acoustical calibrators.

During ST measurements, a noise analyst attended the SLM at all times. The L_{eq} values collected during each measurement period (10 minutes or longer) were automatically recorded with the digital integrating SLM and subsequently logged manually on the field data sheets for each measurement location. Dominant noise sources observed and other relevant measurement

conditions were also identified and logged manually on the field data sheets. At all locations, traffic noise was the dominant contributor to the measured noise levels.

Temperature, wind speed, and humidity were recorded manually during the ST monitoring sessions using a Kestrel 3000 portable weather station. During ST measurements, wind speeds typically ranged from 0 to 9 miles per hour (mph). Temperatures ranged from 59 to 108 degrees Fahrenheit, with relative humidity typically in the range of 10 to 55 percent.

The relevant traffic data during each ST measurement were captured using video recordings. For all measurements, traffic on the I-15 mainline was videotaped. Additional videotaping was conducted for on-ramps, off-ramps, other highways (i.e., SR-74), and local roadways that were observed to potentially contribute to the overall traffic noise levels at the ST measurement locations.

Traffic volumes during each measurement were subsequently counted and classified using the video recordings gathered in the field. Vehicles were classified as automobiles, medium-duty trucks (two axles), heavy-duty trucks (three or more axles), buses, or motorcycles. Individual vehicle speeds for each lane of I-15 were captured throughout each measurement, separating heavy-duty truck speeds from the other classifications, using Bushnell Speedster III, Bushnell Velocity Speed Gun, and Kustom Signals, Inc. Falcon radar guns. Vehicle speeds were averaged per lane for each measurement run. Vehicle speeds on local streets varied continually due to the stop-and-go nature of the signalized intersections in the study area. For the purposes of noise modeling and validation, all vehicles on local streets were assumed to be traveling at the posted speed limit unless congestion severely reduced speeds for prolonged periods of time. In these instances, speeds were reduced in the traffic noise model to accurately reflect the conditions at the time of measurement.

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Figure 5-1, Index Sheet
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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Legend

- Long-term Measurement Location
- Short-term Measurement Location
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Figure 5-1, Sheet 1a of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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Figure 5-1, Sheet 1b of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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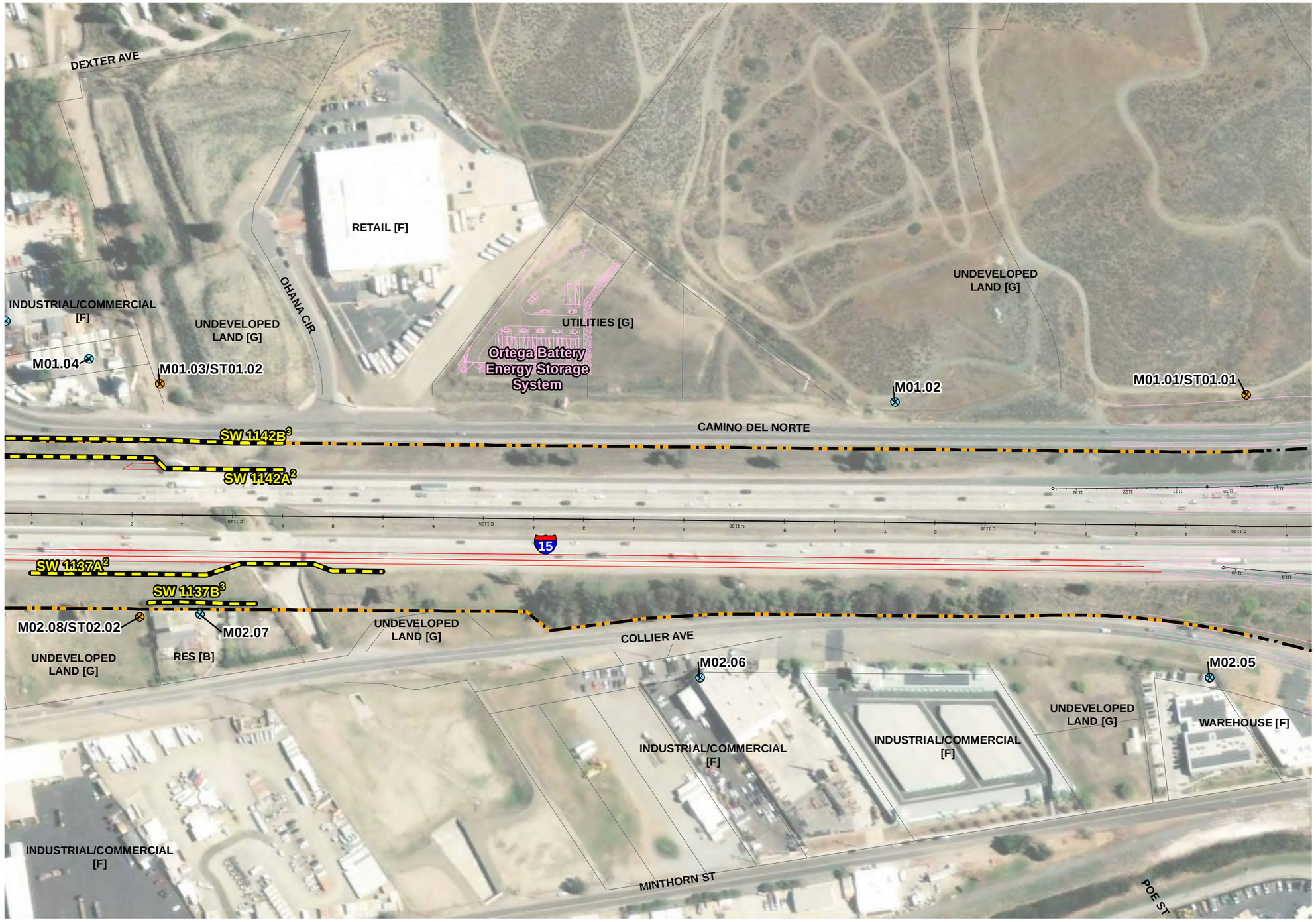

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Figure 5-1, Sheet 2 of 40
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Interstate 15 Express Lanes Project Southern Extension

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Figure 5-1, Sheet 3 of 40
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Interstate 15 Express Lanes Project Southern Extension

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Figure 5-1, Sheet 4 of 40
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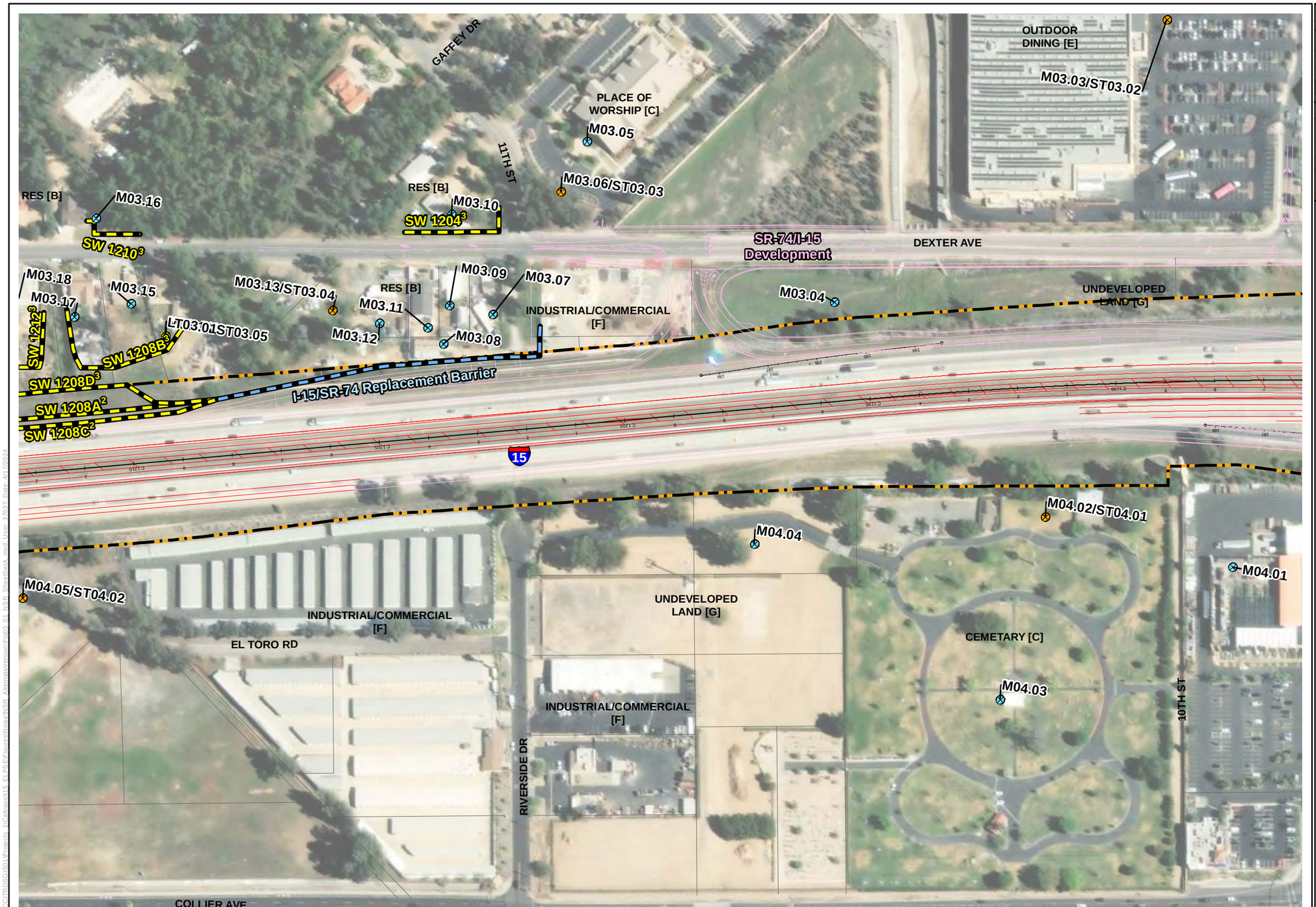

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Figure 5-1, Sheet 5a of 40
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Figure 5-1, Sheet 6a of 40
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Figure 5-1, Sheet 7a of 40
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Figure 5-1, Sheet 5b of 40
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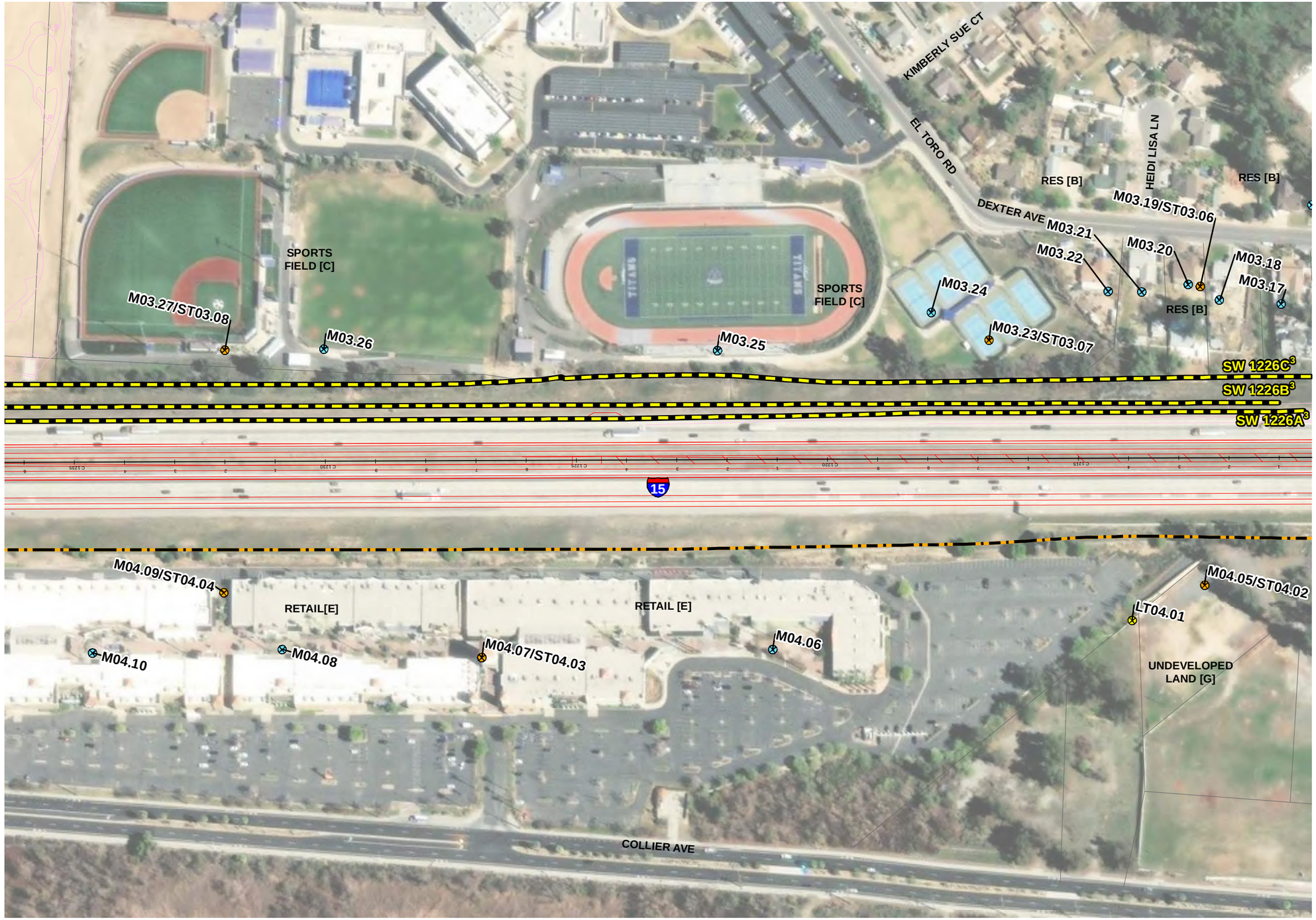

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Figure 5-1, Sheet 6b of 40
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Figure 5-1, Sheet 5c of 40
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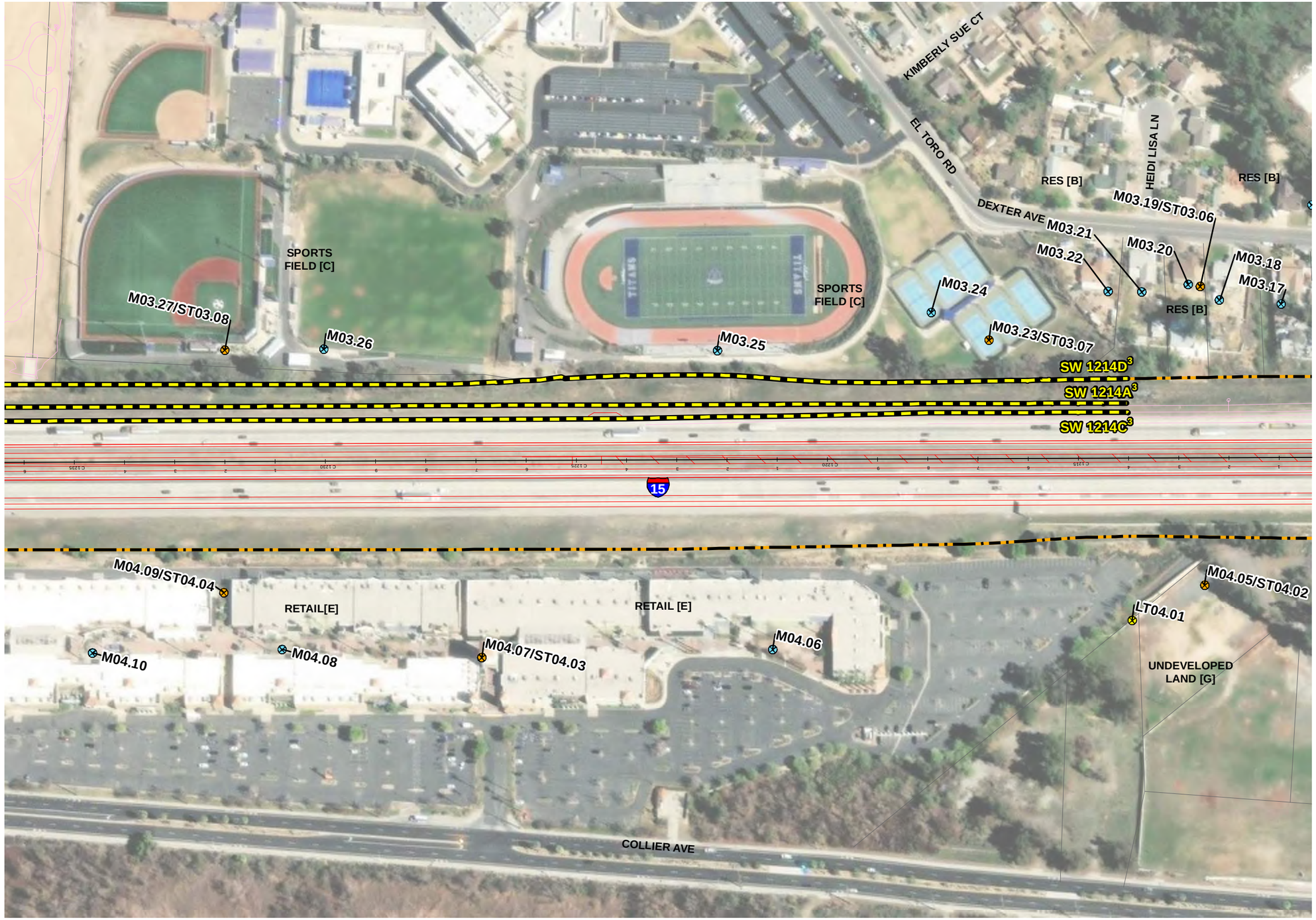

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Figure 5-1, Sheet 6c of 40
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Figure 5-1, Sheet 7c of 40
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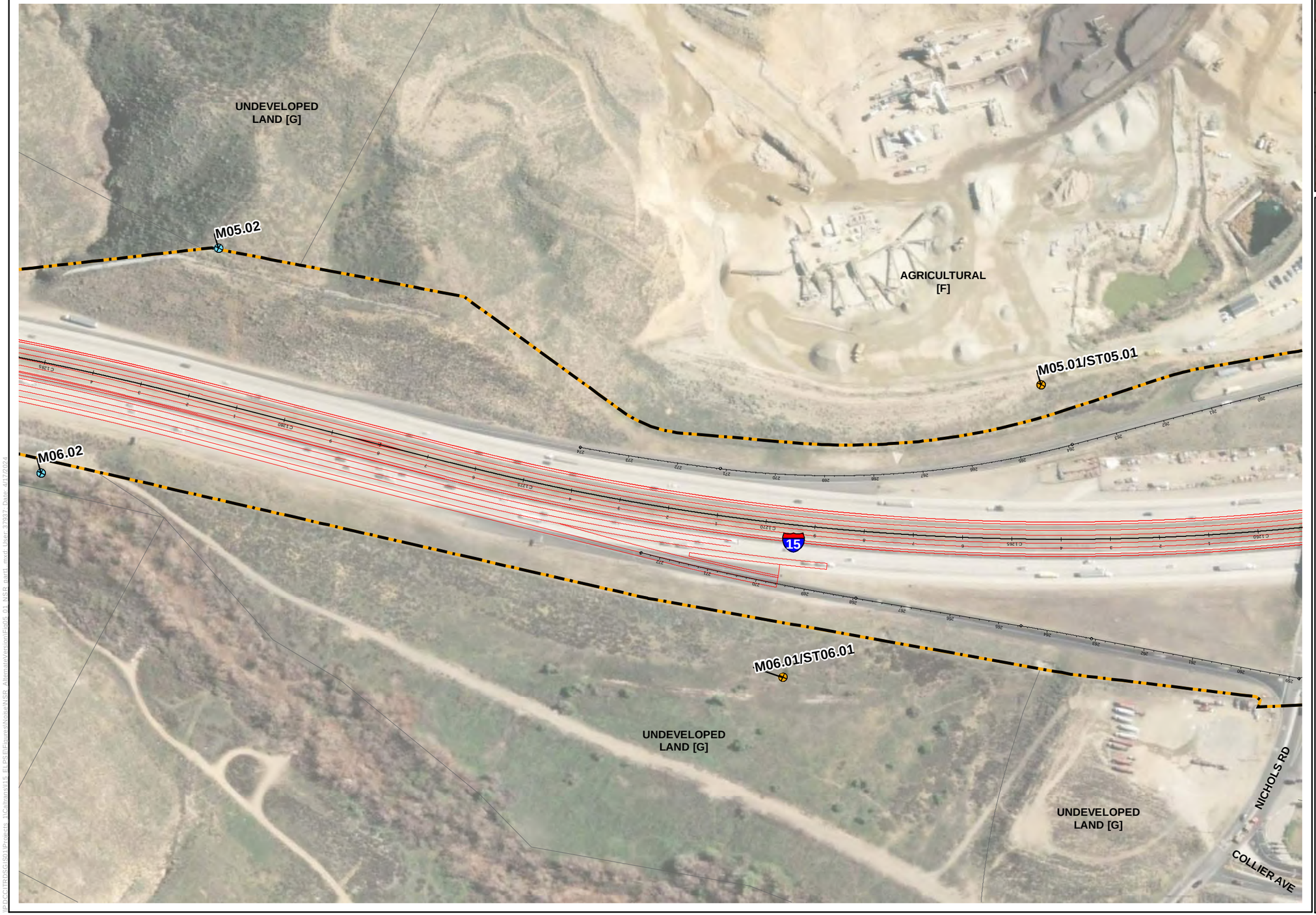

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[A] - Activity Category A Land Uses
[B] - Activity Category B Land Uses
[C] - Activity Category C Land Uses
[D] - Activity Category D Land Uses
[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

0 100 200 Feet
1:2,400

Figure 5-1, Sheet 8 of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
- Project Limits/Noise Study Limits
- Planned Future Projects
- Parcel Boundary

[1] Not Acoustically Feasible

[2] Acoustically Feasible but Failed to Meet Design Goal

[3] Acoustically Feasible and Met Design Goal

[A] - Activity Category A Land Uses
[B] - Activity Category B Land Uses
[C] - Activity Category C Land Uses
[D] - Activity Category D Land Uses
[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

0 100 200
Feet
1:2,400

Figure 5-1, Sheet 9 of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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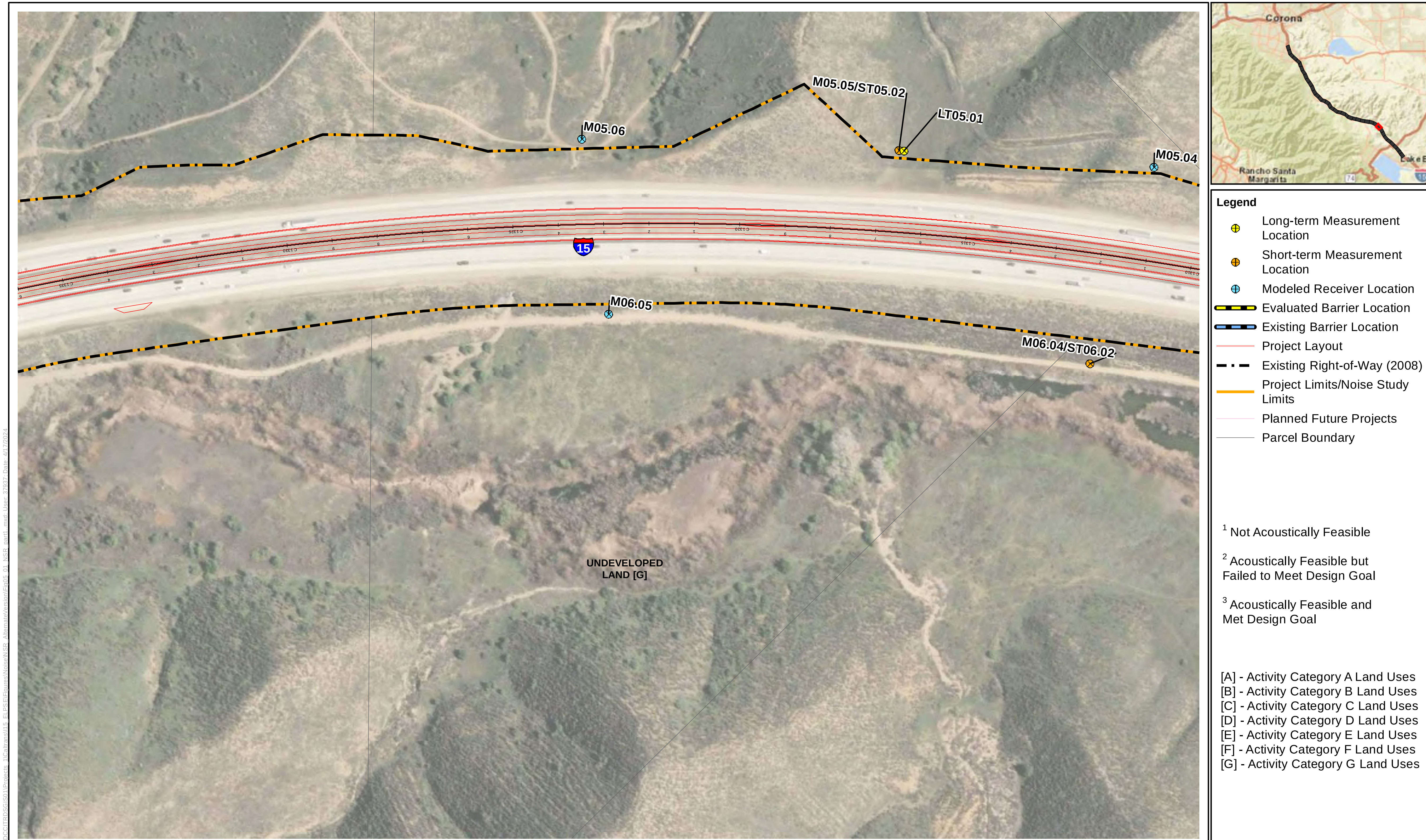
M05.05/ST05.02
LT05.01
M05.06
M05.04
M06.05
M06.04/ST06.02
15
UNDEVELOPED LAND [G]
Corona
Rancho Santa Margarita
Lake Elsinore
Legend
Long-term Measurement Location
Short-term Measurement Location
Modeled Receiver Location
Evaluated Barrier Location
Existing Barrier Location
Project Layout
Existing Right-of-Way (2008)
Project Limits/Noise Study Limits
Planned Future Projects
Parcel Boundary
1 Not Acoustically Feasible
2 Acoustically Feasible but Failed to Meet Design Goal
3 Acoustically Feasible and Met Design Goal
[A] - Activity Category A Land Uses
[B] - Activity Category B Land Uses
[C] - Activity Category C Land Uses
[D] - Activity Category D Land Uses
[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

0 100 200 Feet
1:2,400

Figure 5-1, Sheet 10 of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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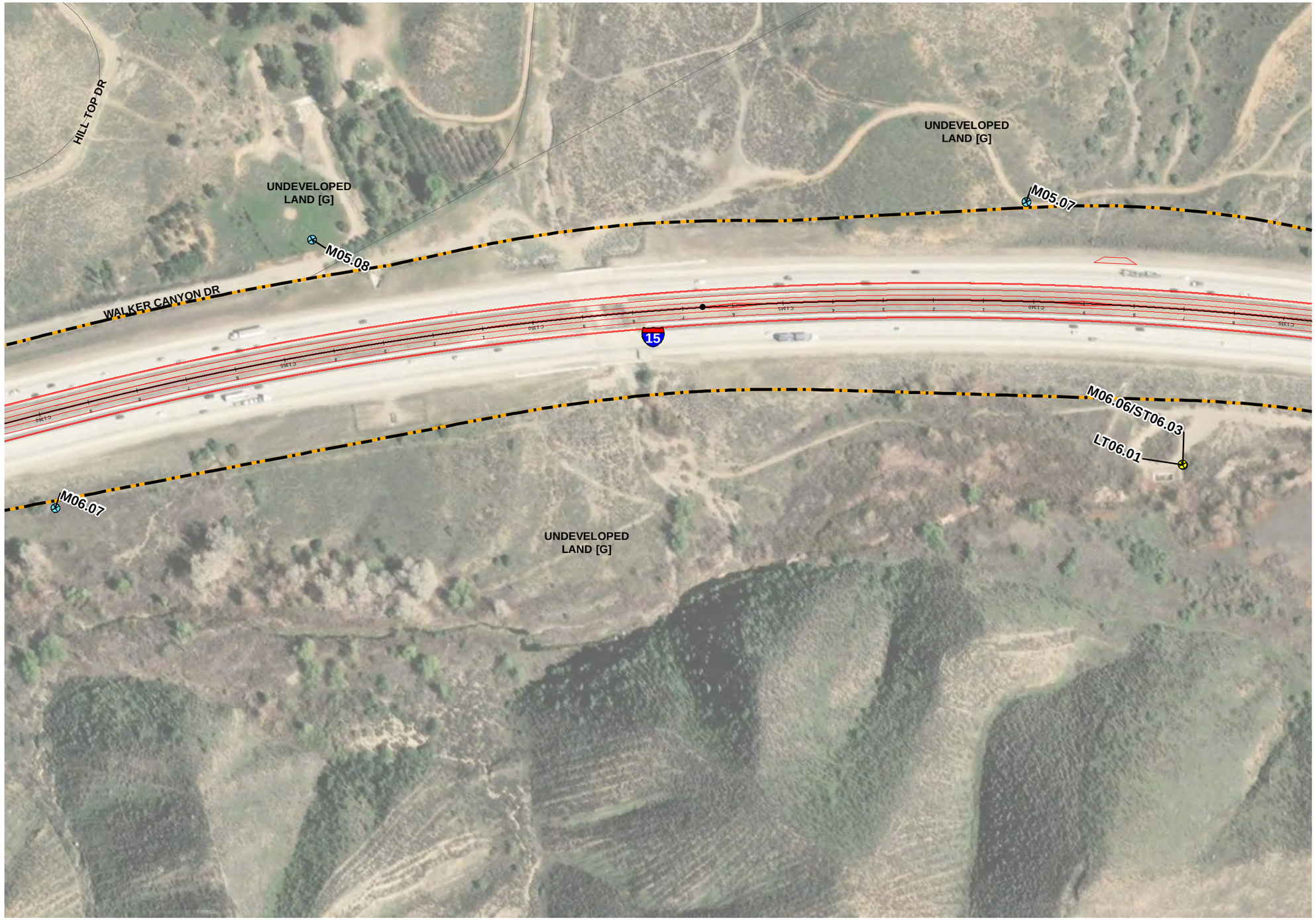

Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
- Project Limits/Noise Study Limits
- Planned Future Projects
- Parcel Boundary

[1] Not Acoustically Feasible

[2] Acoustically Feasible but Failed to Meet Design Goal

[3] Acoustically Feasible and Met Design Goal

[A] - Activity Category A Land Uses
[B] - Activity Category B Land Uses
[C] - Activity Category C Land Uses
[D] - Activity Category D Land Uses
[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

0 100 200 Feet
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Figure 5-1, Sheet 11 of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
- Project Limits/Noise Study Limits
- Planned Future Projects
- Parcel Boundary

[1] Not Acoustically Feasible

[2] Acoustically Feasible but Failed to Meet Design Goal

[3] Acoustically Feasible and Met Design Goal

[A] - Activity Category A Land Uses
[B] - Activity Category B Land Uses
[C] - Activity Category C Land Uses
[D] - Activity Category D Land Uses
[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

0 100 200 Feet
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Figure 5-1, Sheet 12 of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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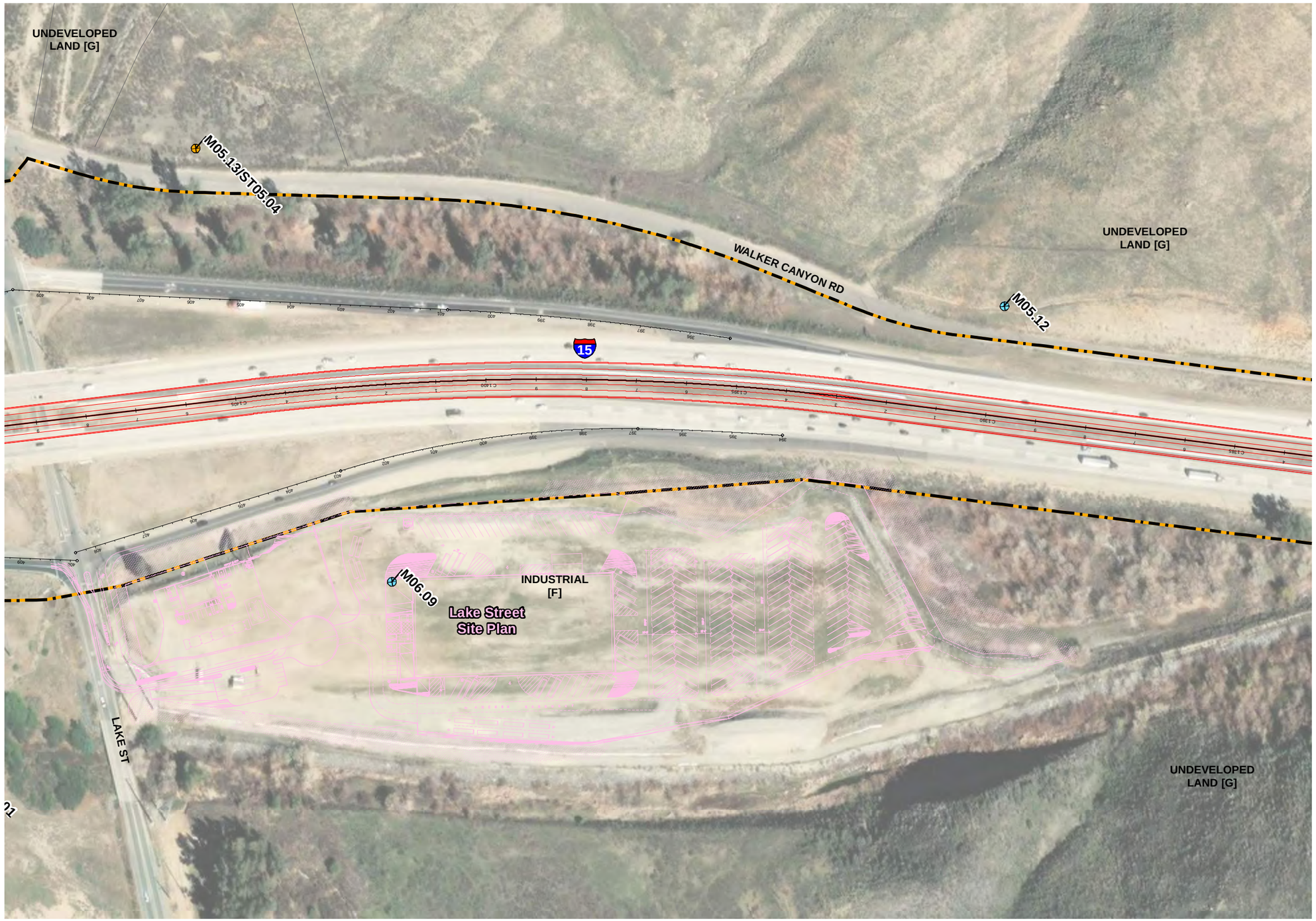

Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
- Project Limits/Noise Study Limits
- Planned Future Projects
- Parcel Boundary

[1] Not Acoustically Feasible

[2] Acoustically Feasible but Failed to Meet Design Goal

[3] Acoustically Feasible and Met Design Goal

[A] - Activity Category A Land Uses
[B] - Activity Category B Land Uses
[C] - Activity Category C Land Uses
[D] - Activity Category D Land Uses
[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

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Feet
1:2,400

Figure 5-1, Sheet 13 of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
- Project Limits/Noise Study Limits
- Planned Future Projects
- Parcel Boundary

[1] Not Acoustically Feasible

[2] Acoustically Feasible but Failed to Meet Design Goal

[3] Acoustically Feasible and Met Design Goal

[A] - Activity Category A Land Uses
[B] - Activity Category B Land Uses
[C] - Activity Category C Land Uses
[D] - Activity Category D Land Uses
[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

0 100 200 Feet
1:2,400

Figure 5-1, Sheet 14 of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
- Project Limits/Noise Study Limits
- Planned Future Projects
- Parcel Boundary

[1] Not Acoustically Feasible

[2] Acoustically Feasible but Failed to Meet Design Goal

[3] Acoustically Feasible and Met Design Goal

[A] - Activity Category A Land Uses
[B] - Activity Category B Land Uses
[C] - Activity Category C Land Uses
[D] - Activity Category D Land Uses
[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

0 100 200 Feet
1:2,400

Figure 5-1, Sheet 15 of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
- Project Limits/Noise Study Limits
- Planned Future Projects
- Parcel Boundary

[1] Not Acoustically Feasible

[2] Acoustically Feasible but Failed to Meet Design Goal

[3] Acoustically Feasible and Met Design Goal

[A] - Activity Category A Land Uses
[B] - Activity Category B Land Uses
[C] - Activity Category C Land Uses
[D] - Activity Category D Land Uses
[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

0 100 200 Feet
1:2,400

Figure 5-1, Sheet 16 of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
- Project Limits/Noise Study Limits
- Planned Future Projects
- Parcel Boundary

[1] Not Acoustically Feasible

[2] Acoustically Feasible but Failed to Meet Design Goal

[3] Acoustically Feasible and Met Design Goal

[A] - Activity Category A Land Uses
[B] - Activity Category B Land Uses
[C] - Activity Category C Land Uses
[D] - Activity Category D Land Uses
[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

0 100 200 Feet
1:2,400

Figure 5-1, Sheet 17 of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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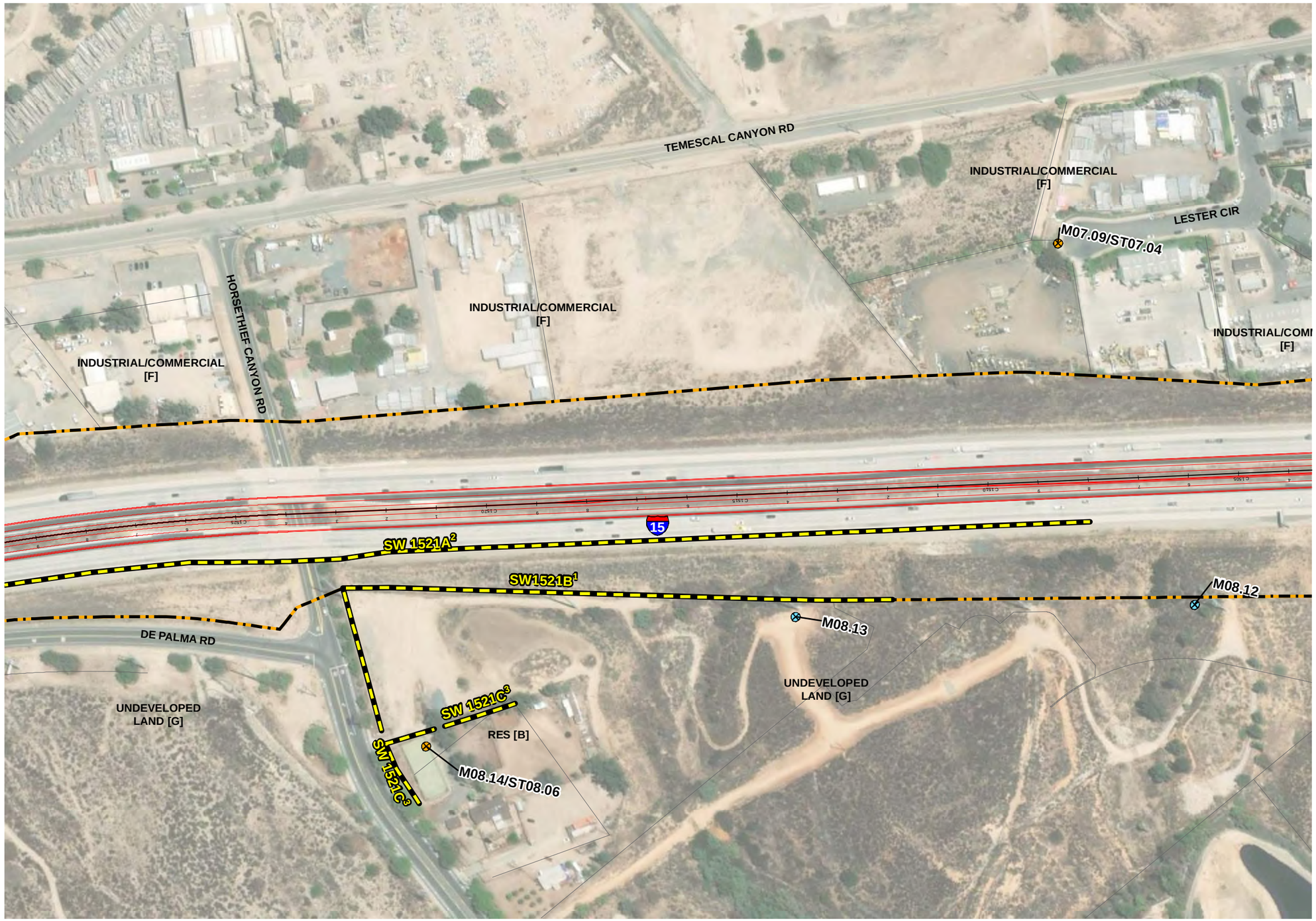

Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
- Project Limits/Noise Study Limits
- Planned Future Projects
- Parcel Boundary

[1] Not Acoustically Feasible

[2] Acoustically Feasible but Failed to Meet Design Goal

[3] Acoustically Feasible and Met Design Goal

[A] - Activity Category A Land Uses
[B] - Activity Category B Land Uses
[C] - Activity Category C Land Uses
[D] - Activity Category D Land Uses
[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

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Figure 5-1, Sheet 18a of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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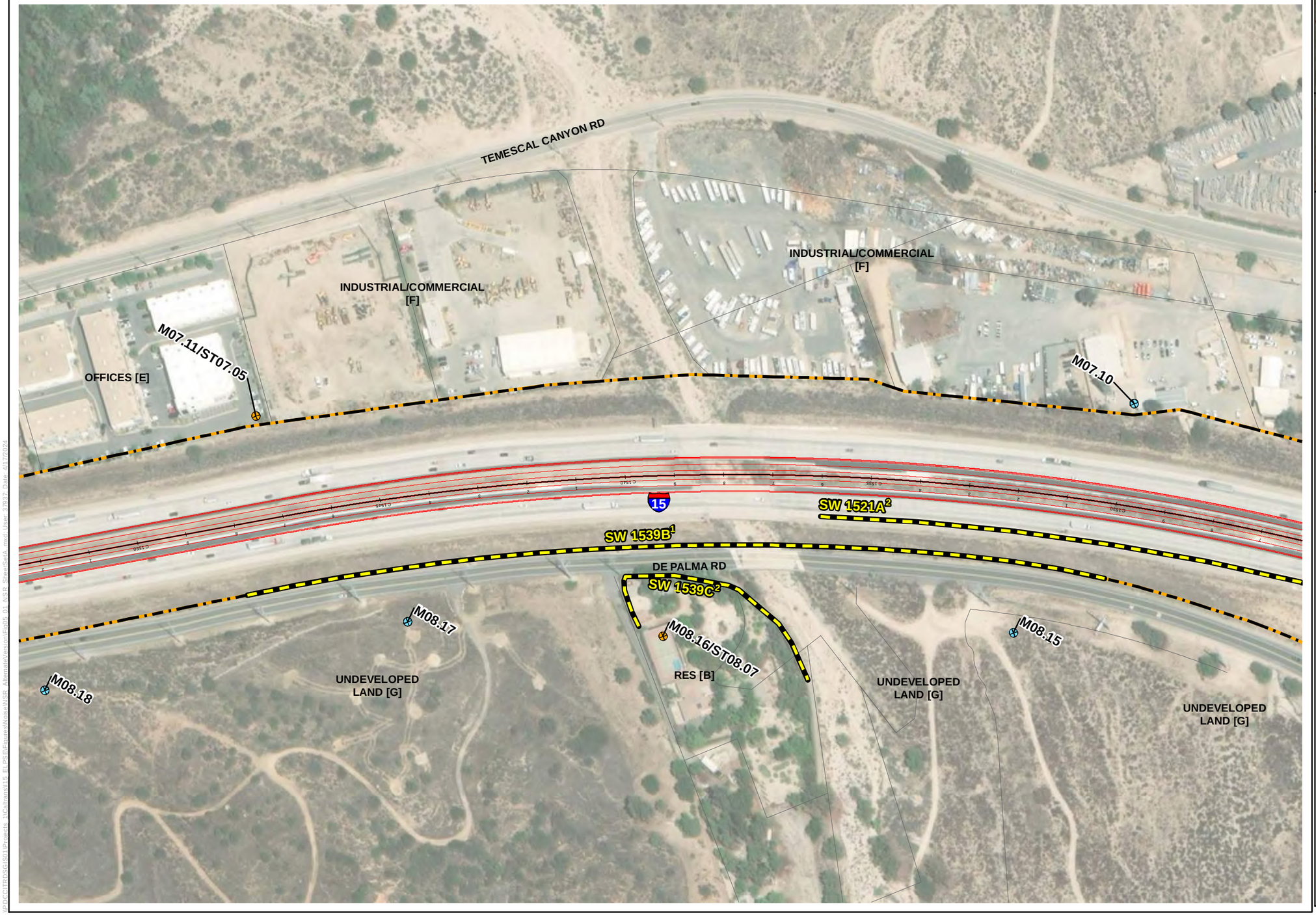

Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
- Project Limits/Noise Study Limits
- Planned Future Projects
- Parcel Boundary

[1] Not Acoustically Feasible

[2] Acoustically Feasible but Failed to Meet Design Goal

[3] Acoustically Feasible and Met Design Goal

[A] - Activity Category A Land Uses
[B] - Activity Category B Land Uses
[C] - Activity Category C Land Uses
[D] - Activity Category D Land Uses
[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

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Figure 5-1, Sheet 19a of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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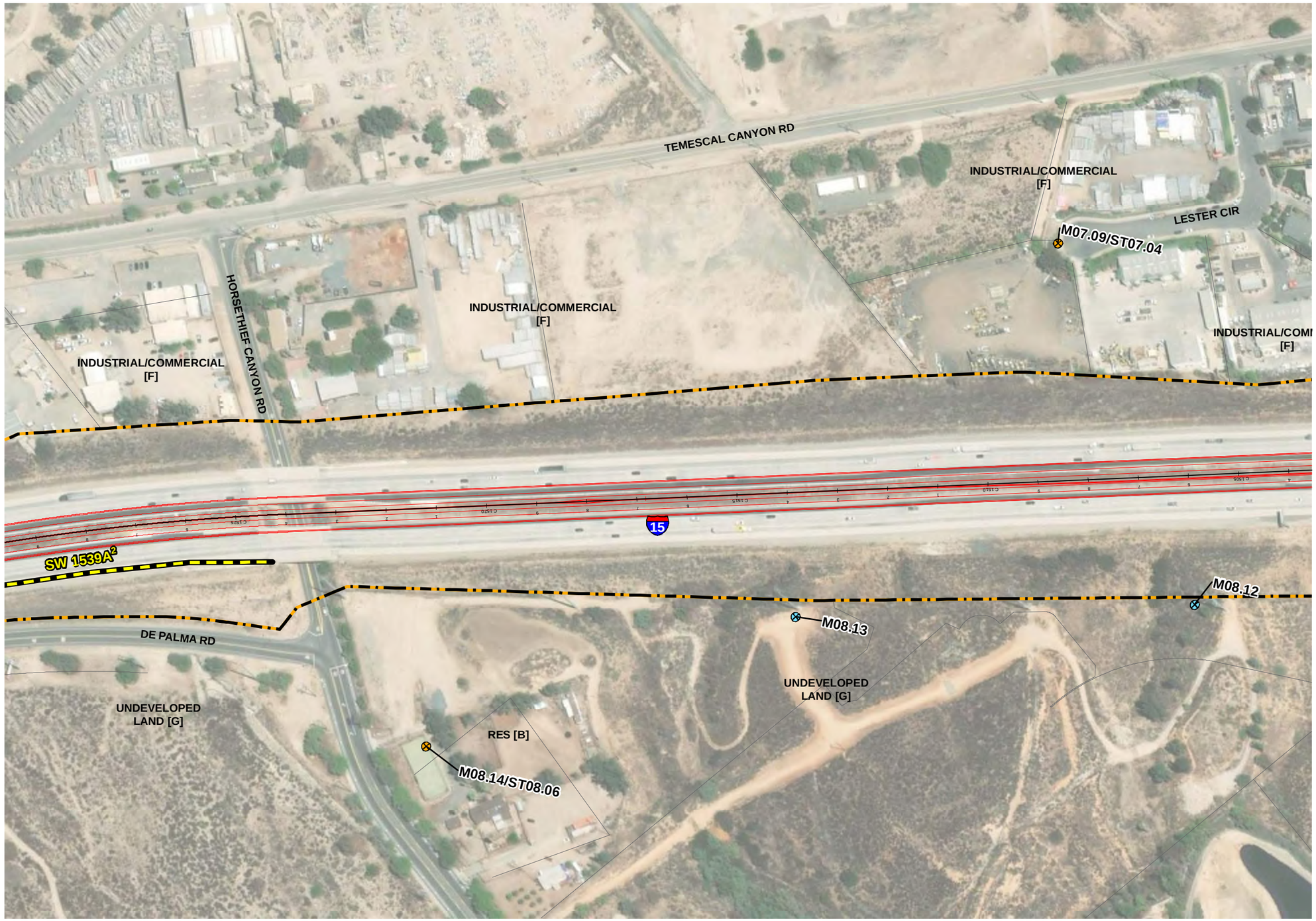

Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
- Project Limits/Noise Study Limits
- Planned Future Projects
- Parcel Boundary

[1] Not Acoustically Feasible

[2] Acoustically Feasible but Failed to Meet Design Goal

[3] Acoustically Feasible and Met Design Goal

[A] - Activity Category A Land Uses
[B] - Activity Category B Land Uses
[C] - Activity Category C Land Uses
[D] - Activity Category D Land Uses
[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

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Figure 5-1, Sheet 18b of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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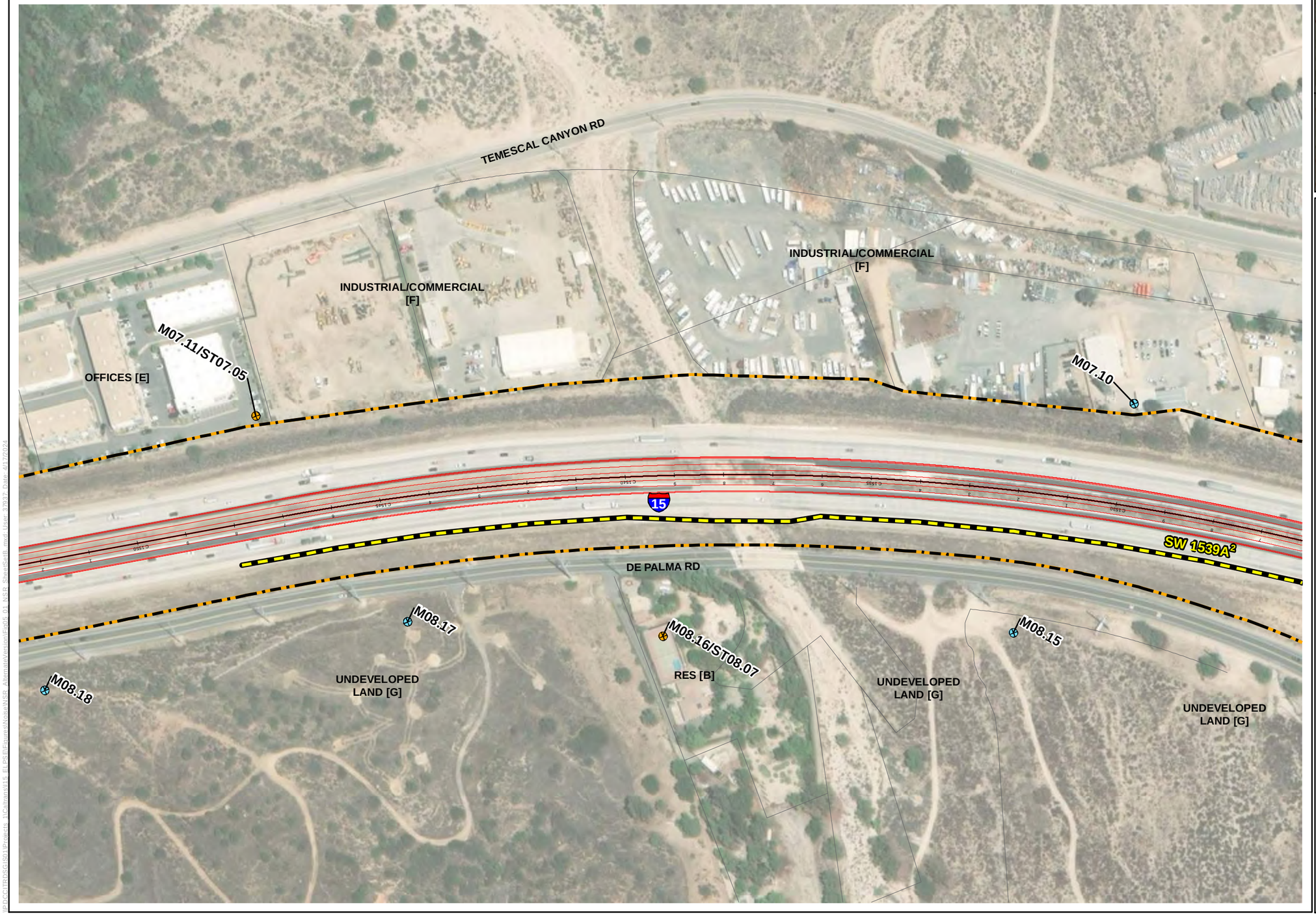

Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
- Project Limits/Noise Study Limits
- Planned Future Projects
- Parcel Boundary

[1] Not Acoustically Feasible

[2] Acoustically Feasible but Failed to Meet Design Goal

[3] Acoustically Feasible and Met Design Goal

[A] - Activity Category A Land Uses
[B] - Activity Category B Land Uses
[C] - Activity Category C Land Uses
[D] - Activity Category D Land Uses
[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

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Figure 5-1, Sheet 19b of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
- Project Limits/Noise Study Limits
- Planned Future Projects
- Parcel Boundary

[1] Not Acoustically Feasible

[2] Acoustically Feasible but Failed to Meet Design Goal

[3] Acoustically Feasible and Met Design Goal

[A] - Activity Category A Land Uses
[B] - Activity Category B Land Uses
[C] - Activity Category C Land Uses
[D] - Activity Category D Land Uses
[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

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Figure 5-1, Sheet 20 of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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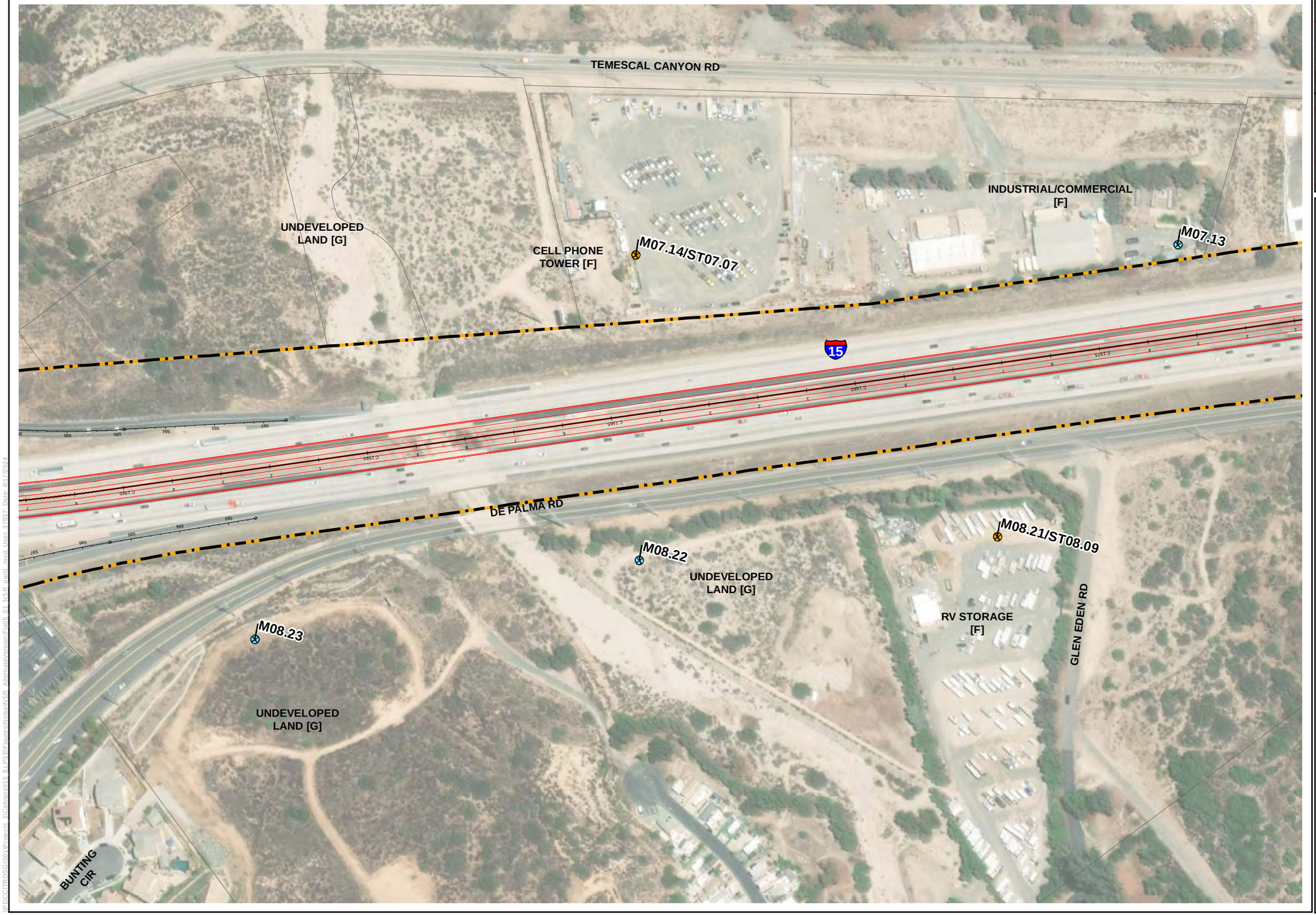

Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
- Project Limits/Noise Study Limits
- Planned Future Projects
- Parcel Boundary

[1] Not Acoustically Feasible

[2] Acoustically Feasible but Failed to Meet Design Goal

[3] Acoustically Feasible and Met Design Goal

[A] - Activity Category A Land Uses
[B] - Activity Category B Land Uses
[C] - Activity Category C Land Uses
[D] - Activity Category D Land Uses
[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

0 100 200 Feet
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Figure 5-1, Sheet 21 of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
- Project Limits/Noise Study Limits
- Planned Future Projects
- Parcel Boundary

[1] Not Acoustically Feasible

[2] Acoustically Feasible but Failed to Meet Design Goal

[3] Acoustically Feasible and Met Design Goal

[A] - Activity Category A Land Uses
[B] - Activity Category B Land Uses
[C] - Activity Category C Land Uses
[D] - Activity Category D Land Uses
[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

0 100 200 Feet
1:2,400

Figure 5-1, Sheet 22 of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
- Project Limits/Noise Study Limits
- Planned Future Projects
- Parcel Boundary

[1] Not Acoustically Feasible

[2] Acoustically Feasible but Failed to Meet Design Goal

[3] Acoustically Feasible and Met Design Goal

[A] - Activity Category A Land Uses
[B] - Activity Category B Land Uses
[C] - Activity Category C Land Uses
[D] - Activity Category D Land Uses
[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

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1:2,400

Figure 5-1, Sheet 23 of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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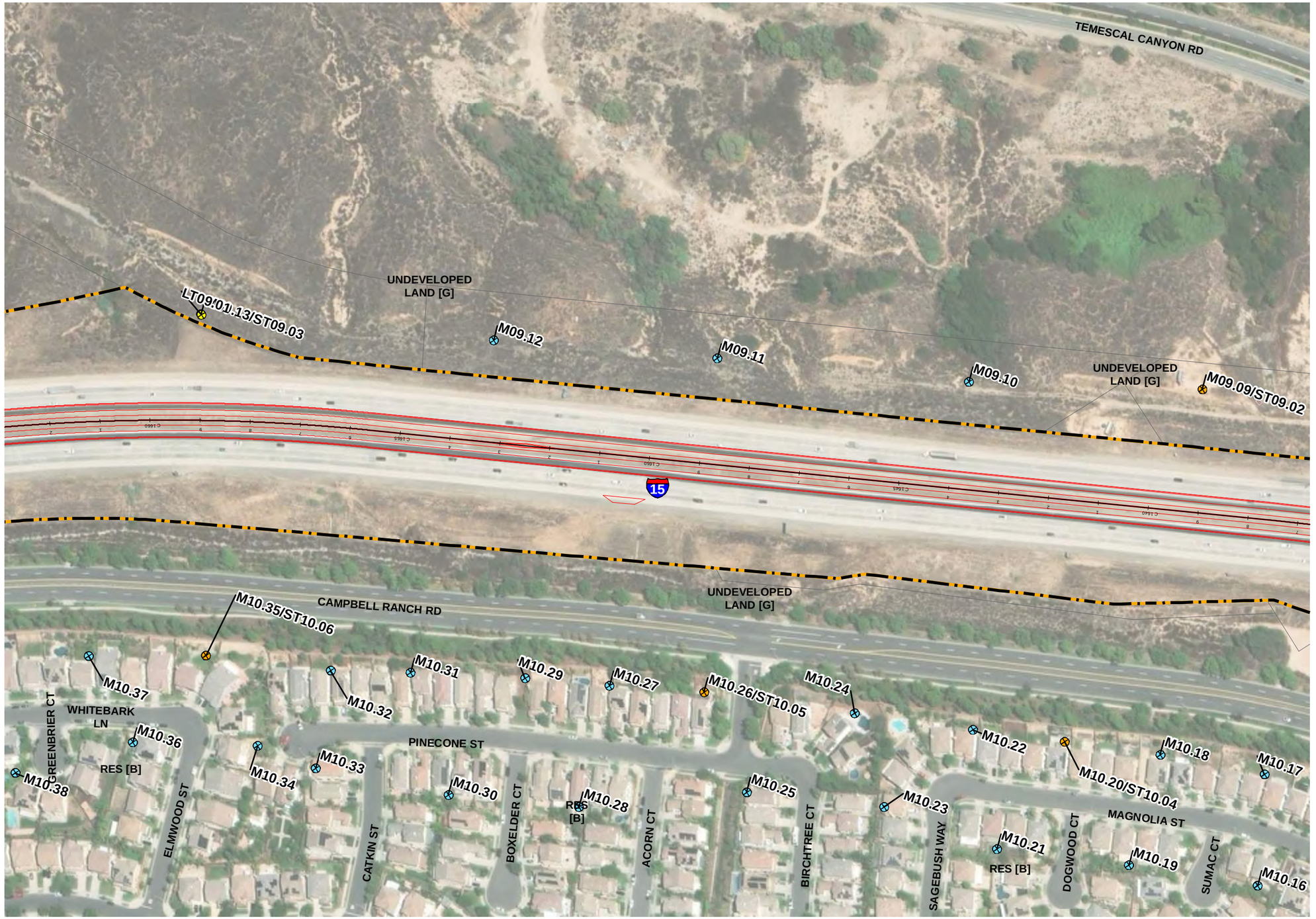

Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
- Project Limits/Noise Study Limits
- Planned Future Projects
- Parcel Boundary

[1] Not Acoustically Feasible

[2] Acoustically Feasible but Failed to Meet Design Goal

[3] Acoustically Feasible and Met Design Goal

[A] - Activity Category A Land Uses
[B] - Activity Category B Land Uses
[C] - Activity Category C Land Uses
[D] - Activity Category D Land Uses
[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

0 100 200 Feet
1:2,400

Figure 5-1, Sheet 24 of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
- Project Limits/Noise Study Limits
- Planned Future Projects
- Parcel Boundary

[1] Not Acoustically Feasible

[2] Acoustically Feasible but Failed to Meet Design Goal

[3] Acoustically Feasible and Met Design Goal

[A] - Activity Category A Land Uses
[B] - Activity Category B Land Uses
[C] - Activity Category C Land Uses
[D] - Activity Category D Land Uses
[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

0 100 200 Feet
1:2,400

Figure 5-1, Sheet 25 of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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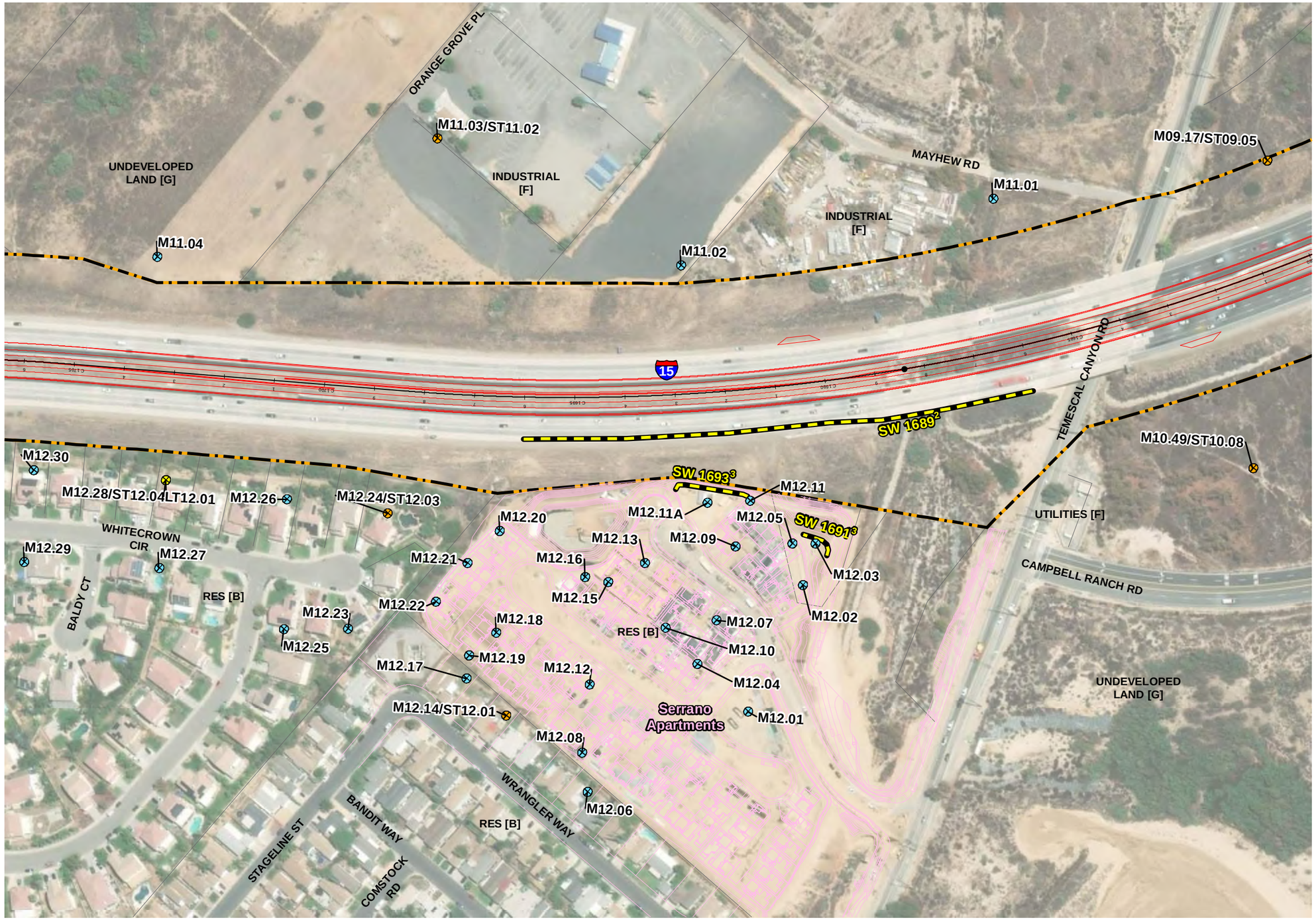

Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
- Project Limits/Noise Study Limits
- Planned Future Projects
- Parcel Boundary

[1] Not Acoustically Feasible

[2] Acoustically Feasible but Failed to Meet Design Goal

[3] Acoustically Feasible and Met Design Goal

[A] - Activity Category A Land Uses
[B] - Activity Category B Land Uses
[C] - Activity Category C Land Uses
[D] - Activity Category D Land Uses
[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

0 100 200 Feet
1:2,400

Figure 5-1, Sheet 26 of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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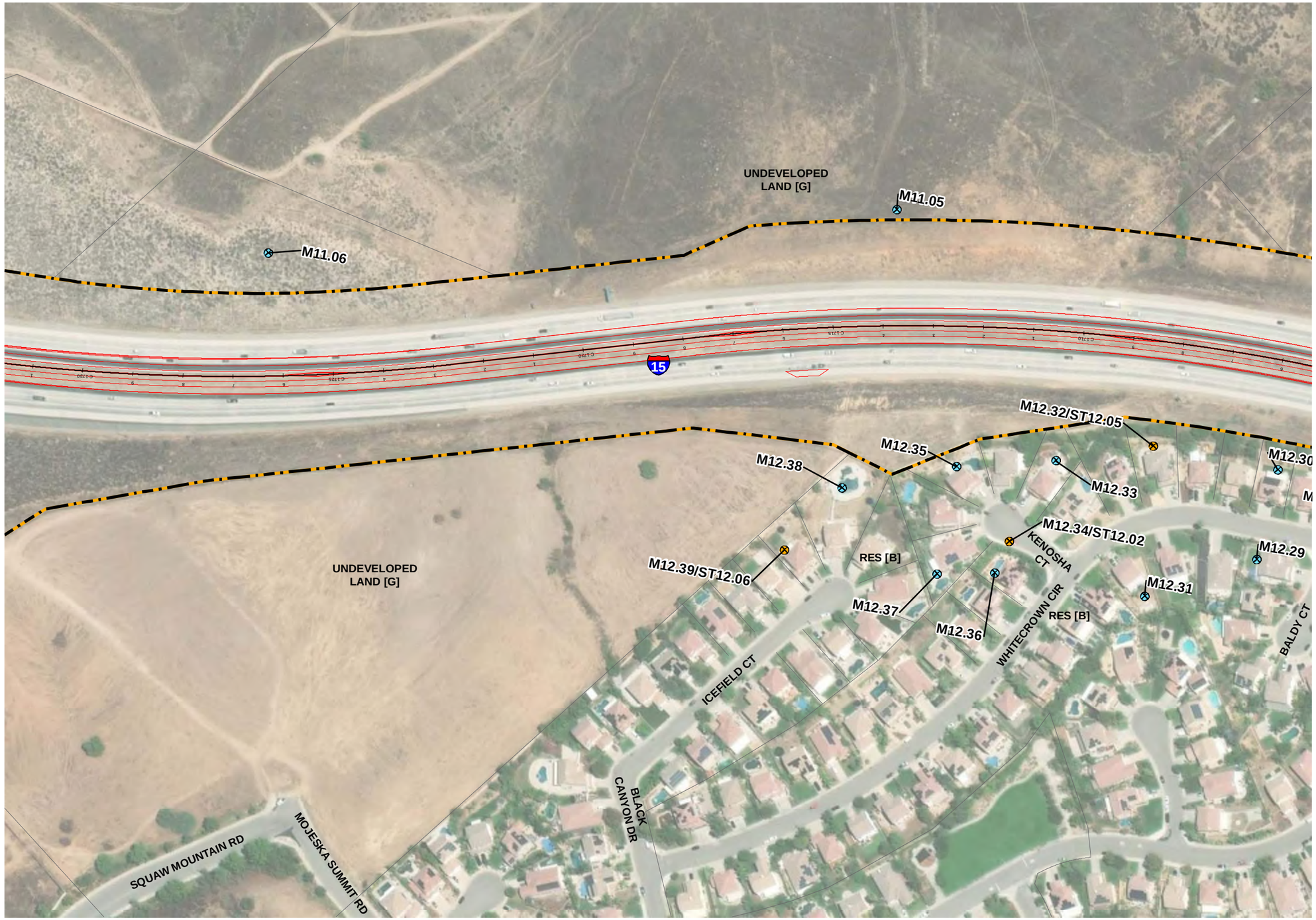

Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
- Project Limits/Noise Study Limits
- Planned Future Projects
- Parcel Boundary

[1] Not Acoustically Feasible

[2] Acoustically Feasible but Failed to Meet Design Goal

[3] Acoustically Feasible and Met Design Goal

[A] - Activity Category A Land Uses
[B] - Activity Category B Land Uses
[C] - Activity Category C Land Uses
[D] - Activity Category D Land Uses
[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

0 100 200 Feet
1:2,400

Figure 5-1, Sheet 27 of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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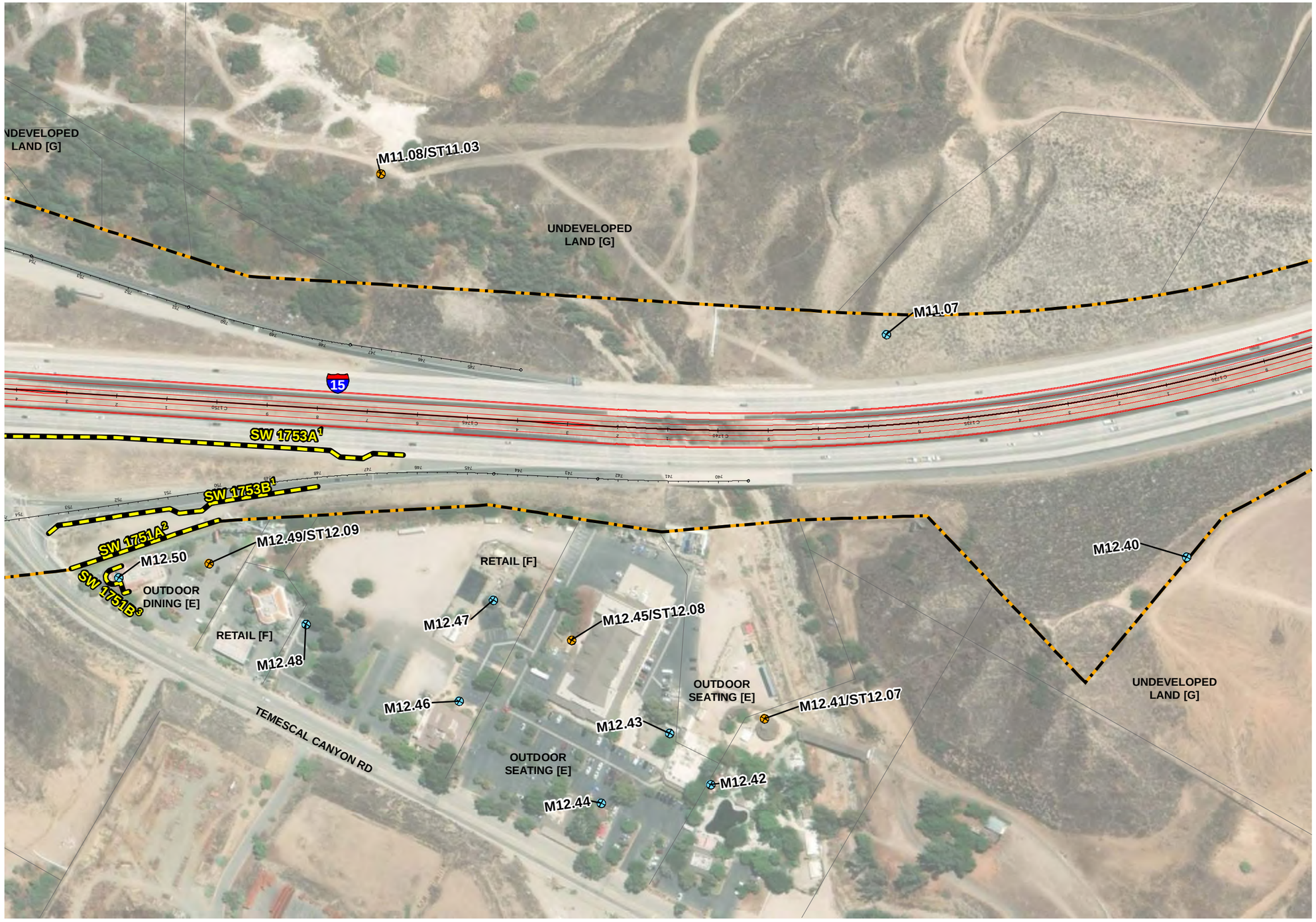

Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
- Project Limits/Noise Study Limits
- Planned Future Projects
- Parcel Boundary

[1] Not Acoustically Feasible

[2] Acoustically Feasible but Failed to Meet Design Goal

[3] Acoustically Feasible and Met Design Goal

[A] - Activity Category A Land Uses
[B] - Activity Category B Land Uses
[C] - Activity Category C Land Uses
[D] - Activity Category D Land Uses
[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

0 100 200 Feet
1:2,400

Figure 5-1, Sheet 28a of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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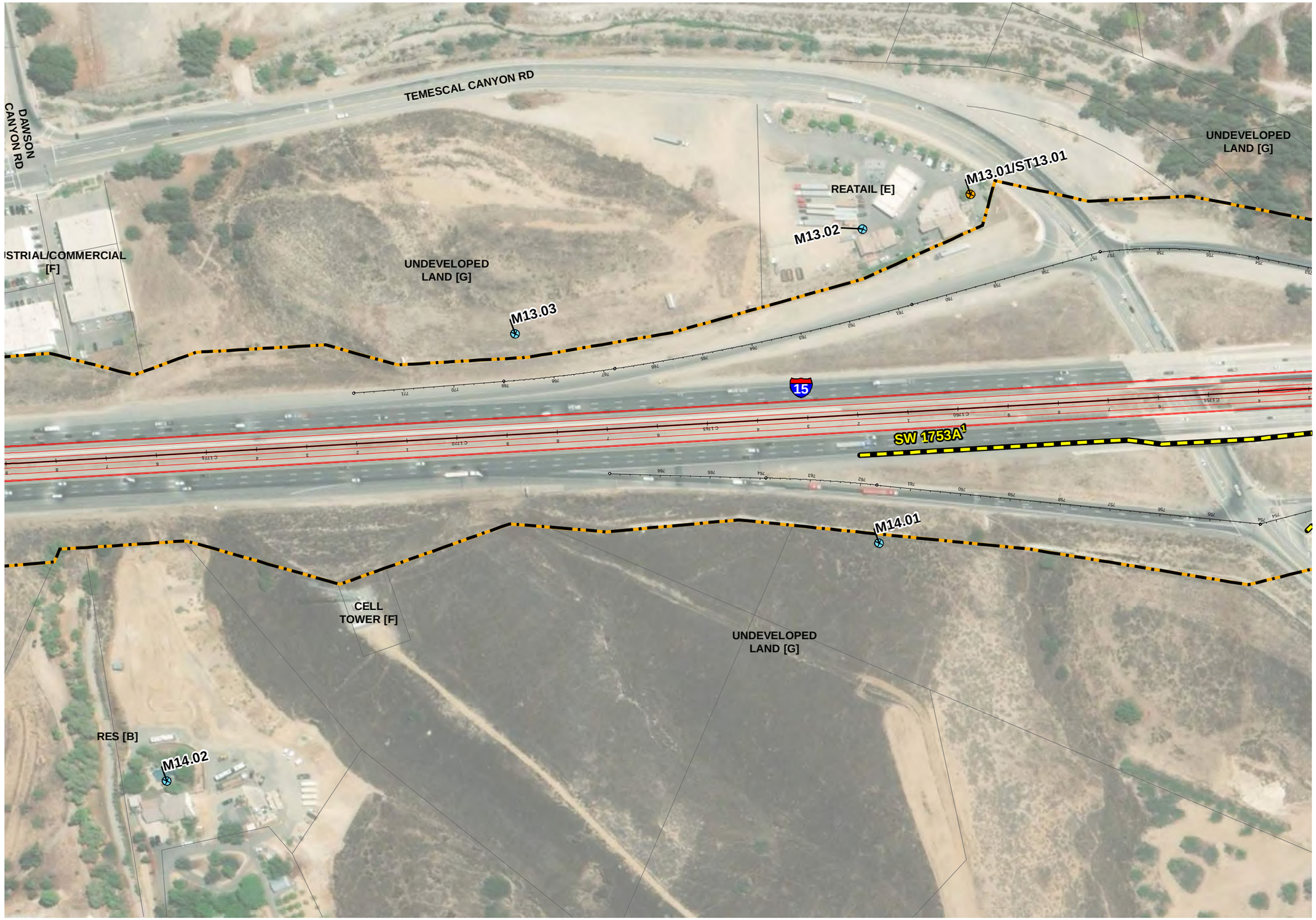

Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
- Project Limits/Noise Study Limits
- Planned Future Projects
- Parcel Boundary

[1] Not Acoustically Feasible

[2] Acoustically Feasible but Failed to Meet Design Goal

[3] Acoustically Feasible and Met Design Goal

[A] - Activity Category A Land Uses
[B] - Activity Category B Land Uses
[C] - Activity Category C Land Uses
[D] - Activity Category D Land Uses
[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

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Figure 5-1, Sheet 29a of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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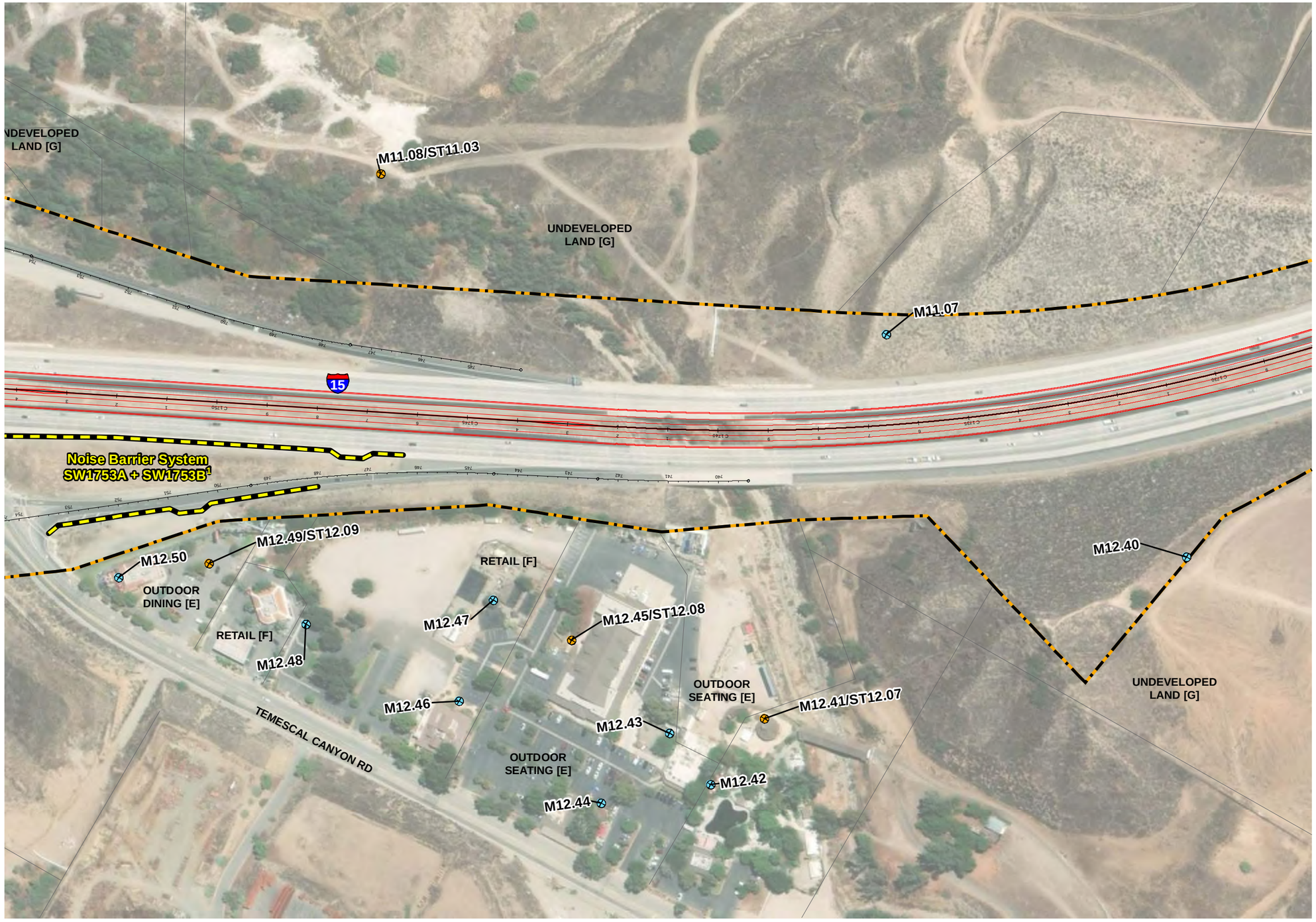

Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
- Project Limits/Noise Study Limits
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[C] - Activity Category C Land Uses
[D] - Activity Category D Land Uses
[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

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Figure 5-1, Sheet 28b of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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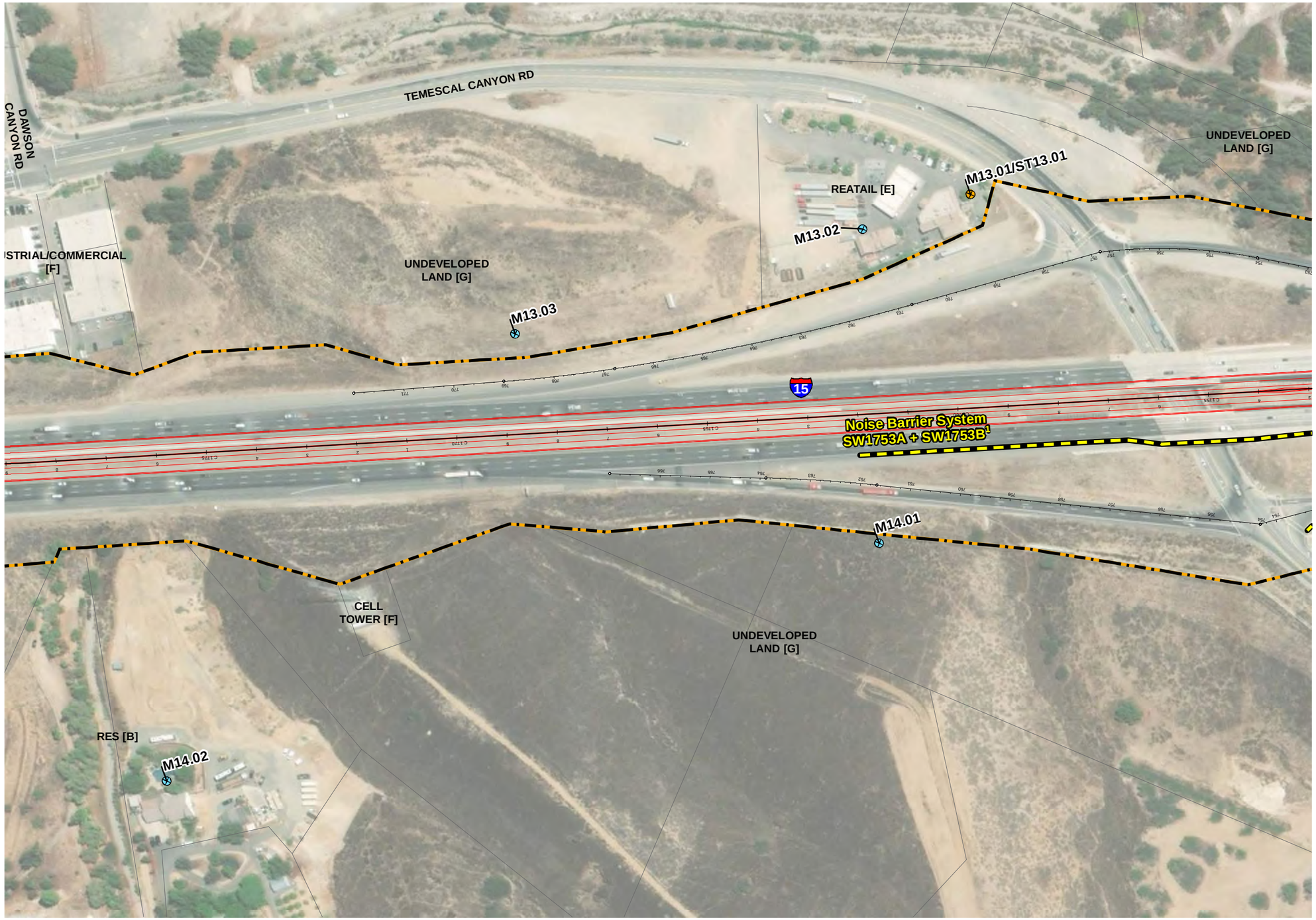

Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
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[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

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Figure 5-1, Sheet 29b of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
- Project Limits/Noise Study Limits
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[D] - Activity Category D Land Uses
[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

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Figure 5-1, Sheet 30 of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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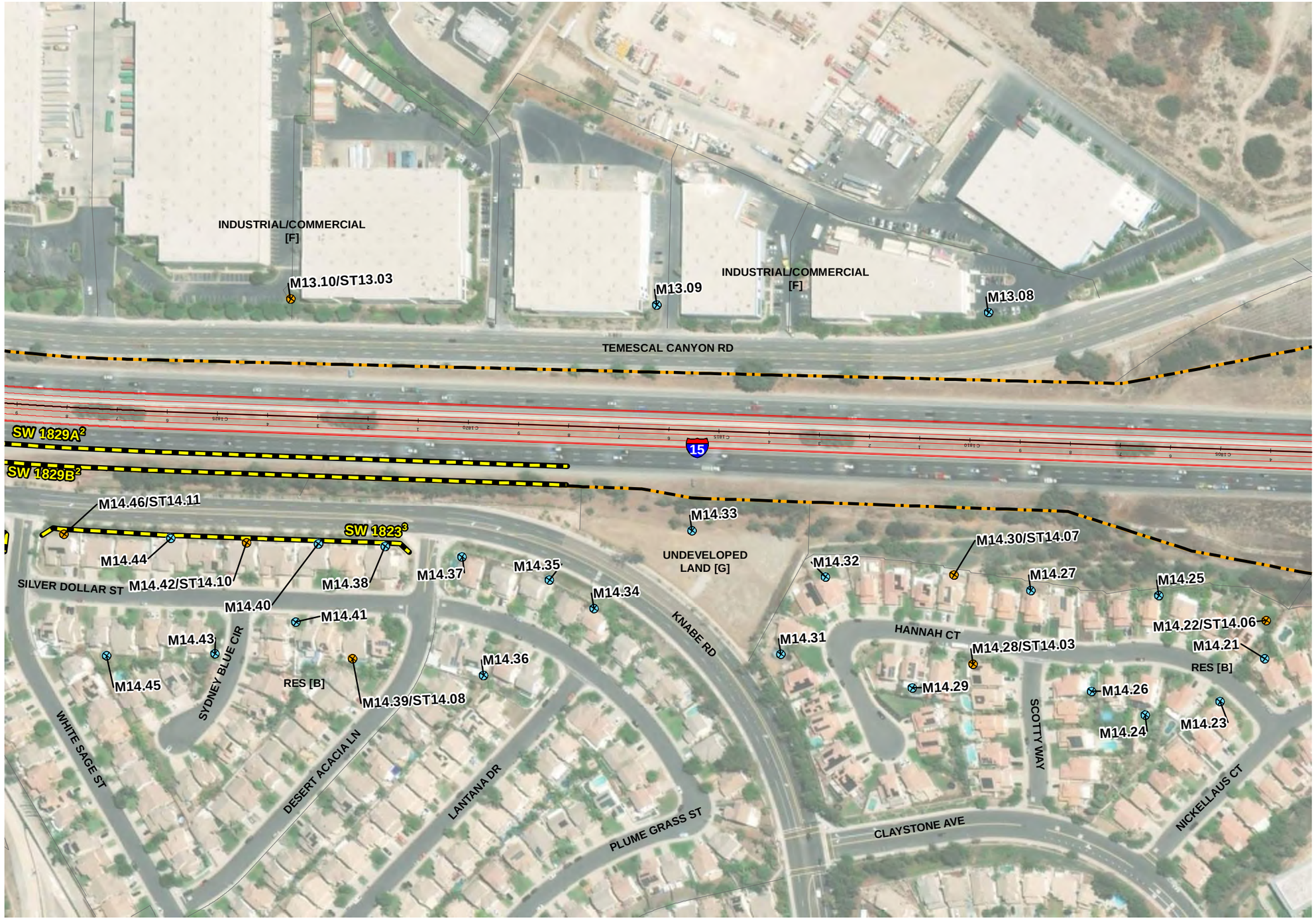

Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
- Project Limits/Noise Study Limits
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[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

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Figure 5-1, Sheet 31 of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
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[G] - Activity Category G Land Uses

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Figure 5-1, Sheet 32 of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
- Project Limits/Noise Study Limits
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[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

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Figure 5-1, Sheet 33a of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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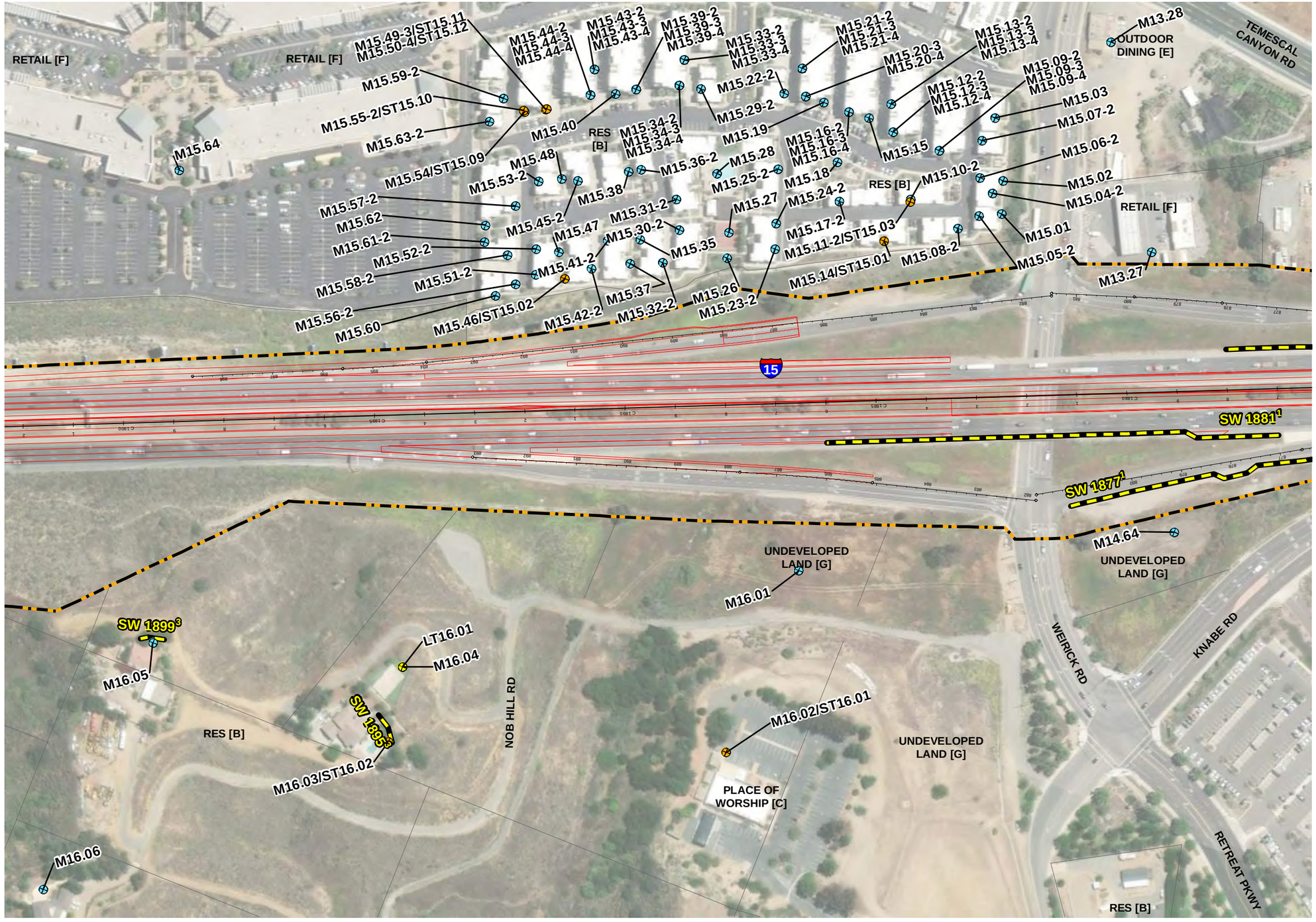

Legend

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[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

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Figure 5-1, Sheet 34a of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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Figure 5-1, Sheet 33b of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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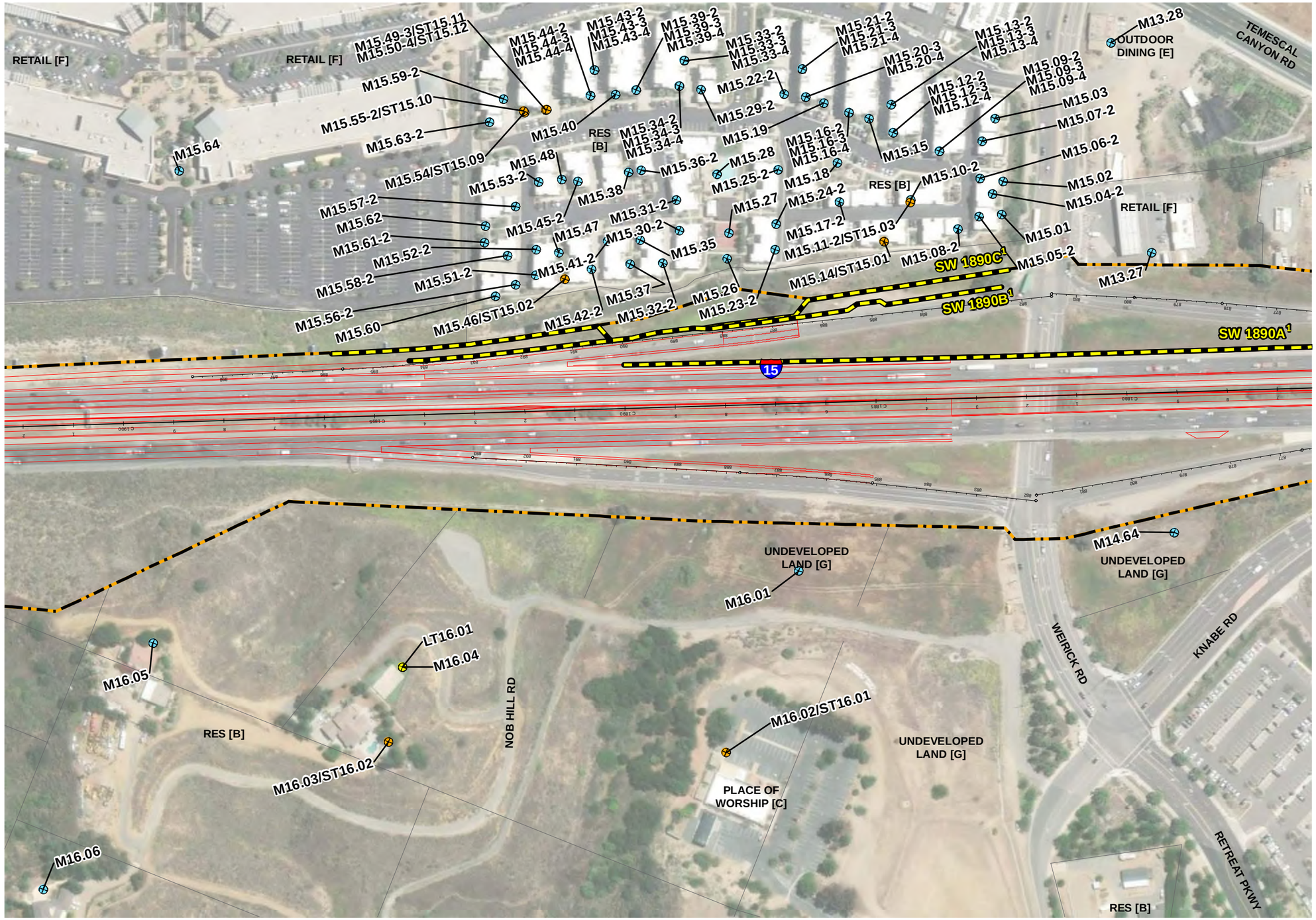

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Figure 5-1, Sheet 34b of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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- Short-term Measurement Location
- Modeled Receiver Location
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[G] - Activity Category G Land Uses

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Figure 5-1, Sheet 33c of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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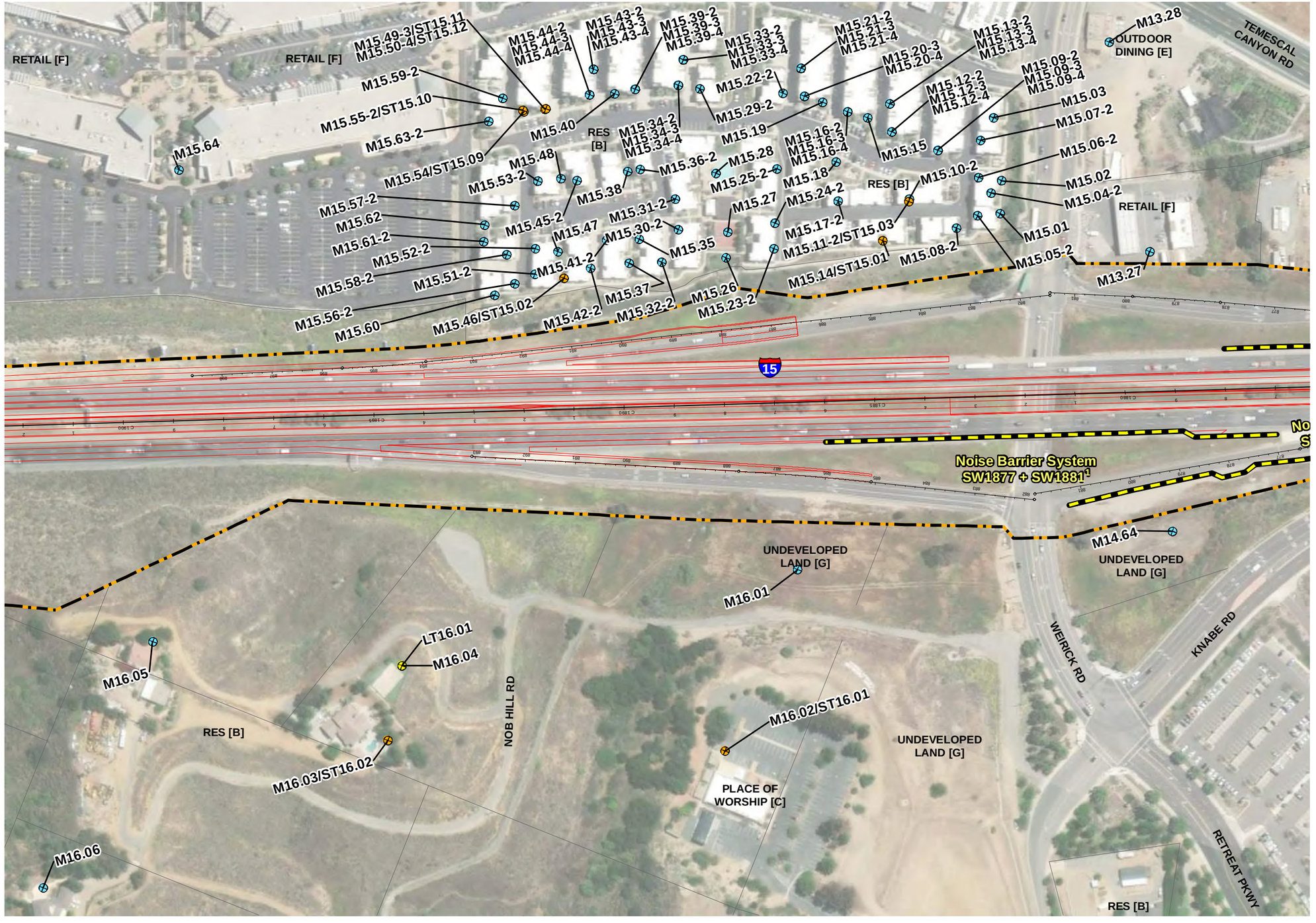

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- Short-term Measurement Location
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[G] - Activity Category G Land Uses

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Figure 5-1, Sheet 34c of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
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[D] - Activity Category D Land Uses
[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

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Figure 5-1, Sheet 33d of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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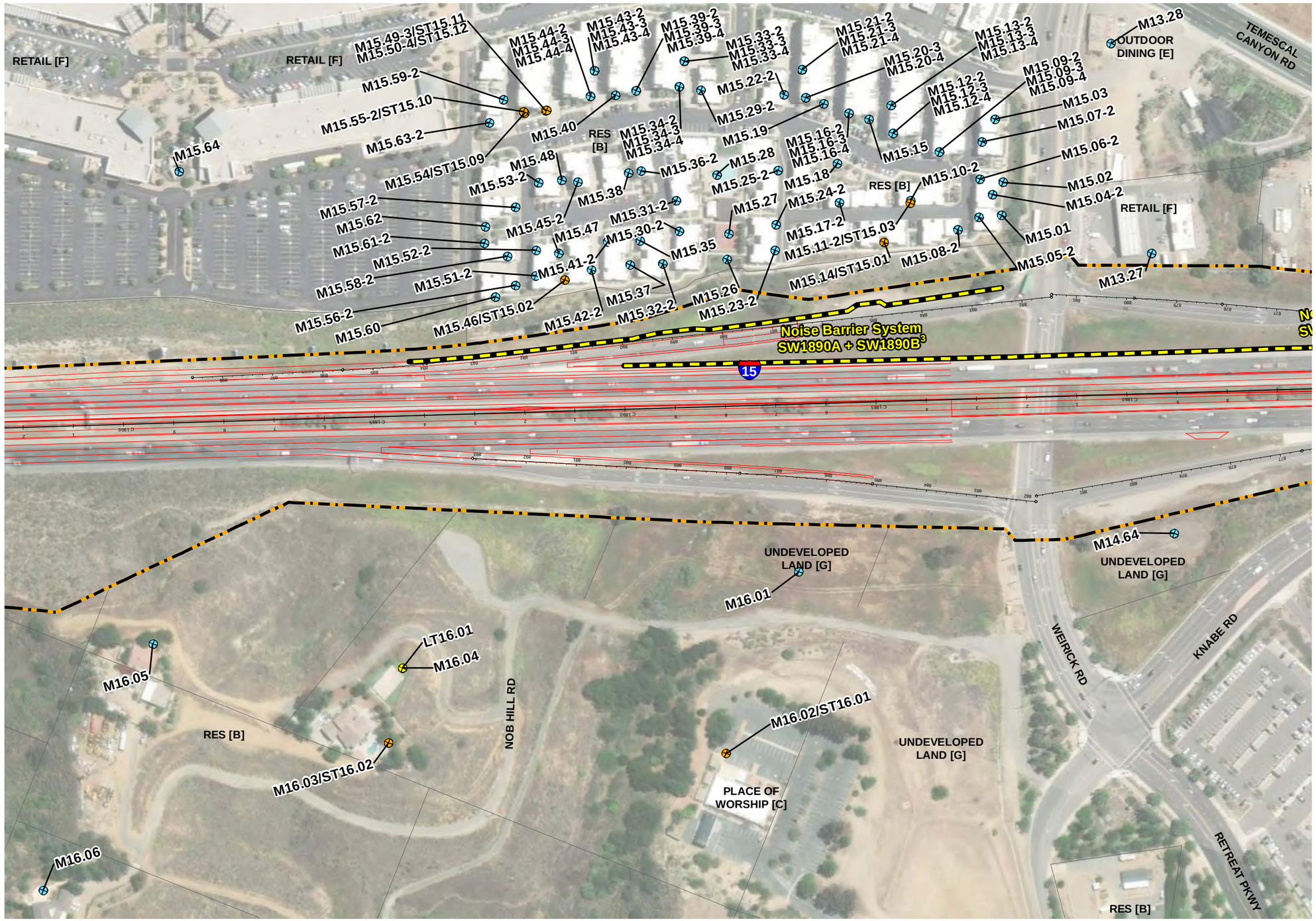

Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
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[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

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Figure 5-1, Sheet 34d of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
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- Project Layout
- Existing Right-of-Way (2008)
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[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

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Figure 5-1, Sheet 33e of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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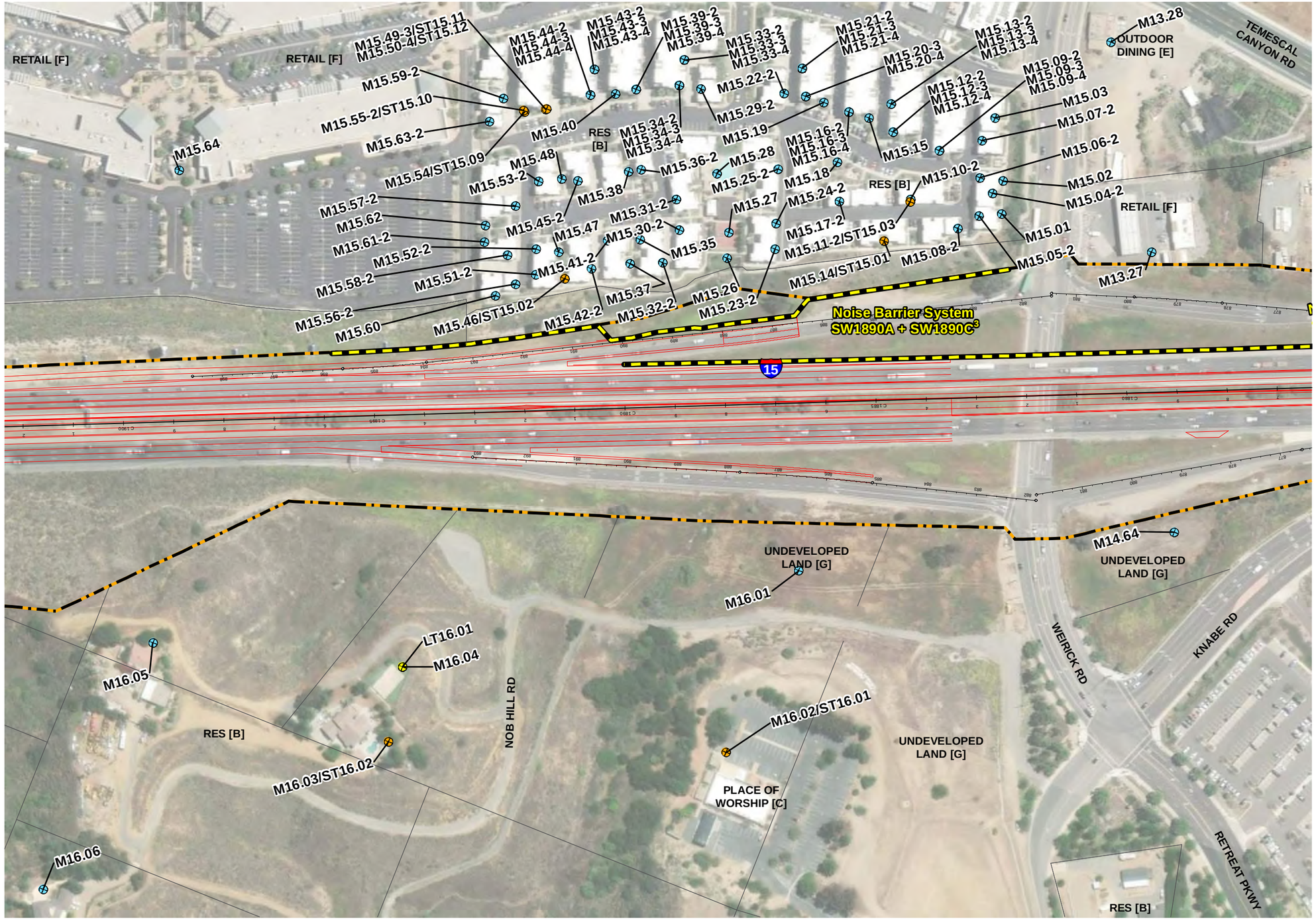

Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
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- Project Layout
- Existing Right-of-Way (2008)
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[F] - Activity Category F Land Uses
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Figure 5-1, Sheet 34e of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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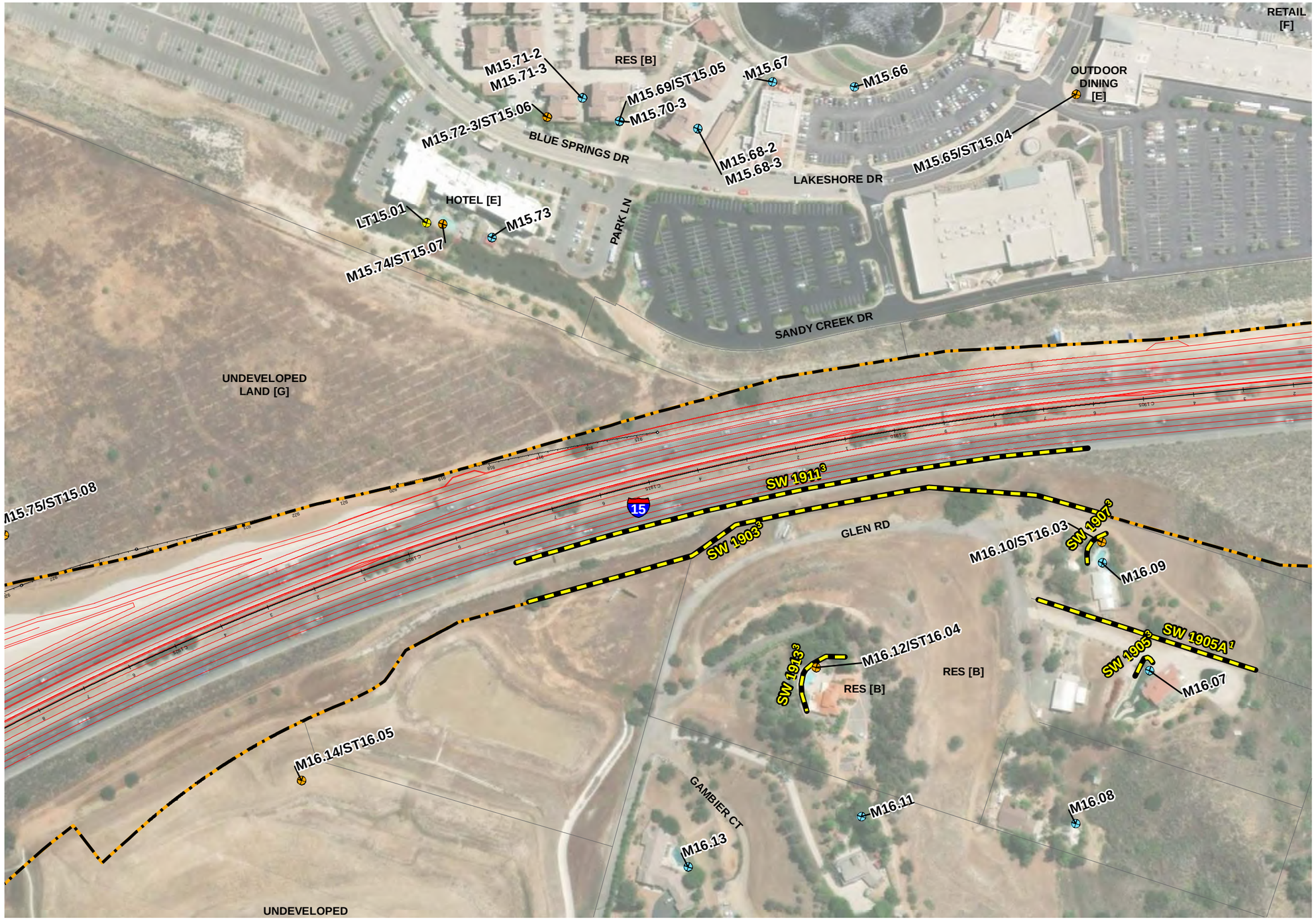

Legend

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Figure 5-1, Sheet 35 of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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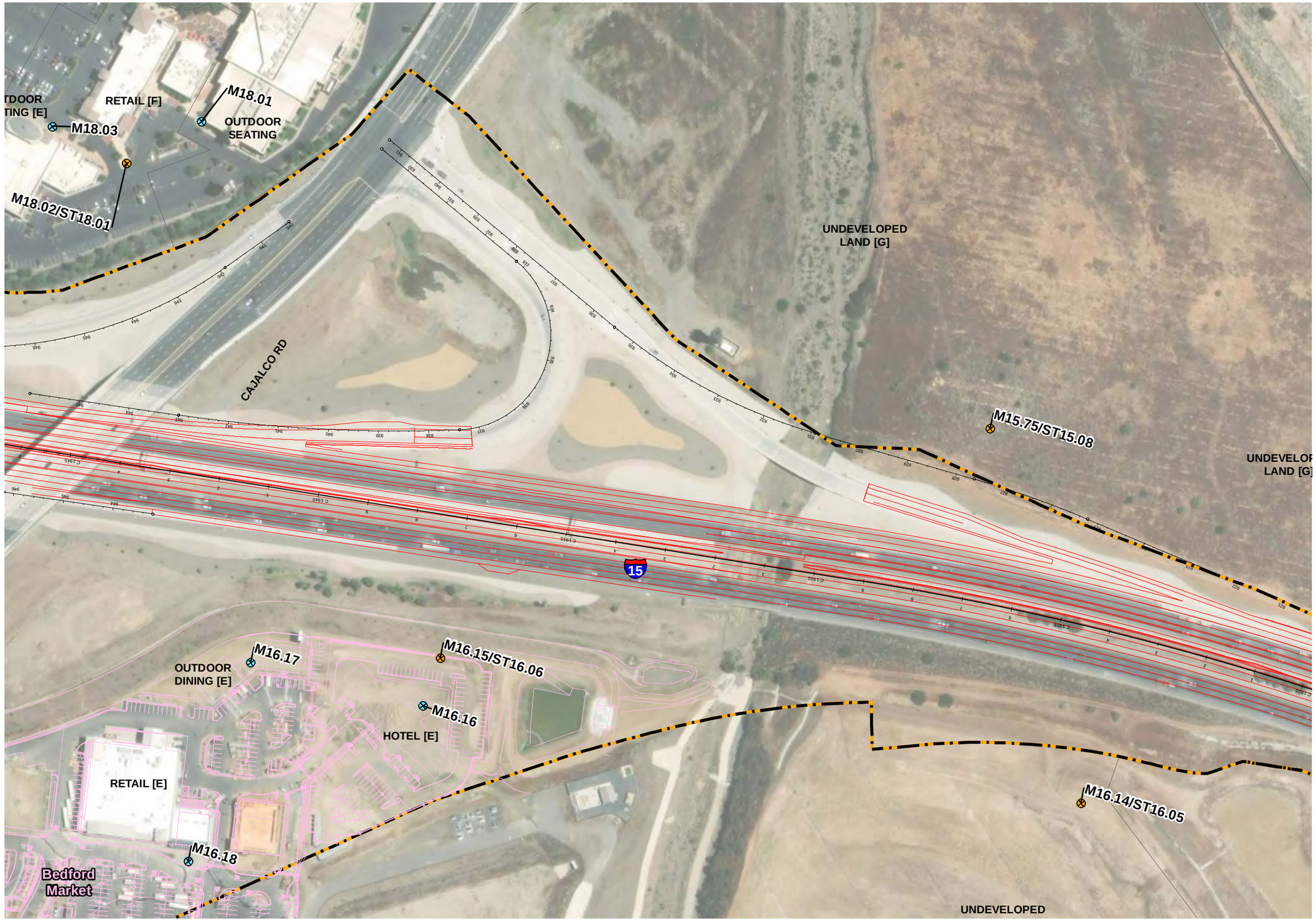

Legend

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- Short-term Measurement Location
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[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

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Figure 5-1, Sheet 36 of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
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Figure 5-1, Sheet 37 of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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Legend

- Long-term Measurement Location
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- Modeled Receiver Location
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Figure 5-1, Sheet 38a of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
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Figure 5-1, Sheet 39a of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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Legend

- Long-term Measurement Location
- Short-term Measurement Location
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Figure 5-1, Sheet 38b of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
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Figure 5-1, Sheet 39b of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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Legend

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- Modeled Receiver Location
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Figure 5-1, Sheet 38c of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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Legend

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Figure 5-1, Sheet 39c of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
- Project Limits/Noise Study Limits
- Planned Future Projects
- Parcel Boundary

[1] Not Acoustically Feasible

[2] Acoustically Feasible but Failed to Meet Design Goal

[3] Acoustically Feasible and Met Design Goal

[A] - Activity Category A Land Uses
[B] - Activity Category B Land Uses
[C] - Activity Category C Land Uses
[D] - Activity Category D Land Uses
[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

0 100 200 Feet
1:2,400

Figure 5-1, Sheet 38d of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
- Project Limits/Noise Study Limits
- Planned Future Projects
- Parcel Boundary

[1] Not Acoustically Feasible

[2] Acoustically Feasible but Failed to Meet Design Goal

[3] Acoustically Feasible and Met Design Goal

[A] - Activity Category A Land Uses
[B] - Activity Category B Land Uses
[C] - Activity Category C Land Uses
[D] - Activity Category D Land Uses
[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

0 100 200 Feet
1:2,400

Figure 5-1, Sheet 39d of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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Legend

- Long-term Measurement Location
- Short-term Measurement Location
- Modeled Receiver Location
- Evaluated Barrier Location
- Existing Barrier Location
- Project Layout
- Existing Right-of-Way (2008)
- Project Limits/Noise Study Limits
- Planned Future Projects
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[1] Not Acoustically Feasible

[2] Acoustically Feasible but Failed to Meet Design Goal

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[A] - Activity Category A Land Uses
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[C] - Activity Category C Land Uses
[D] - Activity Category D Land Uses
[E] - Activity Category E Land Uses
[F] - Activity Category F Land Uses
[G] - Activity Category G Land Uses

0 100 200 Feet
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Figure 5-1, Sheet 40 of 40
Noise Measurement and Modeling Locations, and Evaluated Noise Barriers
Interstate 15 Express Lanes Project Southern Extension

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5.2.2 Long-Term Measurements

Twenty-four-hour LT monitoring was conducted at 18 locations between September 17, 2020, and October 28, 2021. The LT measurement locations are identified on Figure 5-1. The locations were selected to ensure that traffic on I-15 would be the dominant source of noise during each measurement. The SLMs used in the measurements were secured as necessary to minimize the risk of theft or tampering. The purpose of these measurements was to identify diurnal noise traffic noise patterns throughout a typical day/night cycle. In particular, the LT measurements were used to determine whether the worst noise hour occurred during the morning (AM) or afternoon/evening (PM) period in order to select which traffic data should be used in the traffic noise modeling. The results of LT monitoring are provided in Chapter 6.

LT noise measurements were conducted using two Rion NL-21 SLMs (serial numbers 00776887 and 00676771), one Rion NL-22 SLM (serial number 00773232), two Larson Davis model 812 SLMs (serial numbers 0639 and 0659), and two Soft dB Piccolo II SLMs (serial numbers P0220030902 and P0218021204). These are Type 2 instruments, as defined in ANSI specification S1.4-1984 and International Electrotechnical Commission publications 804 and 651.

5.3 Traffic Noise Level Prediction Methods

Traffic noise levels were predicted using the FHWA Traffic Noise Model, version 2.5 (TNM 2.5) (FHWA 2004). The TNM 2.5 computer model is based on two FHWA reports: FHWA-PD-96-009 and FHWA-PD-96-010 (FHWA 1998a, 1998b). Key geometric inputs for the model were the locations of roadways, shielding features (e.g., topography and buildings), noise barriers including freeway sound walls and property walls along the ROW, and receivers. Three-dimensional representations of these inputs were developed using computer-aided design (CAD) drawings, profiles, and topographic contours provided by the Project Design Team. MicroStation software was the primary tool used to digitize the geometric inputs, based on the available CAD files, for input into TNM 2.5.

5.3.1 Validation of the Traffic Noise Model

To validate the accuracy of the model, TNM 2.5 was used to compare measured traffic noise levels with modeled noise levels at the ST measurement locations. For each receiver, traffic volumes counted during the ST measurement periods were normalized to 1-hour volumes. These normalized volumes were assigned to corresponding roadways in the Project area to simulate the strength of the noise source during the actual measurement period. Modeled and measured sound levels were then compared to determine the accuracy of the model and whether additional validation was necessary. The results of validation modeling are described in Chapter 6.

Appendix A includes the normalized (1-hour) traffic volumes, based on the traffic videos obtained at the time of each measurement, and the corresponding traffic speeds.

5.3.2 Traffic Noise Modeling

Traffic noise was evaluated under Existing, Design-Year No-Build, and Design-Year Build conditions. The traffic volumes and assumptions used for each case are summarized below and listed in more detail in Appendix A. Full details of the TNM 2.5 input files are contained in Appendix D.

For traffic noise from any roadway, the loudest daily hour is generally characterized by high-volume but free-flowing traffic traveling at the highway's design speed. This is generally found to occur when the roadway is operating around level of service (LOS) C/D. When there is less traffic on the roadway, noise levels decrease due to lower overall traffic volumes; as more traffic (above LOS C/D) is added to the roadway, noise levels also decrease due to the onset of congestion and lower speeds. The LT noise monitoring data indicate that the existing noisiest hour in the study area occurs during morning time (refer to Section 6.3.3); therefore, AM peak-hour traffic volumes were assumed to be the best representation of worst noise hour traffic volumes under existing and Design-Year conditions.

The peak noise hour traffic volumes utilized for the noise analysis originated from the *I-15 Express Lanes Project Southern Extension (ELPSE) Project Approval and Environmental Document (PA/ED) Traffic Volumes Memorandum for Air Quality and Noise Assessment* (Fehr and Peers 2022a). These data were subsequently updated and augmented by the Project's licensed traffic engineer (Fehr and Peers) to provide the detailed traffic data tables included in Appendix A (Tables A-2, A-3, and A-4). Those tables present the complete traffic data used in the noise modeling.

To represent worst noise hour LOS C/D traffic conditions, the traffic volumes on some roadways are "capped" by applying a maximum traffic capacity, in terms of the vehicles per hour per lane (vphpl), that can be supported before noise levels are expected to decrease due to congestion. For this analysis, it is assumed (based on current Caltrans practices) that, during the worst noise hour, each general purpose lane and auxiliary lane would have a maximum capacity of 1,650 vphpl, each express lane would have a maximum capacity of 1,600 vphpl, and each metered on-ramp would have a maximum capacity of 900 vphpl, based on the minimum number of adjacent lanes present along the length of the ramp (for instance, if a ramp narrows to one lane the maximum capacity would be 900 vehicles for the entire ramp; if a ramp narrows to two lanes the maximum capacity would be 1,800 vehicles for the entire ramp). However, if forecasted traffic volumes supplied by the traffic engineer for the mainline and ramps do not meet or exceed the maximum

capacity (i.e., 1,650, 1,600, and 900 vphpl, as described above), then the actual forecasted traffic volumes are used in TNM 2.5. No maximum capacity has been established for off-ramps or non-metered on-ramps; therefore, the forecasted traffic volumes supplied by the traffic engineer are used in TNM 2.5 for these ramps. In order to avoid the potential for accumulated traffic losses along the corridor that can occur as a result of traffic capping,[4] traffic volumes are reset to the forecasted traffic volume each time an on-ramp joins the mainline. Notes are provided in Appendix A to indicate where capped values are applied and explain where discontinuities in the modeled traffic volumes occur.

General purpose lanes, express lanes, and auxiliary lanes are modeled at the design speed of the interstate. For on-ramps, speeds are modeled using the Flow Control feature in TNM 2.5. For unmetered on-ramps, the Onramp Flow Control option in TNM 2.5 is applied to 100 percent of the vehicles with acceleration up to the posted mainline speed; the starting speed constraint is 10 mph for ramps with 3 percent heavy trucks or less and 15 mph for ramps with more than 3 percent heavy trucks. For metered on-ramps, speeds before the meter are first modeled using flow control up to a maximum speed of 35 mph (the Onramp Flow Control option is applied to 100 percent of the vehicles with a starting speed constraint of 10 mph for ramps with 3 percent heavy trucks or less and 15 mph for ramps with more than 3 percent heavy trucks), then incrementally reduced to 5 mph immediately before the meter; after the meter, the Onramp Flow Control option is applied to 100 percent of vehicles with a starting speed constraint of 0 mph and acceleration up to the posted mainline speed. For loop on-ramps the same general speed characteristics were applied except that the maximum speed on the curved part of the ramp was limited to the posted advisory speed limit (typically 25 mph). Because TNM 2.5 has no built-in function for modeling deceleration, the method suggested in Chapter 3.2.2 of the *National Cooperative Highway Research Program (NCHRP) Report 791* (TRB 2014) is used to model the slowing vehicle speeds approaching the end of an off-ramp. Specifically, the report defines two "zones of influence," which provide a recommended speed for each vehicle type at specified distances from the end of the ramp, based on the cruising speed of the mainline.

All local roadways were modeled using the predicted volumes supplied by the traffic engineer and the posted traffic speed limits.

[4] With capped on-ramp volumes there is a limit to how many modeled vehicles can enter the freeway at each interchange. However, with no caps applied to off-ramps there is no limit to how many modeled vehicles can exit the freeway at each interchange. This can lead to an artificial reduction in total traffic volumes along the freeway that needs to be reset periodically to avoid underestimating noise levels. Therefore, the traffic in each direction (northbound and southbound) is reset after each intersection in TNM 2.5 to match the forecasted traffic volumes.

5.3.3 Highway Capacity and Traffic Congestion in the Study Area

Historically, freeway congestion has been defined as when traffic demand on a freeway segment exceeds that segment's capacity. When this happens, the segment is over capacity and congestion occurs. The theoretical capacity traditionally utilized for assessing an isolated freeway segment is typically between 2,000 and 2,200 vphpl for general-purpose lanes. It is noted, based on the analysis in the Traffic Operations Analysis Report (TOAR) (Fehr and Peers 2022b), that many freeway segments in the noise study area are shown to operate under congested conditions even though traffic volumes are below the theoretical limit of 2,000 to 2,200 vehicles. This may result in a perceived discrepancy between the traffic volumes stated in the TOAR (and subsequently used in the noise analysis) and a traditional understanding of how freeway capacity is defined. The following paragraphs explain how freeway capacity for the Project was analyzed using more detailed simulation techniques and how that can result in capacity being exceeded at lower traffic volumes.

The traditional volume-to-capacity approach is only effective when looking at a freeway segment in isolation—or looking at the segment without consideration of how upstream or downstream conditions affect traffic operations. Specifically, a downstream bottleneck may be present such that congestion spills back through additional segments and, even though the traffic demand (number of vehicles) does not exceed the individual segment(s) theoretical capacity, congestion and poor operations still result on that segment due to the downstream bottleneck. The same could occur upstream, where a bottleneck could restrict the traffic volumes that can be delivered to a specific segment on the network. In this latter example, a segment could have a demand that exceeds capacity in isolation, but the segment could operate better than expected because the actual throughput is lower than demand.

These bottleneck conditions occur along the I-15 corridor today and are predicted to continue into the future. As such, using simplistic analysis tools, like a volume-to-capacity analysis, does not provide accurate information related to operational characteristics that predict congestion. As such, the TOAR utilized microsimulation, which accounts for how congestion and traffic queues build over space and time and utilizes that information to assess freeway traffic density and operations along the corridor. The TOAR approach is consistent with state-of-the-practice methodologies and is consistent with methodologies as outlined in the Highway Capacity Manual (TRB 2016).

In addition to the simulation utilized in the TOAR, additional FHWA publications for express lane projects (FHWA 2022) specifically identify that "Vehicle 'throughput' on a freeway is the number of vehicles that get through over a short period, such as an hour. Once freeway traffic exceeds a certain threshold level, both vehicle speed and vehicle throughput drop precipitously.

Data show that maximum vehicle throughput occurs at free flow speeds ranging from 45 mph to 65 mph. The number of vehicles that get through per hour can drop by as much as 50 percent when severe congestion sets in. At high traffic levels, the freeway is kept in this condition of 'collapse' for several hours after the rush of commuters has stopped…. This causes further unnecessary delay for off-peak motorists who arrive after rush hour." This empirical data indicates that, in congestion conditions, the theoretical capacity typically utilized for isolated freeway segment assessment (i.e., 2,000 to 2,200 vphpl for general purpose lanes) should be reduced by 50 percent under heavily congested conditions. As such, a demand-to-theoretical-capacity assessment should not be utilized to identify congestion along the corridor; rather, the microsimulation assessment should be used to evaluate corridor capacity, as it can account for these upstream and downstream bottlenecks and accurately estimate LOS under these conditions. On the I-15 corridor, the simulation model provides an accurate understanding of corridor operations. Additional information can be found in the Project TOAR. This includes speed contour plots illustrating various bottleneck conditions and how the resulting congestion can spill into neighboring segments up and down the freeway corridor.

5.4 Methods for Identifying Traffic Noise Impacts and Consideration of Abatement

Traffic noise impacts occur at receptor locations where predicted Design-Year noise levels are at least 12 dB greater than existing noise levels or where predicted Design-Year noise levels approach or exceed the NAC for the applicable activity category. Where traffic noise impacts are identified, noise abatement must be considered for reasonableness and feasibility, as required by 23 CFR 772 and the Protocol.

5.4.1 New Noise Abatement

According to the Protocol, abatement measures are considered acoustically feasible if a minimum noise reduction of 5 dB is predicted for at least one impacted receptor with implementation of the abatement measures. Any receptor predicted to receive 5 dB or more of noise reduction from an abatement measure is identified as a benefited receptor. In addition, noise barriers should be designed to intercept the line of sight from the exhaust stack of a truck to the first tier of receptors, as stated in Caltrans' *Highway Design Manual*, Chapter 1100 (Caltrans 2020b). Other factors that affect feasibility include topography, access requirements for driveways and ramps, the presence of local cross streets, utility conflicts, other noise sources in the area, and safety considerations.

The overall reasonableness of noise abatement is determined by three factors:

- The noise reduction design goal

- The cost of noise abatement
- The viewpoints of benefited receptors (including property owners and residents of the benefited receptors)

The Protocol states that 23 CFR 772 requires an acoustical design goal for the noise barrier of at least 7 dB of noise reduction at one or more benefited receptors. This design goal applies to any receptor and is not limited to impacted receptors.

The Protocol defines the procedure for assessing the reasonableness of noise barriers from a cost perspective. An allowance is provided for each benefited receptor (i.e., receptors that receive at least 5 dB of noise reduction from a noise barrier that also provides at least 7 dB of noise reduction for one or more benefited receptors). The current allowance is $146,000 per benefited receptor. Total allowance for each noise barrier is calculated by multiplying the cost allowance per receptor by the number of benefited receptors. If the estimated construction cost of a barrier is less than the total calculated allowance for the barrier, the barrier is considered reasonable from a cost perspective.

This NSR analyzes and assesses whether noise abatement is acoustically feasible (providing at least 5 dB of noise reduction at one or more impacted receptors), whether the design goal has been met (providing at least 7 dB of noise reduction at one or more benefited receptors), and whether noise barriers intercept the line of sight from the exhaust stack of a truck to the first tier of receptors. This NSR also calculates the reasonable cost allowance based on the number of benefited receptors. However, this NSR does not calculate the actual costs of construction and does not make any conclusions regarding the overall reasonableness of noise abatement. The analysis of construction costs and the subsequent determination of overall abatement reasonableness are provided in a separate Noise Abatement Decision Report. Any discussions of reasonableness (such as reasonableness Table 7-1 through Table 7-46) throughout the remainder of this NSR are limited strictly to reasonable cost allowances and whether abatement meets the design goal of 7 dB insertion loss.

5.4.2 Existing Noise Abatement

It is common for noise-sensitive receptors (especially homes) near highways to be shielded by an existing noise barrier. Where the noise levels at such receptors do not approach or exceed the applicable NAC for the land use, there are no impacts and no additional analysis of the existing noise abatement should be conducted. However, if one or more noise impacts are identified behind an existing noise barrier then additional analysis is required per the supplemental guidance provided in Appendix E of the Protocol. The evaluation of existing noise barriers relies on the same concepts of acoustical feasibility and acoustical reasonableness described in Section

5.4.1. Based on the guidance in the Protocol, the following approach was used in this NSR to evaluate existing noise barriers.

Where future impacts were identified behind existing noise barriers under Design-Year Build conditions, traffic noise levels were calculated for all receivers behind the noise barrier, regardless of whether they were impacted. The existing noise barrier height was then set to zero in TNM 2.5 and the model was rerun for all receivers to generate "without-barrier" noise levels. The with- and without-barrier noise levels were than compared to assess the performance of the barrier. If modeled results showed that the existing noise barrier is providing at least 5 dB of noise reduction at one or more impacted receptors, the existing noise barrier meets the acoustical feasibility requirement. If the model results showed that the existing noise barrier is providing at least 7 dB of noise reduction (i.e., it meets the design goal) at one or more benefited receptors (impacted or non-impacted), the existing noise barrier meets the acoustical reasonableness requirement. If both noise reduction requirements were met, the existing barrier was performing according to the requirements of the Protocol and no further analysis was conducted. If the existing noise barrier did not meet both the acoustical feasibility and acoustical reasonableness requirement, then analysis of additional noise abatement measures for the impacted receivers was required. As described in Chapter 7, the results of the existing noise barrier analysis are provided in Table B-2, which shows that the existing noise barriers analyzed in this report are performing according to the requirements of the Protocol.

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Chapter 6 Existing Noise Environment

6.1 Existing Land Uses

A field investigation was conducted to identify land uses that could be subject to traffic and construction noise impacts from the proposed Project. Land uses in the Project area consist primarily of a mix of single-family and multi-family residential (Activity Category B); places of worship, a cemetery, medical facilities, a school, sports fields, and playgrounds (Activity Category C); restaurant/bar, hotels, and offices (Activity Category E); retail, industrial, warehousing, and utilities (Activity Category F); and undeveloped lands (Activity Category G).

Although all developed land uses are addressed under the Protocol, noise abatement is only considered for areas of frequent human use that would benefit from a lowered noise level. Accordingly, this impact analysis focuses on locations with defined outdoor activity areas, such as residential backyards of single-family homes and private or community outdoor use areas at multi-family residences (such as decks, balconies, and playgrounds) (Activity Category B); outdoor seating areas at a hospital, sports fields, and picnic areas (Activity Category C); places of worship (Activity Category C); and outdoor seating/dining areas and hotel swimming pools (Activity Category E). In addition, one place of worship was identified that did not have exterior noise-sensitive areas of frequent human use that were exposed to traffic noise; therefore, interior noise levels were considered at this location (Activity Category D). Generalized receptors were included for non-sensitive developed lands (Activity Category F) and undeveloped, unpermitted lands (Activity Category G) within the study area for reporting purposes only. Generalized receptors were typically placed within the property no closer than 100 feet from the edge of the outside traffic lane that best represents the highest expected traffic noise level.

For the purpose of this NSR, the study area is divided into 20 separate NAAs, as outlined below. The following sections describe the land uses as they existed at the time of field noise measurements. Permitted developments that did not exist at the time of the measurements are included in the analysis but are described separately in Section 6.2. These are independent developments that are not part of the Project but for which a building permit has been issued by the local jurisdiction or the appropriate governing entity. These permitted developments would be constructed within the study area by third parties such as private developers or local public agencies.

NAA 1 – East side of I-15 between Main Street and SR-74 (Central Avenue): The land uses in this NAA include large areas of undeveloped lands that are not permitted (Activity Category G); several restaurants, including one with outdoor seating (Activity Category E); and industrial

and retail facilities (Activity Category F). Most of NAA 1 is generally flat and below the elevation of I-15, but the southern end of the NAA contains hills that rise above the elevation of I-15. Three permitted projects are either completely or partially within NAA 1; these are the I-15 Main Street Interchange Project, the Ortega Grid Battery Energy Storage System, and the I-15/SR-74 Interchange Improvement Project (refer to Section 6.2, below, for additional details).

NAA 2 – West side of I-15 between Main Street and SR-74 (Central Avenue): The land uses in this NAA are a mix of residential (Activity Category B); offices and restaurants with outdoor seating (Activity Category E); retail, warehousing, and industrial buildings (Activity Category F); and undeveloped lands that are not permitted (Activity Category G). The area is generally flat with elevations at or below that of I-15. An existing sound wall at the mainline edge of shoulder provides shielding from I-15 at one cluster of residences. Four permitted projects are either completely or partially within NAA 2; these are the I-15 Main Street Interchange Project, the West Minthorn Street Industrial Building, the Central Plaza Project, and the I-15/SR Interchange Improvement Project (refer to Section 6.2, below, for additional details).

NAA 3 – East side of I-15 between SR-74 (Central Avenue) and Nichols Road: The land uses in this NAA are primarily residential (Activity Category B). Other land uses include a place of worship, parks, and active sport areas at a high school (Activity Category C); interior place of worship (Activity Category D); a food court with outdoor seating and a restaurant (Activity Category E); retail and utilities (Activity Category F); and undeveloped lands that are not permitted (Activity Category G). The area is generally flat with elevations at or above that of I-15. Several existing block walls on private property and one 14-foot-tall replacement sound wall within Caltrans ROW provide shielding from I-15 at the residences. Two permitted projects are either completely or partially within NAA 3; these are the I-15/SR-74 Interchange Improvement Project and the Nichols Ranch Specific Plan (refer to Section 6.2, below, for additional details).

NAA 4 – West side of I-15 between SR-74 (Central Avenue) and Nichols Road: The land uses in this NAA include a cemetery (Activity Category C); developed lands with outdoor seating (Activity Category E); retail (Activity Category F); and undeveloped lands that are not permitted (Activity Category G). The area is generally flat with elevations below that of I-15. One permitted project is partially within NAA 4; this is the I-15/SR-74 Interchange Improvement Project (refer to Section 6.2, below, for additional details).

NAA 5 – East side of I-15 between Nichols Road and Lake Street: The land uses in this NAA are primarily undeveloped lands that are not permitted (Activity Category G). Other land uses include agriculture and utility uses (Activity Category F). The topography in this area is hilly and varies drastically, with elevations at or above that of I-15.

NAA 6 – West side of I-15 between Nichols Road and Lake Street: The land uses in this NAA are primarily undeveloped lands that are not permitted (Activity Category G). Other land uses include a utility use (Activity Category F). The topography in this area varies drastically, generally dropping toward Temescal Wash to the west, with elevations at or below that of I-15. One permitted project is in NAA 6; this is the Lake Street Storage Project (refer to Section 6.2, below, for additional details).

NAA 7 – East side of I-15 between Lake Street and Indian Truck Trail: The land uses in this NAA are mixed and include offices (Activity Category E), industrial and utility uses (Activity Category F), and large areas of undeveloped lands that are not permitted (Activity Category G). The topography in this area varies from flat to hilly, with elevations ranging above to below that of I-15.

NAA 8 – West side of I-15 between Lake Street and Indian Truck Trail: The land uses in this NAA include residential (Activity Category B), developed lands with outdoor seating areas (Activity Category E), storage and retail facilities (Activity Category F), and undeveloped lands that are not permitted (Activity Category G). The topography in this area varies, with elevations ranging from above to below that of I-15. One permitted project is in NAA 8; this is the Ranch RV and Self-Storage project (refer to Section 6.2, below, for additional details).

NAA 9 – East side of I-15 between Indian Truck Trail and Temescal Canyon Road (underpass): The land uses in this NAA are primarily undeveloped lands that are not permitted (Activity Category G). Other land uses include restaurants (Activity Category E) and a gas station, parking lot, and retail facility (Activity Category F). The topography in this area is hilly and varies drastically, with elevations ranging from above to below that of I-15. One permitted project is in NAA 9; this is the Toscana Village Commercial Center project (refer to Section 6.2, below, for additional details).

NAA 10 – West side of I-15 between Indian Truck Trail and Temescal Canyon Road (underpass): The land uses in this NAA are primarily residential (Activity Category B). Other land uses include emergency services (Activity Category F) and undeveloped lands that are not permitted (Activity Category G). The topography in this area varies, with elevations ranging from above to below that of I-15. Several existing block walls on private property provide shielding from I-15 at the residences.

NAA 11 – East side of I-15 between Temescal Canyon Road (underpass) and Temescal Canyon Road: The land uses in this NAA are primarily undeveloped lands that are not permitted (Activity Category G). Other land uses include industrial (Activity Category F). The topography in this area varies, with elevations ranging from above to below that of I-15.

NAA 12 – West side of I-15 between Temescal Canyon Road (underpass) and Temescal Canyon Road: The land uses in this NAA include residential (Activity Category B), recreation areas (Activity Category C), outdoor seating areas (Activity Category E), retail facilities (Activity Category F), and undeveloped lands that are not permitted (Activity Category G). The topography in this area varies, with elevations at or above that of I-15. Several existing block walls on private property provide shielding from I-15 at the residences. One permitted project is in NAA 12; this is the Serrano Single-Family Home Community (refer to Section 6.2, below, for additional details).

NAA 13 – East side of I-15 between Temescal Canyon Road and Weirick Road/Dos Lagos Drive: The majority of land uses in this NAA are residential (Activity Category B) and industrial/commercial (Activity Category F). Other land uses include a driving range (Activity Category C), outdoor seating areas (Activity Category E), and undeveloped lands that are not permitted (Activity Category G). The topography in this area varies, with elevations ranging from above to below that of I-15.

NAA 14 – West side of I-15 between Temescal Canyon Road and Weirick Road/Dos Lagos Drive: The land uses in this NAA are primarily residential (Activity Category B). Other land uses include parks (Activity Category C); outdoor seating areas (Activity Category E); industrial, storage, and warehousing (Activity Category F); and undeveloped lands that are not permitted (Activity Category G). The topography in this area varies, with elevations at or above that of I-15. Several existing block walls on private property provide shielding from I-15 at the residences.

NAA 15 – East side of I-15 between Weirick Road/Dos Lagos Drive and Cajalco Road: The land uses in this NAA are primarily residential (Activity Category B). Other land uses include a playground (Activity Category C); restaurants with outdoor dining and a hotel with outdoor use areas (Activity Category E); and undeveloped lands that are not permitted (Activity Category G). The topography in this area varies. Most of the NAA is flat and sits below the elevation of I-15, but a small area at the north end of the NAA is higher than I-15.

NAA 16 – West side of I-15 between Weirick Road/Dos Lagos Drive and Cajalco Road: The land uses in this NAA are primarily residential (Activity Category B). Other land uses include a place of worship (Activity Category C); a hotel with a pool and restaurants with outdoor dining (Activity Category E); retail facilities (Activity Category F); and undeveloped lands that are not permitted (Activity Category G). The topography in this area varies drastically, with elevations generally above that of I-15. One permitted project is in NAA 16; this is the Bedford Marketplace project (refer to Section 6.2, below, for additional details).

NAA 17 – West side of I-15 between Cajalco Road and El Cerrito Road: The land uses in this NAA are primarily residential (Activity Category B). Other land uses include restaurants with outdoor dining (Activity Category E) and undeveloped lands that are not permitted (Activity Category G). The topography in this area varies, with elevations at or above that of I-15. The residences in this area are currently shielded from I-15 by an approximately 12- to 14-foot-tall existing noise barrier along the mainline edge of shoulder.

NAA 18 – East side of I-15 between Cajalco Road and El Cerrito Road: The land uses in this NAA include residential (Activity Category B). Other land uses include outdoor seating (Activity Category E) and retail facilities (Activity Category F). The topography in this area varies, with elevations at or below that of I-15. Two permitted projects are in NAA 18; these are the Woodsprings Hotel and the Latitude Business Park (refer to Section 6.2, below, for additional details).

NAA 19 – West side of I-15 between El Cerrito Road and Ontario Avenue: The land uses in this NAA are primarily residential (Activity Category B). Other land uses include restaurants with outdoor use areas (Activity Category E) and retail (Activity Category F). The area is generally flat, with elevations at or above that of I-15. One permitted project is in NAA 19; this is the Foothill Center project (refer to Section 6.2, below, for additional details).

NAA 20 – East side of I-15 between El Cerrito Road and Ontario Avenue: The land uses in this NAA are primarily active sport areas (Activity Category C). Other land uses include residential (Activity Category B). The area is generally flat and below the elevation of I-15. The residences in this area are currently shielded from I-15 by an approximately 14-foot-tall existing noise barrier along the mainline edge of shoulder.

6.2 Permitted Development

The Cities of Corona and Lake Elsinore and the County of Riverside were contacted to determine if any undeveloped parcels along the Project corridor have been permitted for future development. The Protocol states that development proposed on undeveloped land is considered permitted on the date of issuance of a building permit by the local jurisdiction or the appropriate governing entity. Land that is permitted for development is assigned to the appropriate activity category and analyzed in the same manner as other developed lands in that activity category for future year conditions. Several noise measurements were taken on land uses that have since been developed and are provided for informational purposes.

Information provided by the County and Cities indicates that there are 14 planned and permitted projects within City or County jurisdictions in the vicinity of the Project. These projects are

independent of the improvements proposed under the Build Alternative analyzed in this NSR. Each project is discussed below. Where applicable, expenditure authorization (EA) numbers are provided.

6.2.1 I-15 Main Street Interchange Project (EA 1G7201)

The project, located in NAA 1 and NAA 2, includes the widening of Main Street through the interchange, new traffic signals at on-ramps and off-ramps on Main Street and at Camino del Norte, northbound and southbound I-15 ramp widening, and metering at on-ramps. This interchange project is currently under construction. Because this project proposes changes to the roadway layout, thus affecting traffic flow under future conditions, it has been included in the analysis of this report. However, the project is not noise sensitive and does not introduce any new receptors or land uses to the study area.

6.2.2 West Minthorn Street Industrial Building

This project, located in NAA 2, includes the construction of an approximately 30-foot-tall industrial building and parking lot partially enclosed by block walls, and is currently under construction. The project is northeast of the I-15 and Main Street interchange. There are no noise-sensitive land uses proposed as part of this project, which would be classified as Activity Category F. However, the project would provide shielding from traffic noise on I-15 at nearby noise-sensitive land uses. Therefore, this project has been included in the analysis of this report.

6.2.3 Ortega Grid Battery Energy Storage System

This project, located in NAA 1, includes the construction of a 20-megawatt Battery Energy Storage System east of I-15 and southeast of the intersection of Camino Del Norte and Ohana Circle. The project, which is currently under construction, consists of battery containers, switch gear, and a transformer, all enclosed within a security fence and block wall. There are no noise-sensitive land uses proposed as part of this project, which would be classified as Activity Category F. The project would not affect any nearby noise-sensitive land uses, as it is surrounded by commercial and industrial land uses and undeveloped lands. Nonetheless, this land use has been included for informational purposes.

6.2.4 Central Plaza Project

This project, located in NAA 2, includes the construction of 53,469 square feet of retail uses and 12,334 square feet of restaurant uses, including outdoor seating, south of Central Avenue and east of Collier Avenue. Much of this project was constructed at the time noise measurements were obtained for this analysis. The remaining restaurant use (Miguel’s Jr.), with no outdoor dining, has since been built and included in the analysis of this report. Land uses within this project would be classified as Activity Categories E and F.

6.2.5 I-15/SR-74 (Central Avenue) Interchange Improvement Project (EA 0F310)

The City of Lake Elsinore, in cooperation with Caltrans, is proposing improvements to the I-15/ SR-74 (Central Avenue) interchange, located in NAAs 1, 2, 3, and 4. The project proposes several improvements to improve traffic conditions, reduce congestion at the interchange, and help alleviate traffic surrounding local intersections within the project area. Three project alternatives are being evaluated as part of that project's NSR. However, only Alternative 3 is being modeled in this analysis (in both the No-Build and Build scenarios) because Alternative 3 has been selected as the Locally Preferred Alternative by the City of Lake Elsinore. A formal letter from the City of Lake Elsinore confirming that Alternative 3 is the Locally Preferred Alternative is included in Appendix D. Because this project proposes changes to the roadway layout, thus affecting geometry and traffic flow under future conditions, it has been included in the analysis of this report. However, the project is not noise sensitive and does not introduce any new receptors or land uses to the study area. The new northbound ramps proposed by this project require the removal of an existing sound wall in NAA 3 (within Caltrans ROW on the east side of I-15 near Dexter Avenue and 11th Street). As a result, the I-15/SR-74 (Central Avenue) project has committed to building a 14-foot-tall replacement wall that meets or exceeds the acoustical performance of the existing wall. Because this wall is included as a project feature it is assumed to exist in the future traffic noise modeling for the proposed Project.

6.2.6 Nichols Ranch Specific Plan

This project, located in NAA 3, proposes to construct 168 residential homes on approximately 31.1 acres along with developer block walls, recreational use areas, drainage basins, and open space, and is currently under construction. Because this project will introduce several noise-sensitive land uses, it has been included in the analysis of this report. Land uses within this project would be classified as Activity Categories B and C.

6.2.7 Lake Street Storage Project

This project, located in NAA 6, includes an indoor recreational vehicle (RV) and boat storage facility of approximately 80,000 square feet, a 3,528-square-foot gas station/mini mart use, and outdoor RV storage spaces. The project, which is currently under construction, is southeast of the I-15 and Lake Street interchange. There are no noise-sensitive land uses proposed as part of this project and the project would not affect any nearby noise sensitive land uses, as it is surrounded by undeveloped lands. Nonetheless, this land use has been analyzed for informational purposes. Land uses within this project would be classified as Activity Category F.

6.2.8 Ranch RV and Self-Storage

This project, located in NAA 8, includes several storage buildings and an RV parking area on 7.03 acres of land. The project, which is currently under construction, is on the east side of Temescal Canyon Road, south of Hostettler Road. There are no noise-sensitive land uses proposed as part of this project; however, the project would provide shielding from traffic noise on I-15 at nearby noise-sensitive land uses. Therefore, this project has been included in the analysis of this report. Land uses within this project would be classified as Activity Category F.

6.2.9 Toscana Village Commercial Center

This project, located in NAA 9, includes the construction of several commercial buildings and changes to the existing roadway. The commercial uses include a gas station, restaurants, retail, office, and a supermarket. The project is northeast of the I-15 and Indian Truck Trail interchange. There are no noise-sensitive land uses proposed as part of this project. Nonetheless, this land use has been included for informational purposes. Land uses within this project would be classified as Activity Categories E and F.

6.2.10 Serrano Single-Family Home Community

This project, located in NAA 12, includes the construction of 80 two-story single-family homes, a recreation area, a dog park, and a trail node. The project, which is currently under construction, is north of the Temescal Canyon Road and Campbell Ranch Road intersection. Because this project proposes several noise-sensitive land uses and will change the acoustical shielding of existing homes behind the project, it has been included in the analysis of this report. Land uses within this project would be classified as Activity Categories B and C.

6.2.11 Bedford Marketplace

This project, located in NAA 16, includes the construction of a hotel, several restaurants, and general commercial uses. The project, which is currently under construction, is southwest of the I-15 and Cajalco Road interchange. Because this project proposes several noise-sensitive land uses that will be constructed prior to the completion of the proposed Project, it has been included in the analysis of this report. Land uses within this project would be classified as Activity Categories E and F.

6.2.12 Woodsprings Hotel

This project, located in NAA 18, includes the construction of a 48,413-square-foot four-story hotel containing 122 rooms on 5.02 acres with no proposed outdoor use areas. The project, which is currently under construction, is northeast of the I-15 and Cajalco Road interchange. Because this project includes a noise-sensitive land use that will be constructed prior to the completion of

the proposed Project, it has been included in the analysis of this report. Land uses within this project would be classified as Activity Category E.

6.2.13 Latitude Business Park

This project, located in NAA 18, includes the construction of 13 industrial buildings on 74.49 acres of land with multiple outdoor use areas. The project, which is currently under construction, is east of I-15, between the Cajalco Road and El Cerrito interchanges. Because this project includes several noise-sensitive land uses, it has been included in the analysis of this report. Land uses within this project would be classified as Activity Category E.

6.2.14 Foothill Center

This project, located in NAA 19, includes the construction of an 82,870-square-foot commercial center consisting of a service station, four restaurants with some outdoor seating areas, a 24,000-square-foot in-line tenant building, and a four-story 119-room hotel. The project, which is currently under construction, is northwest of the I-15 and El Cerrito interchange. Because this project includes several noise-sensitive land uses, it has been included in the analysis of this report. Land uses within this project would be classified as Activity Categories E and F.

6.3 Noise Measurement Results

The existing noise environment in the Project area is characterized below. The characterizations are based on the short- and long-term noise monitoring conducted for the proposed Project.

6.3.1 Short-Term Monitoring

Table 6-1 summarizes the results of ST noise monitoring conducted at 130 noise-sensitive receptor locations within the Project area. It lists the receiver name; general location or address; land use; activity category; measurement date, start time, and duration; and the measured L_{eq}. Field photos and noise measurement field sheets are included in Appendix D of this document. The noise measurement locations are also shown on Figure 5-1. At land uses that did not have exterior areas of frequent human use (such as retail or office developments, restaurants without exterior dining areas, or undeveloped lands), noise measurements were taken at accessible areas of the property that faced I-15. With few exceptions, for properties that included exterior areas of frequent human use, all ST measurements were obtained directly at those areas or on the same property immediately adjacent to those areas. The exceptions are as follows:

- ST02.01 was taken on the driveway outside of the fenced yard area because the residents would not grant access to the fenced area. This location was used to validate the traffic noise model but was not used to assess impacts; an additional modeled receiver (M02.02) was added to model noise levels in the backyard of the residence.

- ST02.02 was taken at the open lot immediately northwest of the home because the residents would not grant access to the backyard. This location was used to validate the traffic noise model but was not used to assess impacts; an additional modeled receiver (M02.07) was added to model noise levels in the backyard of the residence.
- ST03.03 was taken at the fence line of the place of worship because the property owner would not grant access to the facility grounds. This location was used to validate the traffic noise model but was not used to assess impacts; an additional modeled receiver (M03.05) was added to model noise levels at the building façade.
- ST03.04 was taken at the open lot immediately northwest of the home because the residents would not grant access to the backyard. This location was used to validate the traffic noise model but was not used to assess impacts; an additional modeled receiver (M03.12) was added to model noise levels in the back yard of the residence.
- ST03.06 was taken southeast of the back patio of the residence because the property owner did not grant access to the patio area. This location was used to validate the traffic noise model but was not used to assess impacts; an additional modeled receiver (M03.20) was added to model noise levels at the back patio of the residence.
- ST04.01 was taken within cemetery grounds but did not represent the primary outdoor use. This location was used to validate the traffic noise model but was not used to assess impacts; an additional modeled receiver (M04.03) was added to model noise levels at the central gathering area of the cemetery.
- ST12.02 was taken within the public ROW adjacent to a residential back yard because none of the surrounding residents/homeowners with acoustically equivalent yards would grant permission to enter their property. This location was used to validate the traffic noise model but was not used to assess impacts; an additional modeled receiver (M12.36) was added to model noise levels in the backyard of the residence.
- ST12.09 was taken at the parking lot of the Carl's Jr. restaurant because the outdoor dining area was closed due to COVID-19 restrictions. This location was used to validate the traffic noise model but was not used to assess impacts; an additional modeled receiver (M12.50) was added to model noise levels in the outdoor dining area.
- ST13.06 was taken at an open lot adjacent to a residential property because access to the residential property could not be obtained. There were no other adjacent residential properties at which to seek access. This location was used to validate the traffic noise model but was not used to assess impacts; an additional modeled receiver (M13.20) was added to model noise levels in the back yard of the residence.

- ST13.07 was taken on the driveway to the home, at the same setback from the freeway as the residential patio. Access to the outdoor areas of frequent human use could not be obtained because the home was fenced off with two large dogs on the property. This location was used to validate the traffic noise model but was not used to assess impacts; an additional modeled receiver (M13.21) was added to model noise levels in the backyard of the residence.
- ST14.05 was taken within the public ROW between two homes because none of the surrounding residents/homeowners with acoustically equivalent yards would grant permission to enter their property. This location was used to validate the traffic noise model but was not used to assess impacts; additional modeled receivers (M14.14 and M14.18) were added to model noise levels in the back yard of the residences.
- ST14.14 was taken on the access driveway to the commercial property. The property could not be accessed because it was gated and locked. This location was used to validate the traffic noise model but was not used to assess impacts; an additional modeled receiver (M14.59) was added to model noise levels at the front façade of the commercial property.
- ST16.03 was taken at the fence line of the residential pool area to avoid potential damage to the noise monitor from pool activities. This location was used to validate the traffic noise model but was not used to assess impacts; an additional modeled receiver (M16.09) was added to model noise levels at the location that best represents the outdoor use area.
- ST18.01 was taken at an area of the Crossings at Corona shopping center parking lot close to I-15 that was not heavily used by shoppers. This location was selected to avoid noise contamination from mall activities and to avoid substantial shielding from large commercial buildings that would make it difficult to reliably measure traffic noise from I-15. This location was used to validate the traffic noise model but was not used to assess impacts; additional modeled receivers (M18.01 and M18.03) were added to model noise levels at nearby outdoor seating and outdoor dining areas.
- ST18.03 was taken at the fence line adjacent to a residential property on Katy Way because permission could not be obtained to set up a noise monitor in the back yard. This location was used to validate the traffic noise model but was not used to assess impacts; an additional modeled receiver (M18.12) was added to model noise levels in the back yard of the residence.
- ST19.01 was taken just outside of the outdoor dining area of the Habit Burger Grill to avoid contamination from speaking patrons and music playing at the patio. This location was used to validate the traffic noise model but was not used to assess impacts; an additional modeled receiver (M19.03) was added to model noise levels within the outdoor dining area.

- ST19.03 was obtained using an LT noise monitor placed toward the rear of the yard, close to the lawn, a gazebo, and a small seating area, to avoid noise contamination from the play area toward the front end of the yard. This location was used to validate the traffic noise model but was not used to assess impacts; an additional modeled receiver (M19.14) was added to model noise levels at the location of the main patio area.

Table 6-1. Summary of Short-Term Measurements

Site No.	Street Address, City	Land Use	Activity Category	Measurement Date	Start Time	Duration (minutes)	Measured L_{eq}, dBA
ST01.01	N/A	Undeveloped	G	10/14/2020	12:16 p.m.	10	77.7
				10/14/2020	12:28 p.m.	10	77.5
ST01.02	N/A	Undeveloped	G	10/13/2020	10:40 a.m.	15	68.8
				10/13/2020	10:57 a.m.	15	68.8
ST01.03/LT01.01	N/A	Undeveloped	G	10/13/2020	10:40 a.m.	15	64.2
				10/13/2020	10:57 a.m.	15	64.2
ST01.04	N/A	Undeveloped	G	10/13/2020	9:40 a.m.	15	66.1
				10/13/2020	9:58 a.m.	15	66.1
ST01.05	29615 3rd St, Lake Elsinore, CA 92532	Restaurant	E	10/13/2020	9:40 a.m.	15	64.1
				10/13/2020	9:58 a.m.	15	64.4
ST02.01[a]	131 W Minthorn St, Lake Elsinore, CA 92530	Driveway	F	3/16/2021	4:11 p.m.	10	61.0
				3/16/2021	4:23 p.m.	10	59.2
ST02.02	N/A	Undeveloped	G	10/13/2020	12:46 p.m.	10	66.5
				10/13/2020	12:59 p.m.	10	66.1
ST02.03[a]	18574 Collier Ave, Lake Elsinore, CA 92530	Residential	B	3/16/2021	2:56 p.m.	10	64.5
				3/16/2021	3:09 p.m.	10	65.1
ST02.04[a]	N/A	Undeveloped	G	3/16/2021	2:56 p.m.	10	59.8
				3/16/2021	3:09 p.m.	10	60.5
ST02.05	18310 Collier Ave Suite A, Lake Elsinore, CA 92530	Restaurant outdoor dining	E	10/13/2020	11:47 a.m.	10	60.4
				10/13/2020	12:00 p.m.	10	60.4
ST03.01	18611 Dexter Ave, Lake Elsinore, CA 92532	Restaurant	E	10/13/2020	8:40 a.m.	15	64.7
				10/13/2020	8:56 a.m.	15	64.7
ST03.02	29315 Central Ave, Lake Elsinore, CA 92532	Restaurant outdoor dining	E	10/14/2020	7:39 a.m.	15	62.6
				10/14/2020	7:57 a.m.	15	61.3
ST03.03	18220 Dexter Ave, Lake Elsinore, CA 92532	Parking lot	F	10/14/2020	8:58 a.m.	10	61.9
				10/14/2020	9:11 a.m.	10	61.3
ST03.04	18159 Dexter Ave, Lake Elsinore, CA 92532	Residential	B	10/14/2020	8:58 a.m.	10	65.9
				10/14/2020	9:11 a.m.	10	65.3
ST03.05	18095 Dexter Ave, Lake Elsinore, CA 92532	Residential	B	10/14/2020	8:58 a.m.	10	65.4
				10/14/2020	9:11 a.m.	10	64.8
ST03.06	18055 Dexter Ave, Lake Elsinore, CA 92532	Residential	B	10/14/2020	8:58 a.m.	10	61.6
				10/14/2020	9:11 a.m.	10	61.0

Site No.	Street Address, City	Land Use	Activity Category	Measurement Date	Start Time	Duration (minutes)	Measured L_{eq}, dBA
ST03.07	28755 El Toro Rd, Lake Elsinore, CA 92532	Sports Field	C	10/13/2020	3:01 p.m.	10	68.7
				10/13/2020	3:14 p.m.	10	69.4
ST03.08	28755 El Toro Rd, Lake Elsinore, CA 92532	Sports Field	C	10/13/2020	3:01 p.m.	10	73.5
				10/13/2020	3:14 p.m.	10	73.5
ST03.09	N/A	Undeveloped	G	10/14/2020	10:56 a.m.	10	61.0
				10/14/2020	11:08 a.m.	10	60.2
ST04.01	18170 Collier Ave, Lake Elsinore, CA 92530	Cemetery	C	10/13/2020	12:46 p.m.	10	65.9
				10/13/2020	12:59 p.m.	10	66.5
ST04.02	29033 El Toro Rd, Lake Elsinore, CA 92530	Undeveloped	G	10/13/2020	12:46 p.m.	10	60.1
				10/13/2020	12:59 p.m.	10	60.6
ST04.03	17600 Collier Ave, Lake Elsinore, CA 92530	Outdoor dining	E	10/14/2020	10:05 a.m.	10	57.2
				10/14/2020	10:17 a.m.	10	57.0
ST04.04	17600 Collier Ave, Lake Elsinore, CA 92530	Outdoor seating	E	10/14/2020	10:05 a.m.	10	63.2
				10/14/2020	10:17 a.m.	10	62.2
ST04.05	17600 Collier Ave, Lake Elsinore, CA 92530	Outdoor seating	E	10/14/2020	10:05 a.m.	10	60.6
				10/14/2020	10:17 a.m.	10	60.4
ST04.06	N/A	Undeveloped	G	10/14/2020	10:56 a.m.	10	65.3
				10/14/2020	11:08 a.m.	10	65.3
ST05.01	10000 Nichols Rd, Lake Elsinore, CA 92532	Agricultural	F	10/20/2020	11:17 a.m.	10	72.2
				10/20/2020	11:30 a.m.	10	72.0
ST05.02	N/A	Undeveloped	G	10/20/2020	11:17 a.m.	10	70.2
				10/20/2020	11:30 a.m.	10	69.9
ST05.03	N/A	Cell Tower	F	10/20/2020	12:29 p.m.	10	67.4
				10/20/2020	12:42 p.m.	10	67.4
ST05.04	N/A	Undeveloped	G	9/23/2020	11:56 a.m.	10	58.3
				9/23/2020	12:24 p.m.	10	57.6
ST06.01[a]	N/A	Undeveloped	G	3/18/2021	9:37 a.m.	10	60.3
				3/18/2021	9:51 a.m.	10	59.7
ST06.02	N/A	Undeveloped	G	10/20/2020	12:29 p.m.	10	66.1
				10/20/2020	12:42 p.m.	10	65.1
ST06.03	N/A	Utility	F	10/20/2020	12:29 p.m.	10	63.9
				10/20/2020	12:42 p.m.	10	62.7
ST06.04	N/A	Undeveloped	G	9/23/2020	11:56 a.m.	10	70.0
				9/23/2020	12:24 p.m.	10	70.7

Site No.	Street Address, City	Land Use	Activity Category	Measurement Date	Start Time	Duration (minutes)	Measured L_{eq}, dBA
ST07.01[a]	14900 Concordia Ranch Rd, Lake Elsinore, CA 92530	Industrial	F	3/16/2021	8:53 a.m.	10	66.3
				3/16/2021	9:07 a.m.	10	65.5
ST07.02	N/A	Undeveloped	G	9/23/2020	8:57 a.m.	10	73.0
				9/23/2020	9:09 a.m.	10	73.8
ST07.03	N/A	Undeveloped	G	9/23/2020	8:57 a.m.	10	61.3
				9/23/2020	9:09 a.m.	10	61.8
ST07.04	26333 Lester Cir, Corona, CA 92883	Sidewalk	F	9/22/2020	1:19 p.m.	10	59.1
				9/22/2020	1:33 p.m.	10	60.0
ST07.05	12869 Temescal Canyon Rd Suite B, Corona, CA 92883	Office	E	9/22/2020	1:19 p.m.	10	62.0
				9/22/2020	1:33 p.m.	10	63.1
ST07.06	N/A	Undeveloped	G	9/22/2020	1:19 p.m.	10	65.1
				9/22/2020	1:33 p.m.	10	65.1
ST07.07	N/A	Cell Tower	F	9/22/2020	8:26 a.m.	10	61.5
				9/22/2020	8:39 a.m.	10	60.6
ST07.08[a]	N/A	Undeveloped	G	3/17/2021	11:50 a.m.	10	57.6
				3/17/2021	12:03 p.m.	10	56.8
ST08.01[a]	N/A	Undeveloped	G	3/16/2021	8:53 a.m.	10	58.8
				3/16/2021	9:07 a.m.	10	57.8
ST08.02	N/A	Undeveloped	G	9/23/2020	9:53 a.m.	10	62.7
				9/23/2020	10:07 a.m.	10	62.5
ST08.03	N/A	Industrial	F	9/22/2020	3:04 p.m.	10	64.2
				9/22/2020	3:17 p.m.	10	62.9
ST08.04	26678 Hostettler Rd, Corona, CA 92883	Residential	B	9/22/2020	3:04 p.m.	10	62.3
				9/22/2020	3:17 p.m.	10	61.9
ST08.05	N/A	Undeveloped	G	9/22/2020	11:54 a.m.	10	65.5
				9/22/2020	12:06 p.m.	10	64.8
ST08.06[a]	26320 Horsethief Canyon Rd, Corona, CA 92883	Residential	B	3/17/2021	10:07 a.m.	10	65.8
				3/17/2021	10:21 a.m.	10	66.0
ST08.07[a]	13005 De Palma Rd, Corona, CA 92883	Residential	B	3/17/2021	10:07 a.m.	10	64.5
				3/17/2021	10:21 a.m.	10	65.7
ST08.08[a]	N/A	Undeveloped	G	3/17/2021	8:41 a.m.	10	70.4
				3/17/2021	8:54 a.m.	10	69.9
ST08.09	25999 Glen Eden Rd, Corona, CA 92883	RV Storage	F	9/22/2020	10:50 a.m.	10	59.5
				9/22/2020	11:04 a.m.	10	59.3

Site No.	Street Address, City	Land Use	Activity Category	Measurement Date	Start Time	Duration (minutes)	Measured L_{eq}, dBA
ST08.10	11882 De Palma Rd, Corona, CA 92883	Outdoor dining	E	9/22/2020	9:23 a.m.	10	63.9
				9/22/2020	9:36 a.m.	10	63.3
ST08.11[a]	11800 De Palma Rd, Corona, CA 92883	Outdoor Seating	E	3/17/2021	8:41 a.m.	10	60.7
				3/17/2021	8:54 a.m.	10	60.1
ST09.01[a]	N/A	Undeveloped	G	3/17/2021	11:50 a.m.	10	69.1
				3/17/2021	12:03 p.m.	10	68.6
ST09.02[a]	N/A	Undeveloped	G	3/17/2021	12:48 p.m.	10	67.2
				3/17/2021	1:01 p.m.	10	67.5
ST09.03[a]	N/A	Undeveloped	G	3/17/2021	12:48 p.m.	10	67.4
				3/17/2021	1:01 p.m.	10	66.8
ST09.04	N/A	Undeveloped	G	9/17/2020	1:31 p.m.	10	69.4
				9/17/2020	1:44 p.m.	10	69.4
ST09.05	N/A	Undeveloped	G	9/16/2020	3:12 p.m.	10	67.5
				9/16/2020	3:24 p.m.	10	67.8
ST10.01	25430 Temescal Valley Ln, Corona, CA 92883	Residential	B	9/16/2020	11:48 a.m.	10	55.8
				9/16/2020	12:02 p.m.	10	56.0
ST10.02	25310 Campbell Ranch Rd, Corona, CA 92883	Emergency services	F	9/16/2020	11:48 a.m.	10	59.9
				9/16/2020	12:02 p.m.	10	60.4
ST10.03	11512 Magnolia St, Corona, CA 92883	Residential	B	9/16/2020	10:27 a.m.	10	52.6
				9/16/2020	10:40 a.m.	10	52.6
ST10.04	11360 Magnolia St, Corona, CA 92883	Residential	B	9/16/2020	10:27 a.m.	10	55.7
				9/16/2020	10:40 a.m.	10	55.8
ST10.05	11268 Pinecone St, Corona, CA 92883	Residential	B	9/17/2020	9:05 a.m.	10	60.2
				9/17/2020	9:19 a.m.	10	59.0
ST10.06	11118 Whitebark Ln, Corona, CA 92883	Residential	B	9/17/2020	9:05 a.m.	10	55.9
				9/17/2020	9:19 a.m.	10	55.4
ST10.07	24848 Cassia Ct, Corona, CA 92883	Residential	B	9/17/2020	9:05 a.m.	10	54.5
				9/17/2020	9:19 a.m.	10	53.6
ST10.08	N/A	Undeveloped	G	9/16/2020	3:12 p.m.	10	67.4
				9/16/2020	3:24 p.m.	10	66.6
ST11.02	10671 Orange Grove Pl, Corona, CA 92883	Industrial	F	9/17/2020	11:37 a.m.	10	61.1
				9/17/2020	11:52 a.m.	10	61.8
ST11.03	N/A	Undeveloped	G	9/15/2020	10:17 a.m.	10	59.4
				9/15/2020	10:30 a.m.	10	59.6

Site No.	Street Address, City	Land Use	Activity Category	Measurement Date	Start Time	Duration (minutes)	Measured L_{eq}, dBA
ST12.01	10653 Wrangler Way, Corona, CA 92883	Residential	B	9/17/2020	10:34 a.m.	10	61.6
				9/17/2020	10:47 a.m.	10	62.0
ST12.02[a]	10348 Whitecrown Cir, Corona, CA 92883	Sidewalk	F	3/17/2021	3:19 p.m.	10	54.4
				3/17/2021	3:32 p.m.	10	54.9
ST12.03	10498 Whitecrown Cir, Corona, CA 92883	Residential	B	9/17/2020	10:34 a.m.	10	60.1
				9/17/2020	10:47 a.m.	10	60.0
ST12.04	10438 Whitecrown Cir, Corona, CA 92883	Residential	B	9/17/2020	11:37 a.m.	10	60.0
				9/17/2020	11:52 a.m.	10	58.8
ST12.05	10396 Whitecrown Cir, Corona, CA 92883	Residential	B	9/15/2020	1:06 p.m.	10	63.5
				9/15/2020	1:20 p.m.	10	62.9
ST12.06	10286 Icefield Ct, Corona, CA 92883	Residential	B	9/15/2020	1:06 p.m.	10	54.5
				9/15/2020	1:20 p.m.	10	55.1
ST12.07	23900 Temescal Canyon Rd, Corona, CA 92883	Carousel	C	9/15/2020	11:26 a.m.	10	58.9
				9/15/2020	11:39 a.m.	10	59.3
ST12.08	23900 Temescal Canyon Rd, Corona, CA 92883	Outdoor seating area	E	9/15/2020	11:26 a.m.	10	61.6
				9/15/2020	11:39 a.m.	10	61.8
ST12.09	23740 Temescal Canyon Rd, Corona, CA 92883	Parking lot	F	9/15/2020	10:17 a.m.	10	66.0
				9/15/2020	10:30 a.m.	10	66.3
ST13.01	23255 Temescal Canyon Rd, Corona, CA 92883	Outdoor seating area	E	9/29/2020	9:13 a.m.	10	65.0
				9/29/2020	9:27 a.m.	10	64.6
ST13.02	23100 Temescal Canyon Rd, Corona, CA 92883	Driving range	C	9/29/2020	10:24 a.m.	10	63.1
				9/29/2020	10:37 a.m.	10	62.5
ST13.03	22420 Temescal Canyon Rd, Corona, CA 92883	Industrial/commercial	F	9/29/2020	3:28 p.m.	10	66.4
				9/29/2020	3:41 p.m.	10	66.8
ST13.04	9022 Pulsar Ct, Corona, CA 92883	Outdoor Dining	E	9/29/2020	3:28 p.m.	10	67.8
				9/29/2020	3:41 p.m.	10	68.0
ST13.05[a]	9010 Leroy Rd, Corona, CA 92883	Residential	B	3/18/2021	2:01 p.m.	10	58.2
				3/18/2021	2:12 p.m.	10	58.1
ST13.06	8920 Foster Rd, Corona, CA 92883	Undeveloped	G	9/30/2020	1:51 p.m.	10	62.6
				9/30/2020	2:03 p.m.	10	61.0
ST13.07	21705 Temescal Canyon Rd, Corona, CA 92883	Driveway	F	9/30/2020	1:51 p.m.	10	64.5
				9/30/2020	2:03 p.m.	10	63.9
ST13.08	21653 Temescal Canyon Rd, Corona, CA 92883	Residential	B	10/1/2020	9:04 a.m.	10	68.4
				10/1/2020	9:17 a.m.	10	68.0

Site No.	Street Address, City	Land Use	Activity Category	Measurement Date	Start Time	Duration (minutes)	Measured L_{eq}, dBA
ST14.01[a]	N/A	Undeveloped	G	3/17/2021	2:23 p.m.	10	63.5
				3/17/2021	2:35 p.m.	10	62.6
ST14.02	9553 Stone Canyon Rd, Corona, CA 92883	Residential	B	9/29/2020	11:45 a.m.	10	62.3
				9/29/2020	11:58 a.m.	10	62.4
ST14.03	9294 Scotty Way, Corona, CA 92883	Residential	B	9/29/2020	2:23 p.m.	10	53.7
				9/29/2020	2:35 p.m.	10	53.8
ST14.04	9538 Palm Canyon Dr, Corona, CA 92883	Residential	B	9/29/2020	11:33 a.m.	10	56.4
				9/29/2020	11:45 a.m.	10	57.5
ST14.05[a]	Between 9424 & 9439 Lapis Ct, Corona, CA 92883	Sidewalk	F	3/17/2021	2:23 p.m.	10	57.8
				3/17/2021	2:35 p.m.	10	56.2
ST14.06	22806 Hannah Ct, Corona, CA 92883	Residential	B	9/29/2020	1:12 p.m.	10	56.0
				9/29/2020	1:25 p.m.	10	55.6
ST14.07	22706 Hannah Ct, Corona, CA 92883	Residential	B	9/29/2020	2:23 p.m.	10	60.1
				9/29/2020	2:35 p.m.	10	60.7
ST14.08	22517 Silver Dollar St, Corona, CA 92883	Residential	B	9/30/2020	9:03 a.m.	10	48.6
				9/30/2020	9:15 a.m.	10	48.9
ST14.09	9056 Patina Ct, Corona, CA 92883	Residential	B	9/30/2020	10:40 a.m.	10	51.6
				9/30/2020	10:53 a.m.	10	52.3
ST14.10	22480 Silver Dollar St, Corona, CA 92883	Residential	B	9/30/2020	9:03 a.m.	10	60.7
				9/30/2020	9:15 a.m.	10	60.3
ST14.11	22430 Silver Dollar St, Corona, CA 92883	Residential	B	9/30/2020	9:47 a.m.	10	61.9
				9/30/2020	10:00 a.m.	10	61.6
ST14.12[a]	22312 Hayworth Ct, Corona, CA 92883	Residential	B	3/18/2021	2:01 p.m.	10	62.9
				3/18/2021	2:24 p.m.	10	62.7
ST14.13[a]	22079 Knabe Rd, Corona, CA 92882	Office outdoor seating	E	3/16/2021	1:13 p.m.	10	67.4
				3/16/2021	1:26 p.m.	10	66.6
ST14.14[a]	Badger Rd, Corona, CA 92883	Driveway	F	3/16/2021	1:13 p.m.	10	67.5
				3/16/2021	1:26 p.m.	10	66.8
ST14.15	21634 Retreat Pkwy, Temescal Valley, CA 92883	Medical facilities outdoor seating	C	10/1/2020	9:04 a.m.	10	68.5
				10/1/2020	9:17 a.m.	10	68.7
ST15.01	2804 Fashion Dr, Corona, CA 92883	Residential	B	10/1/2020	12:50 p.m.	10	58.1
				10/1/2020	1:02 p.m.	10	59.0
ST15.02[a]	2804 Fashion Dr, Corona, CA 92883	Residential	B	3/16/2021	11:58 a.m.	10	52.3
				3/16/2021	12:15 p.m.	10	53.8

Site No.	Street Address, City	Land Use	Activity Category	Measurement Date	Start Time	Duration (minutes)	Measured L_{eq}, dBA
ST15.03	2804 Fashion Dr, Corona, CA 92883	Residential	B	10/1/2020	11:32 a.m.	10	60.4
				10/1/2020	11:47 a.m.	10	60.8
ST15.04	2785 Cabot Dr #101, Corona, CA 92883	Restaurant outdoor dining	E	10/6/2020	9:55 a.m.	10	54.1
				10/6/2020	10:27 a.m.	10	55.5
ST15.05	2724 Blue Springs Dr, Corona, CA 92883	Residential	B	10/6/2020	9:55 a.m.	10	51.0
				10/6/2020	10:27 a.m.	10	52.1
ST15.06	2728 Blue Springs Dr, Corona, CA 92883	Residential	B	10/6/2020	11:05 a.m.	10	54.6
				10/6/2020	11:19 a.m.	10	55.8
ST15.07	2731 Blue Springs Dr, Corona, CA 92883	Hotel pool	E	10/6/2020	11:05 a.m.	10	51.3
				10/6/2020	11:19 a.m.	10	52.8
ST15.08[a]	N/A	Undeveloped	G	3/16/2021	10:42 a.m.	10	65.5
				3/16/2021	10:56 a.m.	10	66.5
ST15.09	2804 Fashion Dr, Corona, CA 92883	Residential	B	1/26/2022	11:10 a.m.	10	55.2
				1/26/2022	11:20 a.m.	10	55.2
ST15.10	2804 Fashion Dr, Corona, CA 92883	Residential	B	1/26/2022	11:10 a.m.	10	56.5
				1/26/2022	11:20 a.m.	10	56.6
ST15.11	2804 Fashion Dr, Corona, CA 92883	Residential	B	1/26/2022	11:50 a.m.	10	59.6
				1/26/2022	12:00 p.m.	10	60.1
ST15.12	2804 Fashion Dr, Corona, CA 92883	Residential	B	1/26/2022	11:50 a.m.	10	62.3
				1/26/2022	12:00 p.m.	10	63.1
ST16.01[a]	8540 Weirick Rd, Corona, CA 92883	Place of worship	C	3/16/2021	11:58 a.m.	10	59.0
				3/16/2021	12:15 p.m.	10	59.7
ST16.02	8530 Nob Hill Rd, Corona, CA 92883	Residential	B	10/7/2020	1:33 p.m.	10	64.2
				10/7/2020	1:45 p.m.	10	63.6
ST16.03	8580 Glen Rd, Corona, CA 92883	Residential	B	10/6/2020	1:48 p.m.	10	66.2
				10/6/2020	2:01 p.m.	10	65.8
ST16.04	8405 Glen Rd, Corona, CA 92883	Residential	B	10/6/2020	1:48 p.m.	10	65.1
				10/6/2020	2:01 p.m.	10	65.0
ST16.05	N/A	Undeveloped	G	10/6/2020	1:48 p.m.	10	65.7
				10/6/2020	2:01 p.m.	10	65.6
ST16.06	N/A	Undeveloped	G	10/6/2020	12:30 p.m.	10	73.8
				10/6/2020	12:43 p.m.	10	73.9
ST17.01	2279 Eagle Glen Pkwy, Corona, CA 92883	Restaurant outdoor dining	E	10/7/2020	9:45 a.m.	10	65.2
				10/7/2020	10:00 a.m.	10	64.9

Site No.	Street Address, City	Land Use	Activity Category	Measurement Date	Start Time	Duration (minutes)	Measured L_{eq}, dBA
ST17.02	20179 Orange St, Corona, CA 92881	Residential	B	10/7/2020	9:45 a.m.	10	63.4
				10/7/2020	10:00 a.m.	10	63.1
ST17.03	20045 Bedford Canyon Rd, Corona, CA 92881	Residential	B	10/7/2020	11:24 a.m.	10	55.7
				10/7/2020	11:37 a.m.	10	56.3
ST17.04	19905 Bedford Canyon Rd, Corona, CA 92881	Residential	B	10/7/2020	11:24 a.m.	10	60.4
				10/7/2020	11:37 a.m.	10	60.1
ST18.01	2620 Tuscany St Suite 101, Corona, CA 92881	Retail facilities	F	10/7/2020	8:42 a.m.	10	57.2
				10/7/2020	8:55 a.m.	10	57.2
ST18.02	2415 Tuscany St, Corona, CA 92881	Retail facilities	F	10/7/2020	8:42 a.m.	10	58.9
				10/7/2020	8:55 a.m.	10	58.6
ST18.03	19941 Katy Way, Corona, CA 92881	Residential	B	10/7/2020	12:23 p.m.	10	66.1
				10/7/2020	12:36 p.m.	10	65.8
ST18.04	19801 Frances St, Corona, CA 92881	Residential	B	10/7/2020	12:23 p.m.	10	66.0
				10/7/2020	12:36 p.m.	10	65.9
ST19.01[a]	1987 Foothill Pkwy, Corona, CA 92881	Restaurant	E	3/18/2021	8:05 a.m.	10	70.6
				3/18/2021	8:17 a.m.	10	70.9
ST19.02	7303 Calico Cir, Corona, CA 92881	Residential	B	10/20/2020	9:34 a.m.	10	62.5
				10/20/2020	9:45 a.m.	10	62.7
ST19.03	19476 Dry Gulch Rd, Corona, CA 92881	Residential	B	10/20/2020	9:34 a.m.	10	65.5
				10/20/2020	9:45 a.m.	10	65.2
ST20.01	7500 El Cerrito Rd, Corona, CA 92881	Sports park	C	10/20/2020	8:38 a.m.	10	61.3
				10/20/2020	8:50 a.m.	10	62.3
ST20.02	7267 Piute Creek Dr, Corona, CA 92881	Residential	B	10/20/2020	8:38 a.m.	10	59.1
				10/20/2020	8:50 a.m.	10	59.6

Notes:
[a] Per TeNS guidance, the measurement was repeated to verify the validation adjustment factor (K-factor). Refer to Table 6-21 for a complete comparison of the measured and modeled sound levels for all original and repeated ST noise measurements.

6.3.2 Long-Term Monitoring

Twenty-four-hour LT monitoring was conducted at 18 locations (LT01.01–LT09.01 and LT12.01–LT20.01) to determine changes in noise levels within the Project area throughout a typical day. In particular, the LT measurements were used to determine whether the worst noise hour occurred during the morning (AM) or afternoon/evening (PM) in order to select which traffic data should be used in the traffic noise modeling. All LT measurement locations are shown on Figure 5-1.

Table 6-2 summarizes the results of LT monitoring. The hourly noise monitoring data for each of the 24-hour measurements are listed in tabular and graphical formats in Table 6-3 through Table 6-20 and Figure 6-1 through Figure 6-18, respectively.

Table 6-2. Long-Term Noise Measurement Data Summary

Site No.	NAA	Measurement Location	Date	Worst Noise Hour L_{eq} (dBA)[a]	Quietest Hour L_{eq} (dBA)[a]
LT01.01	1	Undeveloped land near 29885 2nd St, Lake Elsinore, CA 92532	10/14/2020	71.4 (6:00–7:00)	63.0 (1:00–2:00)
LT02.01	2	Backyard of 18574 Collier Ave, Lake Elsinore, CA 92530	10/14/2020	68.4 (6:00–7:00)	61.8 (2:00–3:00)
LT03.01	3	Backyard of 18095 Dexter Ave, Lake Elsinore, CA 92532	10/14/2020	67.3 (7:00–8:00)	58.9 (1:00–2:00)
LT04.01	4	Undeveloped land near 17600 Collier Ave, Lake Elsinore, CA 92530	10/14/2020	69.8 (7:00–8:00)	61.6 (13:00–14:00)
LT05.01	5	Undeveloped land on the northbound side of I-15, between Nichols Road and Lake Street	10/20/2020	72.7 (5:00–6:00)	63.5 (1:00–2:00)
LT06.01	6	Undeveloped land on the southbound side of I-15, between Nichols Road and Lake Street	10/20/2020	66.9 (5:00–6:00)	58.7 (1:00–2:00)
LT07.01	7	Undeveloped land near Suite B&C, 12803 Temescal Canyon Rd, Corona, CA 92883	9/22/2020	66.7 (6:00–7:00)	57.3 (1:00–2:00)
LT08.01	8	Undeveloped land on the southbound side of I-15, between Lake Street and Indian Truck Trail	9/22/2020	71.1 (6:00–7:00)	59.7 (1:00–2:00)
LT09.01[b]	9 & 11	Undeveloped land on the northbound side of I-15, between Indian Truck Trail and Temescal Canyon Road	9/17/2020	70.5 (6:00–7:00)	60.5 (0:00–1:00)
LT012.01[c]	10 & 12	Backyard of 10438 Whitecrown Cir, Corona, CA 92883	9/17/2020	63.8 (7:00–8:00)	53.8 (22:00–23:00)
LT013.01	13	Undeveloped land between 23167 Temescal Canyon Rd, Corona, CA 92883 and 23125 Temescal Canyon Rd, Corona, CA 92883	9/30/2020	65.1 (17:00–18:00)	55.8 (1:00–2:00)
LT014.01	14	Undeveloped land near 9535 Nickellaus Ct, Corona, CA 92883	9/30/2020	66.7 (5:00–6:00)	60.3 (13:00–14:00)
LT015.01	15	Pool area at 2731 Blue Springs Dr, Corona, CA 92883	10/28/2021	58.4 (4:00–5:00, 5:00–6:00)	52.1 (13:00–14:00)
LT016.01	16	Backyard of 8530 Nob Hill Rd, Corona, CA 92883	10/28/2021	68.5 (5:00–6:00)	61.9 (1:00–2:00)
LT017.01	17	Front yard of 20117 Bedford Canyon Rd, Corona, CA 92881	10/07/2020	71.2 (8:00–9:00)	62.4 (1:00–2:00)
LT018.01	18	Front yard of 19962 Katy Way, Corona, CA 92881	10/08/2020	67.0 (8:00-9:00)	57.4 (1:00-2:00)
LT019.01	19	Backyard of 19476 Dry Gulch Rd, Corona, CA 92881	10/20/2020	66.9 (7:00-8:00)	59.4 (2:00-3:00)
LT020.01	20	Backyard of 7273 Piute Creek Dr, Corona, CA 92881	10/20/2020	61.9 (6:00-7:00)	53.2 (1:00-2:00)

Notes:
[a] All times shown use a 24-hour clock (e.g., 6:00 = 6:00 a.m., 13:00 = 1:00 p.m.).
[b] NAA 9 and NAA 11 are both on the east side of I-15 within the same segment (between Indian Truck Trail and Temescal Canyon Road) and are represented by a single LT noise measurement (LT09.01).
[c] NAA 10 and NAA 12 are both on the west side of I-15 within the same segment (between Indian Truck Trail and Temescal Canyon Road) and are represented by a single LT noise measurement (LT02.01).

Table 6-3. Long-Term Monitoring at Site LT01.01, October 14, 2020

Beginning Hour	Hourly dBA (L_{eq}[h])	Difference from Loudest Hour (dBA)
0:00	63.2	-8.2
1:00	63.0	-8.4
2:00	63.5	-7.9
3:00	67.2	-4.2
4:00	69.9	-1.5
5:00	71.3	-0.1
6:00	**71.4**	**0.0**
7:00	71.1	-0.3
8:00	68.9	-2.5
9:00	68.0	-3.4
10:00	67.7	-3.7
11:00	67.8	-3.6
12:00	67.5	-3.9
13:00	67.3	-4.1
14:00	67.0	-4.4
15:00	67.7	-3.7
16:00	67.5	-3.9
17:00	67.3	-4.1
18:00	67.3	-4.1
19:00	68.1	-3.3
20:00	67.1	-4.3
21:00	66.2	-5.2
22:00	65.6	-5.8
23:00	64.2	-7.2
Maximum 71.4		
Minimum 63.0		

Note: Worst noise hour is bolded. All times shown use a 24-hour clock (e.g., 6:00 = 6:00 a.m., 13:00 = 1:00 p.m.).

Figure 6-1. Long-Term Monitoring at Site LT01.01

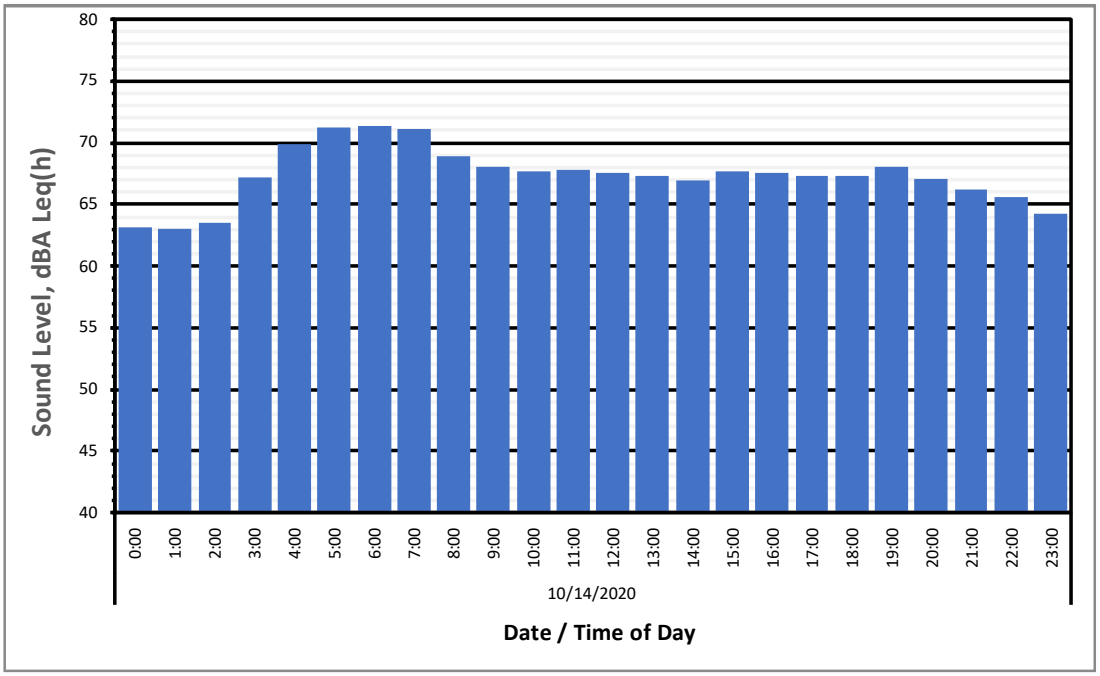


Table 6-4. Long-Term Monitoring at Site LT02.01, October 14, 2020

Beginning Hour	Hourly dBA (L_{eq}[h])	Difference from Loudest Hour (dBA)
0:00	62.5	-5.9
1:00	61.9	-6.5
2:00	61.8	-6.6
3:00	63.7	-4.7
4:00	65.7	-2.7
5:00	67.6	-0.8
6:00	**68.4**	**0.0**
7:00	67.8	-0.6
8:00	65.2	-3.2
9:00	63.9	-4.5
10:00	62.9	-5.5
11:00	62.2	-6.2
12:00	62.3	-6.1
13:00	61.9	-6.5
14:00	62.0	-6.4
15:00	64.0	-4.4
16:00	64.6	-3.8
17:00	64.6	-3.8
18:00	65.8	-2.6
19:00	67.4	-1.0
20:00	66.2	-2.2
21:00	66.2	-2.2
22:00	64.4	-4.0
23:00	63.6	-4.8
Maximum 68.4		
Minimum 61.8		

Note: Worst noise hour is bolded. All times shown use a 24-hour clock (e.g., 6:00 = 6:00 a.m., 13:00 = 1:00 p.m.).

Figure 6-2. Long-Term Monitoring at Site LT02.01

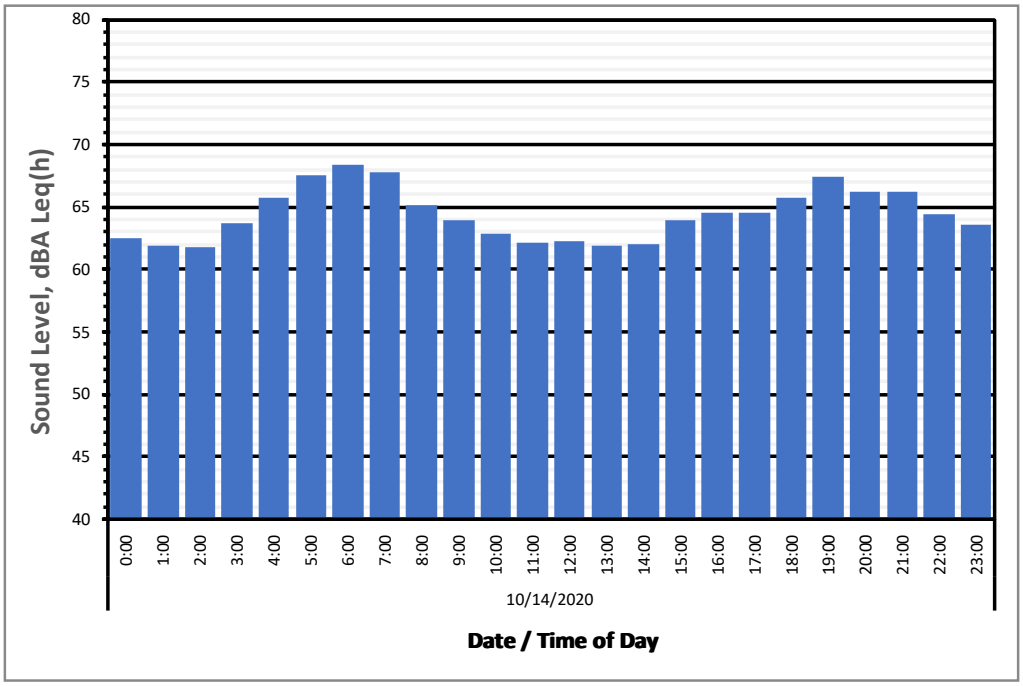


Table 6-5. Long-Term Monitoring at Site LT03.01, October 14, 2020

Beginning Hour	Hourly dBA (L_{eq}[h])	Difference from Loudest Hour (dBA)
0:00	59.5	-7.8
1:00	58.9	-8.4
2:00	59.3	-8.0
3:00	62.1	-5.2
4:00	66.0	-1.3
5:00	66.6	-0.7
6:00	66.9	-0.4
7:00	**67.3**	**0.0**
8:00	65.6	-1.7
9:00	64.5	-2.8
10:00	63.5	-3.8
11:00	63.3	-4.0
12:00	63.3	-4.0
13:00	62.8	-4.5
14:00	64.0	-3.3
15:00	65.7	-1.6
16:00	65.1	-2.2
17:00	65.4	-1.9
18:00	64.6	-2.7
19:00	63.8	-3.5
20:00	63.0	-4.3
21:00	62.6	-4.7
22:00	61.1	-6.2
23:00	60.0	-7.3
Maximum 67.3		
Minimum 58.9		

Note: Worst noise hour is bolded. All times shown use a 24-hour clock (e.g., 6:00 = 6:00 a.m., 13:00 = 1:00 p.m.).

Figure 6-3. Long-Term Monitoring at Site LT03.01

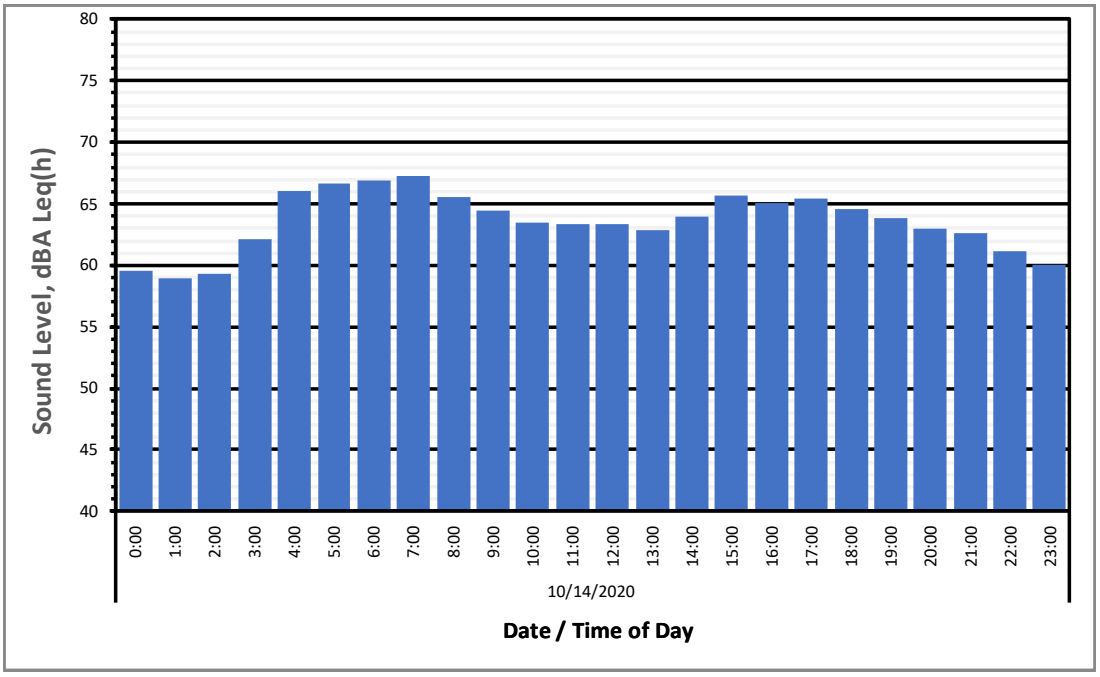


Table 6-6. Long-Term Monitoring at Site LT04.01, October 14, 2020

Beginning Hour	Hourly dBA (L_{eq}[h])	Difference from Loudest Hour (dBA)
0:00	62.8	-7.0
1:00	62.1	-7.7
2:00	62.3	-7.5
3:00	64.0	-5.8
4:00	68.4	-1.4
5:00	69.1	-0.7
6:00	69.7	-0.1
7:00	**69.8**	**0.0**
8:00	66.7	-3.1
9:00	64.6	-5.2
10:00	62.7	-7.1
11:00	62.2	-7.6
12:00	61.9	-7.9
13:00	61.6	-8.2
14:00	63.5	-6.3
15:00	64.8	-5.0
16:00	64.9	-4.9
17:00	65.7	-4.1
18:00	65.5	-4.3
19:00	66.2	-3.6
20:00	66.1	-3.7
21:00	65.1	-4.7
22:00	64.4	-5.4
23:00	63.0	-6.8
Maximum 69.8		
Minimum 61.6		

Note: Worst noise hour is bolded. All times shown use a 24-hour clock (e.g., 6:00 = 6:00 a.m., 13:00 = 1:00 p.m.).

Figure 6-4. Long-Term Monitoring at Site LT04.01

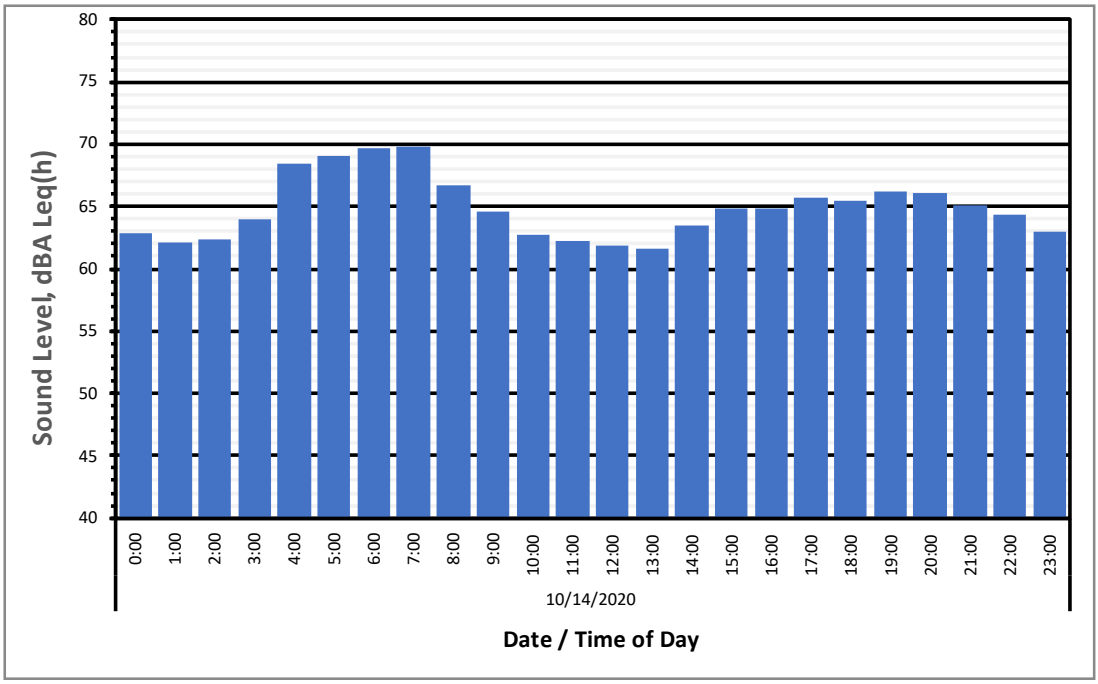


Table 6-7. Long-Term Monitoring at Site LT05.01, October 20, 2020

Beginning Hour	Hourly dBA (L_{eq}[h])	Difference from Loudest Hour (dBA)
0:00	64.5	-8.2
1:00	63.5	-9.2
2:00	64.3	-8.4
3:00	68.1	-4.6
4:00	71.5	-1.2
5:00	**72.7**	**0.0**
6:00	72.1	-0.6
7:00	72.2	-0.5
8:00	71.7	-1.0
9:00	70.9	-1.8
10:00	70.2	-2.5
11:00	70.1	-2.6
12:00	70.0	-2.7
13:00	70.4	-2.3
14:00	70.8	-1.9
15:00	70.8	-1.9
16:00	70.5	-2.2
17:00	70.4	-2.3
18:00	69.4	-3.3
19:00	68.6	-4.1
20:00	68.6	-4.1
21:00	67.8	-4.9
22:00	66.1	-6.6
23:00	64.7	-8.0
Maximum 72.7		
Minimum 63.5		

Note: Worst noise hour is bolded. All times shown use a 24-hour clock (e.g., 6:00 = 6:00 a.m., 13:00 = 1:00 p.m.).

Figure 6-5. Long-Term Monitoring at Site LT05.01

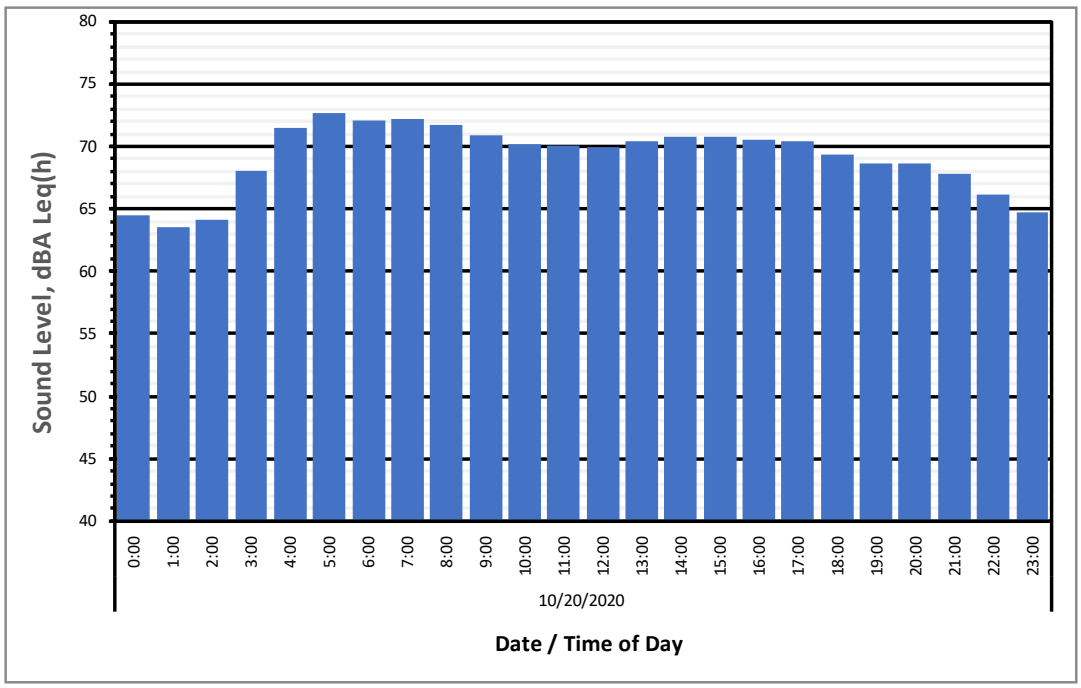


Table 6-8. Long-Term Monitoring at Site LT06.01, October 20, 2020

Beginning Hour	Hourly dBA (L_{eq}[h])	Difference from Loudest Hour (dBA)
0:00	59.6	-7.3
1:00	58.7	-8.2
2:00	59.1	-7.8
3:00	61.5	-5.4
4:00	64.7	-2.2
5:00	**66.9**	**0.0**
6:00	66.0	-0.9
7:00	66.0	-0.9
8:00	64.1	-2.8
9:00	64.5	-2.4
10:00	63.2	-3.7
11:00	62.3	-4.6
12:00	63.2	-3.7
13:00	62.4	-4.5
14:00	62.8	-4.1
15:00	63.4	-3.5
16:00	64.0	-2.9
17:00	64.4	-2.5
18:00	64.1	-2.8
19:00	63.4	-3.5
20:00	64.2	-2.7
21:00	63.1	-3.8
22:00	61.6	-5.3
23:00	60.6	-6.3
Maximum 66.9		
Minimum 58.7		

Note: Worst noise hour is bolded. All times shown use a 24-hour clock (e.g., 6:00 = 6:00 a.m., 13:00 = 1:00 p.m.).

Figure 6-6. Long-Term Monitoring at Site LT06.01

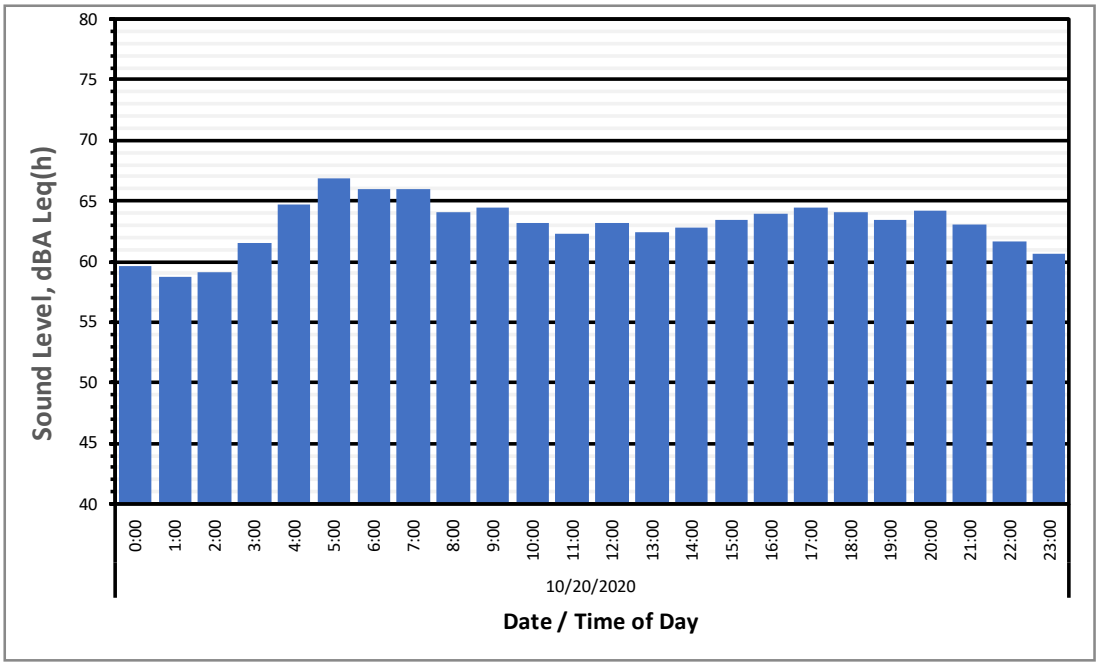


Table 6-9. Long-Term Monitoring at Site LT07.01, September 22, 2020

Beginning Hour	Hourly dBA (L_{eq}[h])	Difference from Loudest Hour (dBA)
0:00	57.6	-9.1
1:00	57.3	-9.4
2:00	59.1	-7.6
3:00	62.5	-4.2
4:00	65.1	-1.6
5:00	65.6	-1.1
6:00	**66.7**	**0.0**
7:00	64.3	-2.4
8:00	62.3	-4.4
9:00	61.7	-5.0
10:00	61.5	-5.2
11:00	63.1	-3.6
12:00	64.8	-1.9
13:00	65.2	-1.5
14:00	65.4	-1.3
15:00	65.3	-1.4
16:00	64.9	-1.8
17:00	64.8	-1.9
18:00	65.3	-1.4
19:00	64.2	-2.5
20:00	64.8	-1.9
21:00	61.8	-4.9
22:00	58.9	-7.8
23:00	58.3	-8.4
Maximum 66.7		
Minimum 57.3		

Note: Worst noise hour is bolded. All times shown use a 24-hour clock (e.g., 6:00 = 6:00 a.m., 13:00 = 1:00 p.m.).

Figure 6-7. Long-Term Monitoring at Site LT07.01

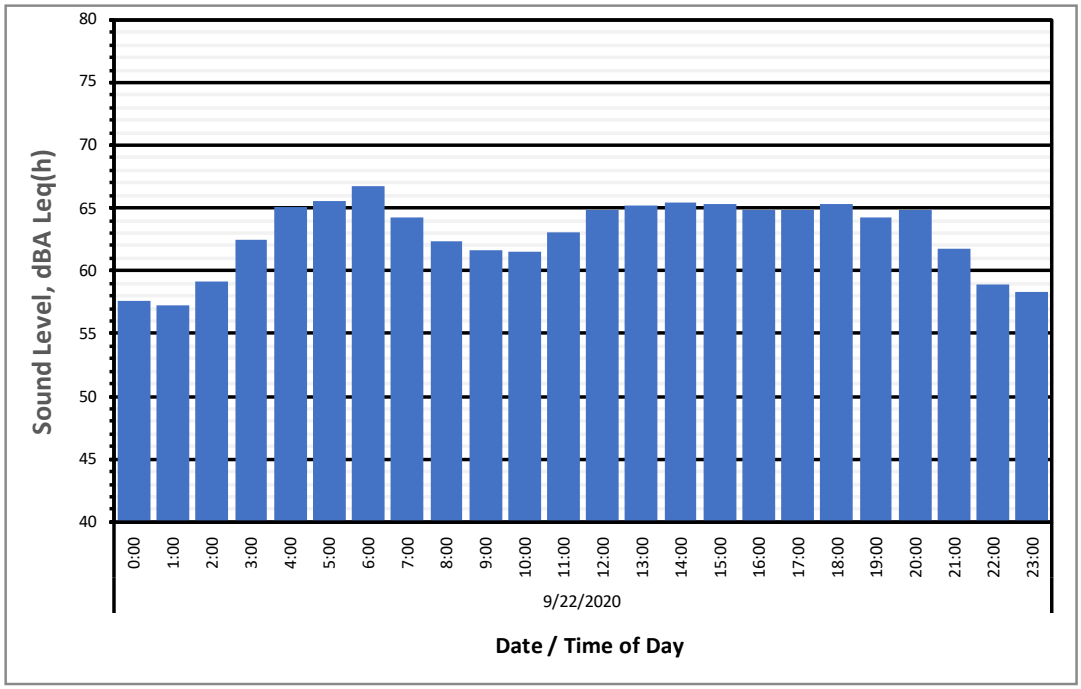


Table 6-10. Long-Term Monitoring at Site LT08.01, September 22, 2020

Beginning Hour	Hourly dBA (L_{eq}[h])	Difference from Loudest Hour (dBA)
0:00	61.7	-9.4
1:00	59.7	-11.4
2:00	61.2	-9.9
3:00	63.4	-7.7
4:00	64.8	-6.3
5:00	68.2	-2.9
6:00	**71.1**	**0.0**
7:00	68.6	-2.5
8:00	67.7	-3.4
9:00	66.5	-4.6
10:00	65.7	-5.4
11:00	65.8	-5.3
12:00	64.9	-6.2
13:00	65.1	-6.0
14:00	65.4	-5.7
15:00	65.5	-5.6
16:00	66.3	-4.8
17:00	66.8	-4.3
18:00	65.9	-5.2
19:00	65.9	-5.2
20:00	66.3	-4.8
21:00	67.1	-4.0
22:00	64.5	-6.6
23:00	62.8	-8.3
Maximum 71.1		
Minimum 59.7		

Note: Worst noise hour is bolded. All times shown use a 24-hour clock (e.g., 6:00 = 6:00 a.m., 13:00 = 1:00 p.m.).

Figure 6-8. Long-Term Monitoring at Site LT08.01

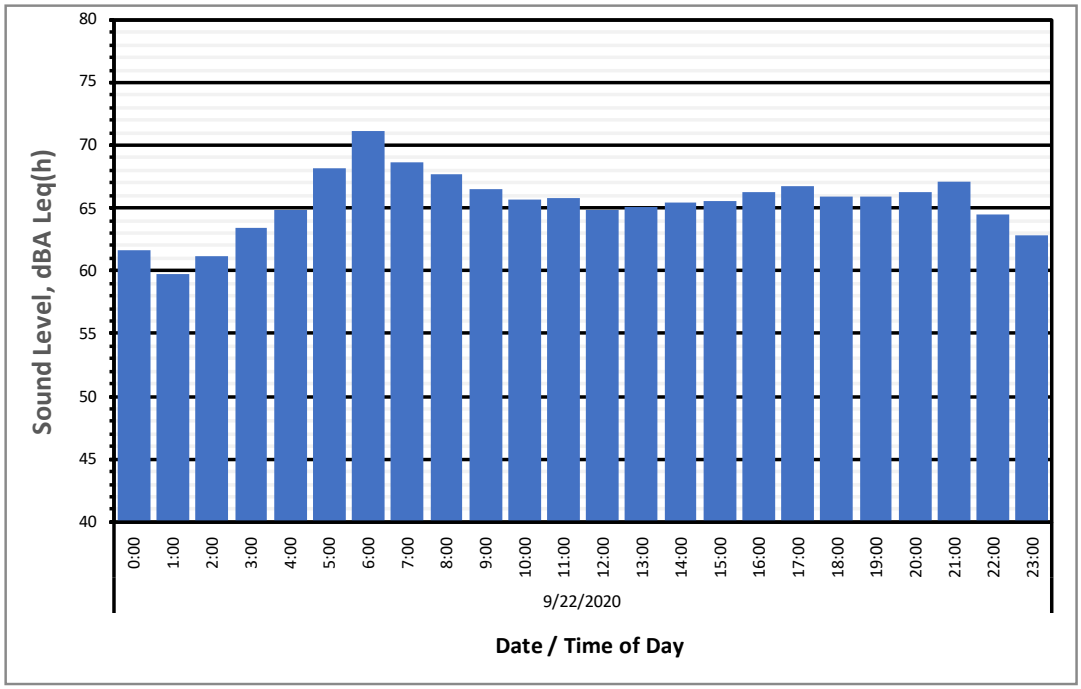


Table 6-11. Long-Term Monitoring at Site LT09.01, September 17, 2020

Beginning Hour	Hourly dBA (L_{eq}[h])	Difference from Loudest Hour (dBA)
0:00	60.5	-10.0
1:00	64.4	-6.1
2:00	66.9	-3.6
3:00	67.5	-3.0
4:00	69.9	-0.6
5:00	70.4	-0.1
6:00	**70.5**	**0.0**
7:00	68.4	-2.1
8:00	67.1	-3.4
9:00	64.3	-6.2
10:00	64.1	-6.4
11:00	64.1	-6.4
12:00	65.8	-4.7
13:00	66.1	-4.4
14:00	65.8	-4.7
15:00	66.0	-4.5
16:00	65.1	-5.4
17:00	65.0	-5.5
18:00	65.5	-5.0
19:00	66.2	-4.3
20:00	64.5	-6.0
21:00	65.0	-5.5
22:00	66.4	-4.1
23:00	65.3	-5.2
Maximum 70.5		
Minimum 60.5		

Note: Worst noise hour is bolded. All times shown use a 24-hour clock (e.g., 6:00 = 6:00 a.m., 13:00 = 1:00 p.m.).

Figure 6-9. Long-Term Monitoring at Site LT09.01

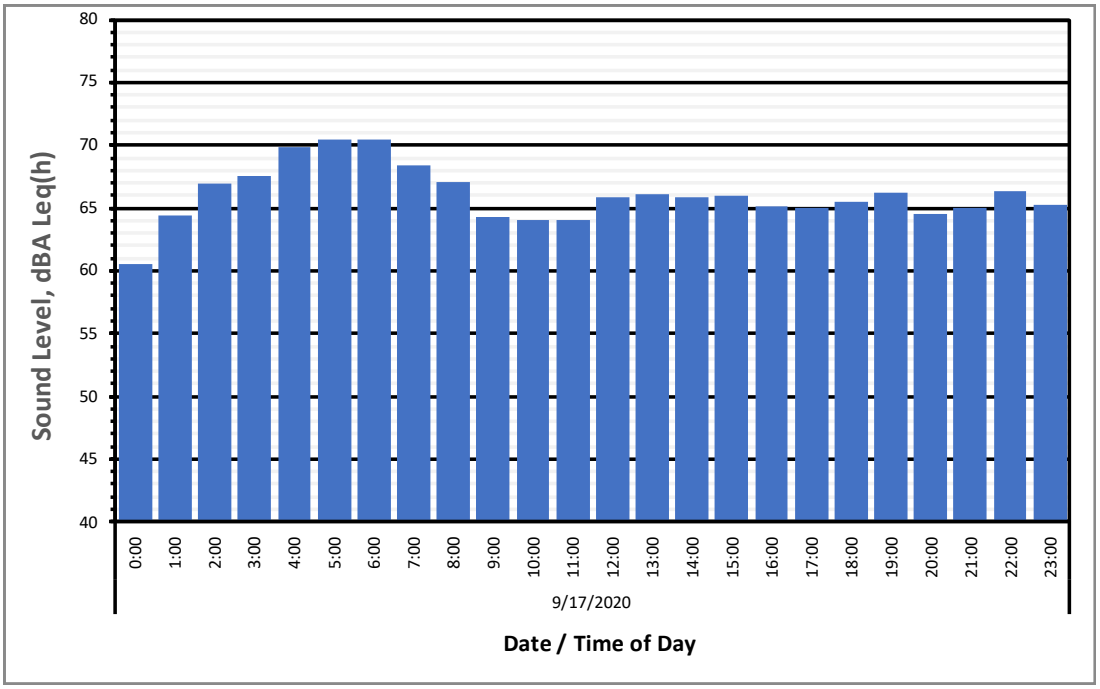


Table 6-12. Long-Term Monitoring at Site LT12.01, September 17, 2020

Beginning Hour	Hourly dBA (L_{eq}[h])	Difference from Loudest Hour (dBA)
0:00	58.9	-4.9
1:00	57.6	-6.2
2:00	57.2	-6.6
3:00	57.9	-5.9
4:00	58.1	-5.7
5:00	60.5	-3.3
6:00	63.7	-0.1
7:00	**63.8**	**0.0**
8:00	61.6	-2.2
9:00	60.0	-3.8
10:00	59.9	-3.9
11:00	59.0	-4.8
12:00	57.8	-6.0
13:00	57.9	-5.9
14:00	58.2	-5.6
15:00	58.4	-5.4
16:00	58.7	-5.1
17:00	59.6	-4.2
18:00	59.8	-4.0
19:00	59.2	-4.6
20:00	54.9	-8.9
21:00	57.3	-6.5
22:00	53.8	-10.0
23:00	55.5	-8.3
Maximum 63.8		
Minimum 53.8		

Note: Worst noise hour is bolded. All times shown use a 24-hour clock (e.g., 6:00 = 6:00 a.m., 13:00 = 1:00 p.m.).

Figure 6-10. Long-Term Monitoring at Site LT12.01

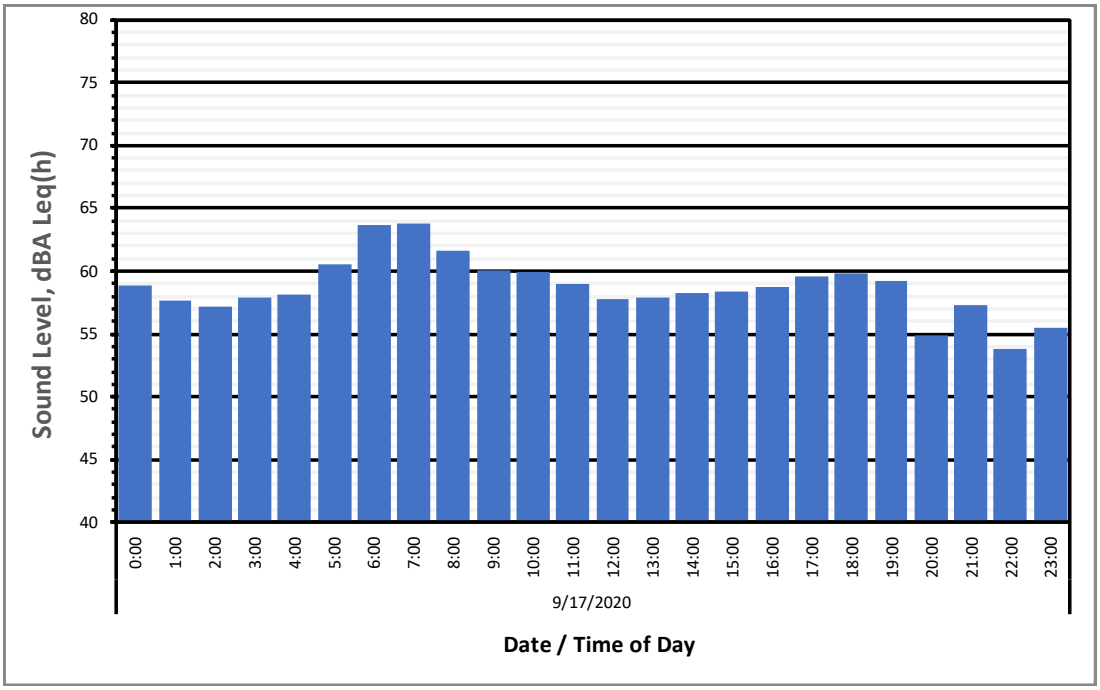


Table 6-13. Long-Term Monitoring at Site LT13.01, September 30, 2020

Beginning Hour	Hourly dBA (L_{eq}[h])	Difference from Loudest Hour (dBA)
0:00	56.2	-8.9
1:00	55.8	-9.3
2:00	57.5	-7.6
3:00	60.3	-4.8
4:00	63.1	-2.0
5:00	63.9	-1.2
6:00	62.7	-2.4
7:00	60.7	-4.4
8:00	57.6	-7.5
9:00	58.5	-6.6
10:00	61.0	-4.1
11:00	60.4	-4.7
12:00	61.3	-3.8
13:00	62.1	-3.0
14:00	59.7	-5.4
15:00	60.3	-4.8
16:00	62.7	-2.4
17:00	**65.1**	**0.0**
18:00	63.4	-1.7
19:00	61.9	-3.2
20:00	60.5	-4.6
21:00	59.6	-5.5
22:00	59.6	-5.5
23:00	57.2	-7.9
Maximum 65.1		
Minimum 55.8		

Note: Worst noise hour is bolded. All times shown use a 24-hour clock (e.g., 6:00 = 6:00 a.m., 13:00 = 1:00 p.m.).

Figure 6-11. Long-Term Monitoring at Site LT13.01

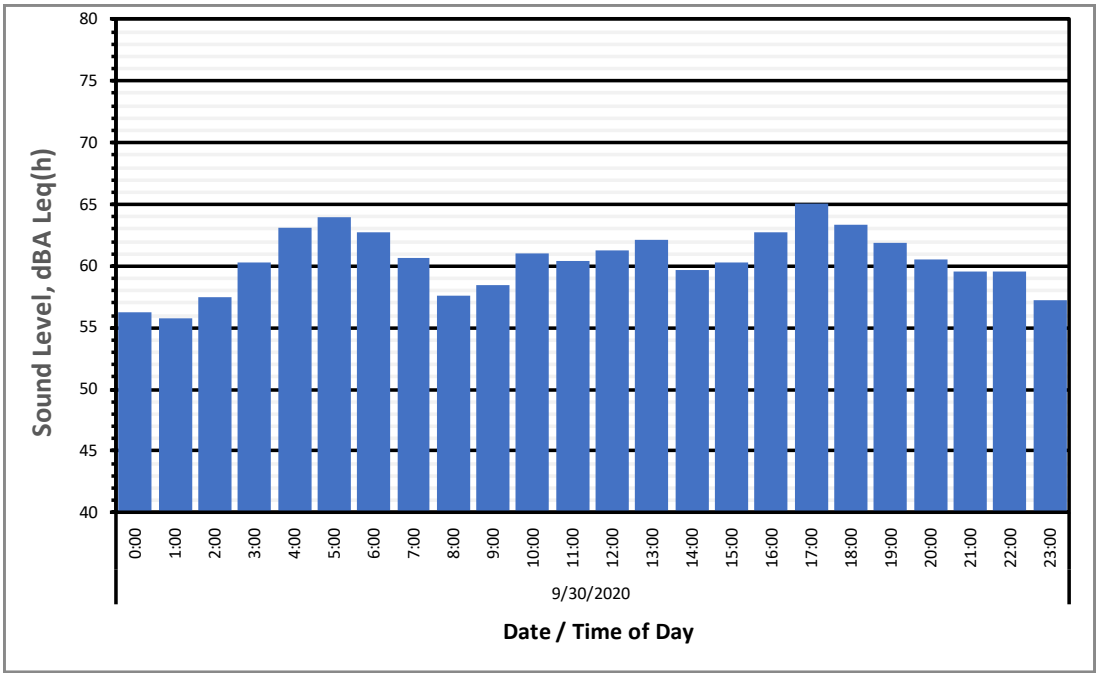


Table 6-14. Long-Term Monitoring at Site LT14.01, September 30, 2020

Beginning Hour	Hourly dBA (L_{eq}[h])	Difference from Loudest Hour (dBA)
0:00	61.5	-5.2
1:00	61.2	-5.5
2:00	61.8	-4.9
3:00	64.7	-2.0
4:00	66.4	-0.3
5:00	**66.7**	**0.0**
6:00	65.7	-1.0
7:00	64.4	-2.3
8:00	62.1	-4.6
9:00	63.1	-3.6
10:00	61.1	-5.6
11:00	61.4	-5.3
12:00	61.0	-5.7
13:00	60.3	-6.4
14:00	61.1	-5.6
15:00	62.0	-4.7
16:00	61.7	-5.0
17:00	60.9	-5.8
18:00	63.2	-3.5
19:00	64.3	-2.4
20:00	64.0	-2.7
21:00	64.3	-2.4
22:00	63.9	-2.8
23:00	62.4	-4.3
Maximum 66.7		
Minimum 60.3		

Note: Worst noise hour is bolded. All times shown use a 24-hour clock (e.g., 6:00 = 6:00 a.m., 13:00 = 1:00 p.m.).

Figure 6-12. Long-Term Monitoring at Site LT14.01

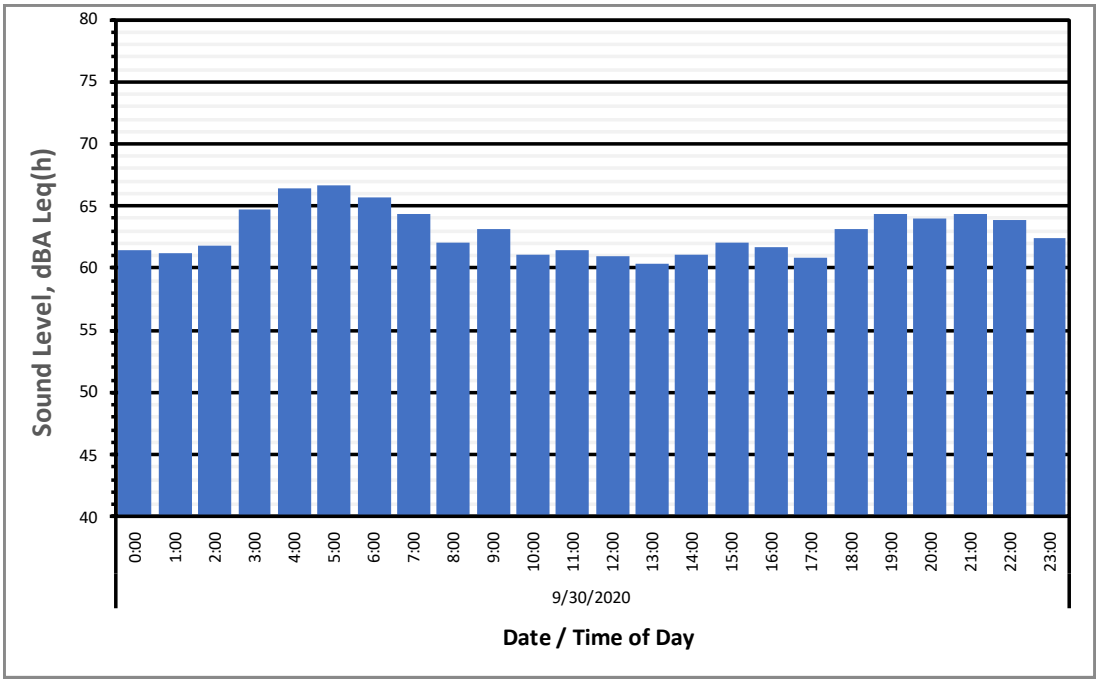


Table 6-15. Long-Term Monitoring at Site LT15.01, October 28, 2021

Beginning Hour	Hourly dBA (L_{eq}[h])	Difference from Loudest Hour (dBA)
0:00	54.5	-3.9
1:00	54.2	-4.2
2:00	54.0	-4.4
3:00	56.5	-1.9
4:00	**58.4**	**0.0**
5:00	**58.4**	**0.0**
6:00	57.7	-0.7
7:00	57.9	-0.5
8:00	56.1	-2.3
9:00	53.2	-5.2
10:00	53.7	-4.7
11:00	53.6	-4.8
12:00	53.1	-5.3
13:00	52.1	-6.3
14:00	52.6	-5.8
15:00	52.9	-5.5
16:00	53.2	-5.2
17:00	53.5	-4.9
18:00	54.5	-3.9
19:00	54.5	-3.9
20:00	54.7	-3.7
21:00	55.1	-3.3
22:00	53.9	-4.5
23:00	54.5	-3.9
Maximum 58.4		
Minimum 52.1		

Note: Worst noise hour is bolded. All times shown use a 24-hour clock (e.g., 6:00 = 6:00 a.m., 13:00 = 1:00 p.m.).

Figure 6-13. Long-Term Monitoring at Site LT15.01

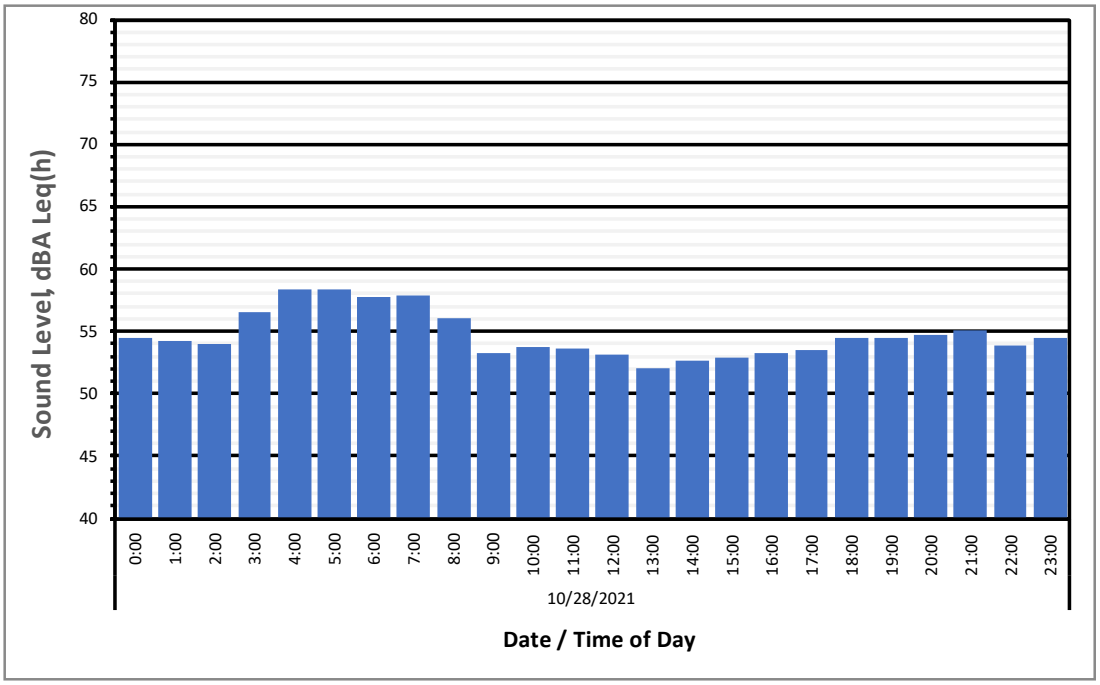


Table 6-16. Long-Term Monitoring at Site LT16.01, October 28, 2021

Beginning Hour	Hourly dBA (L_{eq}[h])	Difference from Loudest Hour (dBA)
0:00	62.7	-5.8
1:00	61.9	-6.6
2:00	62.3	-6.2
3:00	64.7	-3.8
4:00	67.8	-0.7
5:00	**68.5**	**0.0**
6:00	67.9	-0.6
7:00	66.6	-1.9
8:00	67.3	-1.2
9:00	65.9	-2.6
10:00	66.5	-2.0
11:00	66.8	-1.7
12:00	66.8	-1.7
13:00	66.5	-2.0
14:00	66.3	-2.2
15:00	65.9	-2.6
16:00	65.9	-2.6
17:00	65.5	-3.0
18:00	65.9	-2.6
19:00	66.3	-2.2
20:00	66.3	-2.2
21:00	65.9	-2.6
22:00	64.8	-3.7
23:00	63.5	-5.0
Maximum 68.5		
Minimum 61.9		

Note: Worst noise hour is bolded. All times shown use a 24-hour clock (e.g., 6:00 = 6:00 a.m., 13:00 = 1:00 p.m.).

Figure 6-14. Long-Term Monitoring at Site LT16.01

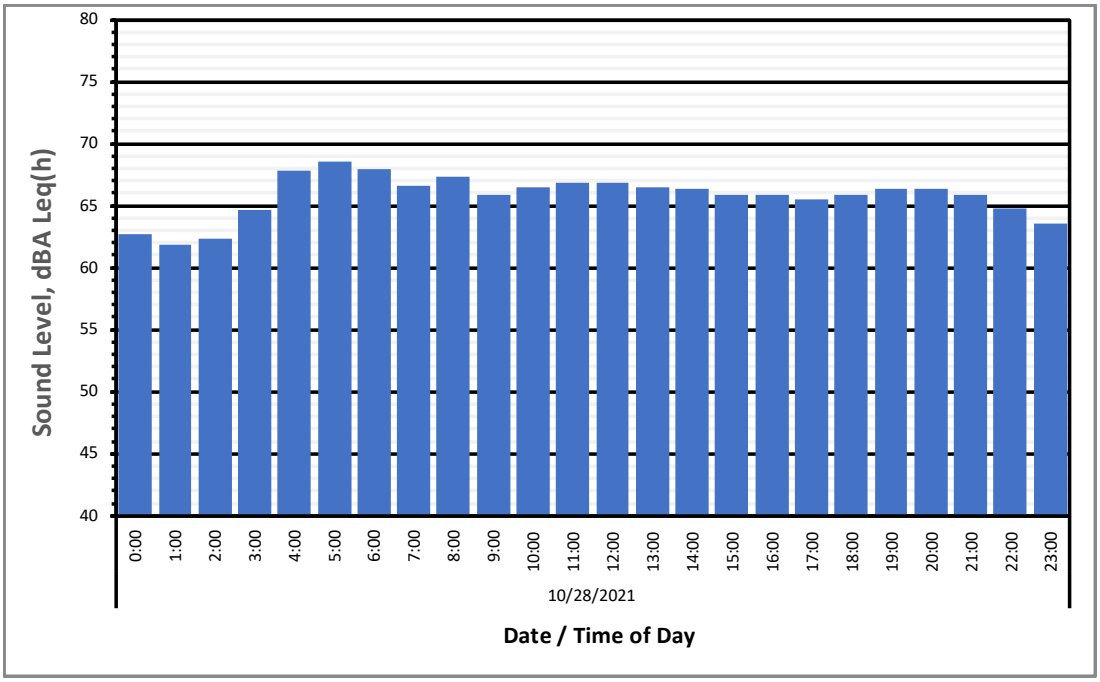


Table 6-17. Long-Term Monitoring at Site LT17.01, October 7, 2020

Beginning Hour	Hourly dBA (L_{eq}[h])	Difference from Loudest Hour (dBA)
0:00	63.3	-7.9
1:00	62.4	-8.8
2:00	63.0	-8.2
3:00	65.0	-6.2
4:00	68.0	-3.2
5:00	69.6	-1.6
6:00	69.8	-1.4
7:00	70.5	-0.7
8:00	**71.2**	**0.0**
9:00	70.4	-0.8
10:00	70.1	-1.1
11:00	69.9	-1.3
12:00	70.0	-1.2
13:00	70.8	-0.4
14:00	71.0	-0.2
15:00	69.8	-1.4
16:00	69.1	-2.1
17:00	69.2	-2.0
18:00	68.2	-3.0
19:00	69.3	-1.9
20:00	68.7	-2.5
21:00	67.7	-3.5
22:00	66.4	-4.8
23:00	64.8	-6.4
Maximum 71.2		
Minimum 62.4		

Note: Worst noise hour is bolded. All times shown use a 24-hour clock (e.g., 6:00 = 6:00 a.m., 13:00 = 1:00 p.m.).

Figure 6-15. Long-Term Monitoring at Site LT17.01

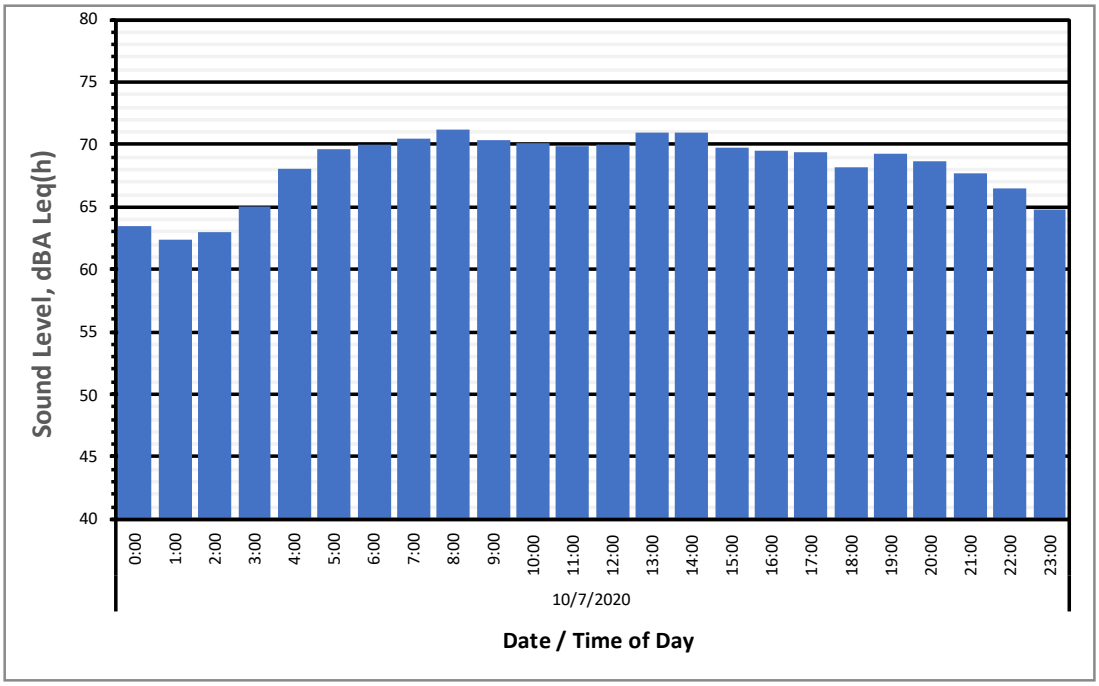


Table 6-18. Long-Term Monitoring at Site LT18.01, October 8, 2020

Beginning Hour	Hourly dBA (L_{eq}[h])	Difference from Loudest Hour (dBA)
0:00	59.0	-8.0
1:00	57.4	-9.6
2:00	57.7	-9.3
3:00	61.1	-5.9
4:00	64.5	-2.5
5:00	65.9	-1.1
6:00	66.4	-0.6
7:00	66.5	-0.5
8:00	**67.0**	**0.0**
9:00	65.2	-1.8
10:00	63.6	-3.4
11:00	64.6	-2.4
12:00	64.7	-2.3
13:00	65.6	-1.4
14:00	65.3	-1.7
15:00	66.2	-0.8
16:00	66.9	-0.1
17:00	**67.0**	**0.0**
18:00	65.8	-1.2
19:00	64.7	-2.3
20:00	63.4	-3.6
21:00	61.6	-5.4
22:00	60.8	-6.2
23:00	59.8	-7.2
Maximum 67.0		
Minimum 57.4		

Note: Worst noise hour is bolded. All times shown use a 24-hour clock (e.g., 6:00 = 6:00 a.m., 13:00 = 1:00 p.m.).

Figure 6-16. Long-Term Monitoring at Site LT18.01

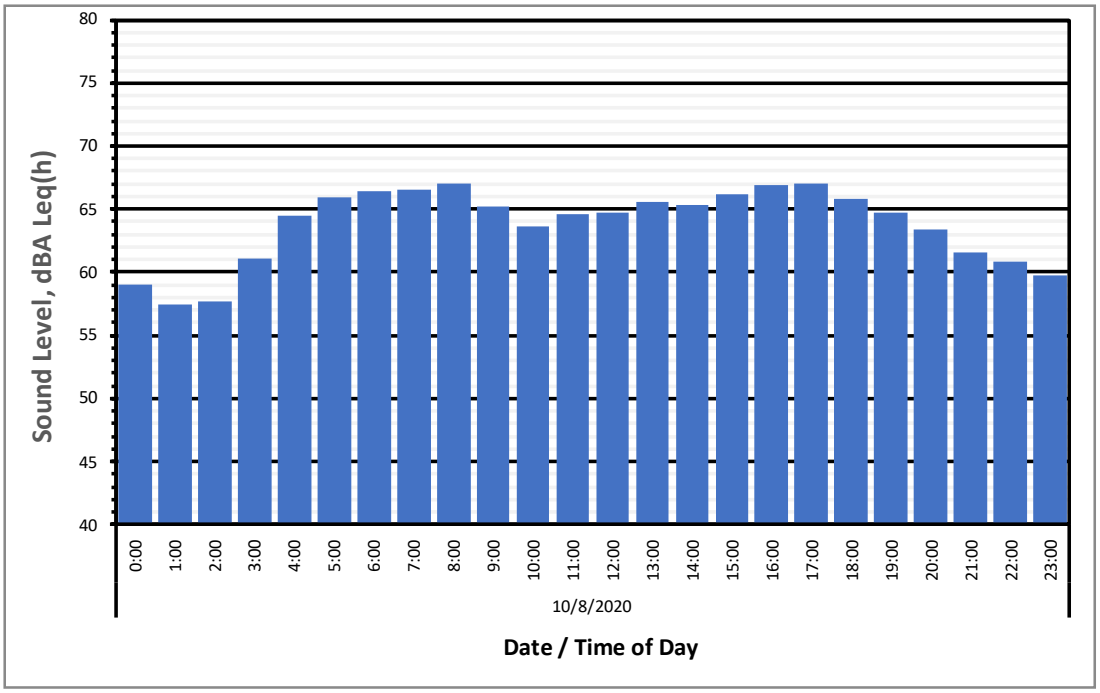


Table 6-19. Long-Term Monitoring at Site LT19.01, October 20, 2020

Beginning Hour	Hourly dBA (L_{eq}[h])	Difference from Loudest Hour (dBA)
0:00	60.0	-6.9
1:00	59.5	-7.4
2:00	59.4	-7.5
3:00	61.9	-5.0
4:00	64.5	-2.4
5:00	66.0	-0.9
6:00	66.3	-0.6
7:00	**66.9**	**0.0**
8:00	66.8	-0.1
9:00	65.5	-1.4
10:00	65.6	-1.3
11:00	65.8	-1.1
12:00	65.7	-1.2
13:00	65.2	-1.7
14:00	65.0	-1.9
15:00	62.9	-4.0
16:00	63.8	-3.1
17:00	64.5	-2.4
18:00	64.9	-2.0
19:00	65.9	-1.0
20:00	65.2	-1.7
21:00	64.3	-2.6
22:00	63.4	-3.5
23:00	61.6	-5.3
Maximum 66.9		
Minimum 59.4		

Note: Worst noise hour is bolded. All times shown use a 24-hour clock (e.g., 6:00 = 6:00 a.m., 13:00 = 1:00 p.m.).

Figure 6-17. Long-Term Monitoring at Site LT19.01

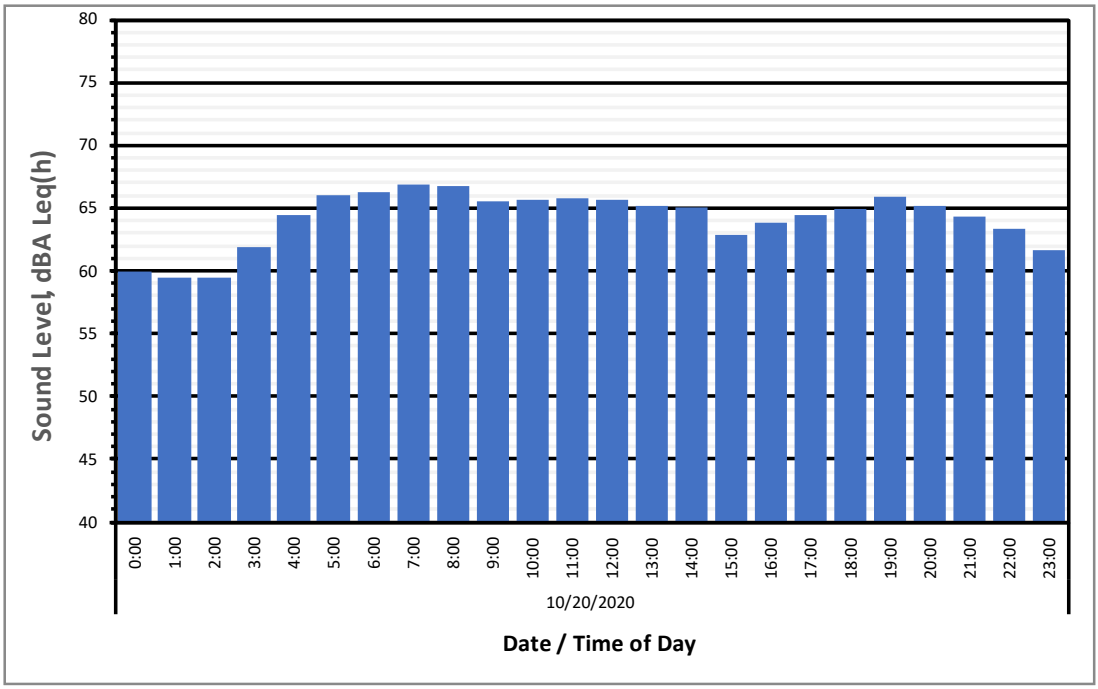
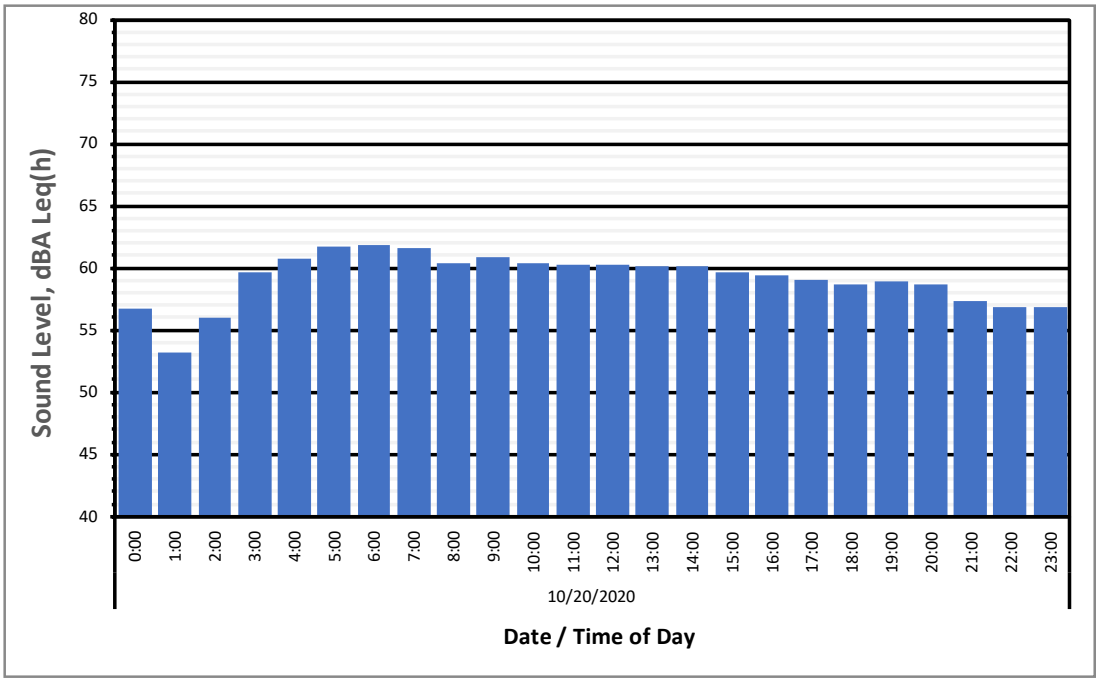


Table 6-20. Long-Term Monitoring at Site LT20.01, October 20, 2020

Beginning Hour	Hourly dBA (L_{eq}[h])	Difference from Loudest Hour (dBA)
0:00	56.7	-5.2
1:00	53.2	-8.7
2:00	56.0	-5.9
3:00	59.6	-2.3
4:00	60.7	-1.2
5:00	61.7	-0.2
6:00	**61.9**	**0.0**
7:00	61.6	-0.3
8:00	60.4	-1.5
9:00	60.9	-1.0
10:00	60.4	-1.5
11:00	60.3	-1.6
12:00	60.3	-1.6
13:00	60.1	-1.8
14:00	60.1	-1.8
15:00	59.7	-2.2
16:00	59.4	-2.5
17:00	59.0	-2.9
18:00	58.7	-3.2
19:00	58.9	-3.0
20:00	58.7	-3.2
21:00	57.3	-4.6
22:00	56.8	-5.1
23:00	56.8	-5.1
Maximum 61.9		
Minimum 53.2		

Note: Worst noise hour is bolded. All times shown use a 24-hour clock (e.g., 6:00 = 6:00 a.m., 13:00 = 1:00 p.m.).

Figure 6-18. Long-Term Monitoring at Site LT20.01



6.3.3 Traffic Noise Model Validation

TNM 2.5 was used to compare measured traffic noise levels with modeled noise levels at field measurement locations, using the traffic count data collected at the time of the noise measurements. Table 6-21 compares measured and modeled noise levels at each measurement location. As stated in Appendix E of the Protocol, measured and modeled sound levels should be rounded before comparing the two values. The model is considered to be validated if the difference between the measured and modeled results is 3 dB or less. If differences are 4 dB or greater, model parameters are reviewed and adjusted, where possible, to achieve a difference of 3 dB or less. For receivers where measured and modeled results still differ by 4 dB after double-checking the model parameters, an adjustment factor (K-factor) is applied to bring the model into alignment with the validation measurements. For receivers where model adjustments are not sufficient to bring the measured and modeled noise levels into +/- 4 dB agreement (i.e., where differences are 5 dB or greater), field measurements are repeated (including new noise measurements and traffic counts) and the new measured and modeled results are again compared using TNM 2.5. If, after thorough reevaluation and using the new remeasured results, validation still cannot be achieved, then an adjustment factor (K-factor) is applied to bring the model into alignment with the validation measurements.

Modeled noise levels were adjusted, as applicable, utilizing K-factors for subsequent modeling of existing and future worst-hour noise levels. Table 6-21 shows which K-factors were applied to each respective modeling receiver. The modeled existing worst-hour noise levels at all modeling receivers are listed in Appendix B (Table B).

Table 6-21. Comparison of Measured and Modeled Sound Levels in TNM 2.5

Measurement ID	Model ID	Run Results to 1 Decimal Place		Rounded Average		Measured Minus Predicted (dB)	K-Factor Used	K-Factor Applied to Additional Modeled Receiver(s)
		Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Measured Sound Level (dBA)	Predicted Sound Level (dBA)			
ST01.01	M01.01	77.7	75.1	78	75	3	0	--
		77.5	74.9					
ST01.02	M01.03	68.8	71.2	69	71	-2	0	--
		68.8	71.2					
ST01.03	M01.08	64.2	66.5	64	67	-3	0	--
		64.2	66.5					
ST01.04	M01.10	66.1	66.5	66	66	0	0	--
		66.1	66.3					
ST01.05	M01.14	64.1	66.7	64	67	-3	0	--
		64.4	66.7					
ST02.01 (10/14/2020)	M02.03	57.7	65.0	58	65	-7	N/A	--
		57.7	64.1					
ST02.01[a] (3/16/2021)	M02.03	61.0	63.0	60	63	-3	0	--
		59.2	62.4					
ST02.02	M02.08	66.5	67.8	66	68	-2	0	--
		66.1	68.0					
ST02.03/LT02.01 (10/13/2020)	M02.11	62.1	66.1	62	67	-5	N/A	--
		62.2	66.9					
ST02.03[a] (3/16/2021)	M02.11	64.5	66.1	65	66	-1	0	--
		65.1	66.4					
ST02.04 (10/13/2020)	M02.12	58.5	63.5	58	64	-6	N/A	--
		58.4	64.3					
ST02.04[a] (3/16/2021)	M02.12	59.8	63.4	60	64	-4	-4	M02.12
		60.5	63.7					
ST02.05	M02.14	60.4	62.8	60	63	-3	0	--
		60.4	63.4					
ST03.01	M03.01	64.7	67.6	65	68	-3	0	--
		64.7	67.6					
ST03.02	M03.03	62.6	60.9	62	61	1	0	--
		61.3	61.2					

Measurement ID	Model ID	Run Results to 1 Decimal Place		Rounded Average		Measured Minus Predicted (dB)	K-Factor Used	K-Factor Applied to Additional Modeled Receiver(s)
		Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Measured Sound Level (dBA)	Predicted Sound Level (dBA)			
ST03.03	M03.06	61.9	64.2	62	64	-2	0	--
		61.3	64.2					
ST03.04	M03.13	65.9	65.5	66	65	1	0	--
		65.3	65.2					
ST03.05/LT03.01	M03.14	65.4	66.5	65	66	-1	0	--
		64.8	66.0					
ST03.06	M03.19	61.6	64.2	61	64	-3	0	--
		61.0	63.8					
ST03.07	M03.23	68.7	71.9	69	72	-3	0	--
		69.4	72.4					
ST03.08	M03.27	73.5	74.1	74	74	0	0	--
		73.5	74.5					
ST03.09	M03.36	61.0	65.4	61	65	-4	-4	M03.36
		60.2	65.3					
ST04.01	M04.02	65.9	68.2	66	68	-2	0	--
		66.5	68.6					
ST04.02	M04.05	60.1	62.7	60	63	-3	0	--
		60.6	63.1					
ST04.03	M04.07	57.2	57.0	57	57	0	0	--
		57.0	56.9					
ST04.04	M04.09	63.2	62.2	63	62	1	0	--
		62.2	61.0					
ST04.05	M04.11	60.6	59.4	61	59	2	0	--
		60.4	58.7					
ST04.06	M04.12	65.3	64.3	65	64	1	0	--
		65.3	63.7					
ST05.01	M05.01	72.2	72.3	72	72	0	0	--
		72.0	72.5					
ST05.02/LT05.01	M05.05	70.2	72.9	70	73	-3	0	--
		69.9	73.3					
ST05.03	M05.09	67.4	70.7	67	71	-4	-4	M05.07–M05.11
		67.4	70.8					

Measurement ID	Model ID	Run Results to 1 Decimal Place		Rounded Average		Measured Minus Predicted (dB)	K-Factor Used	K-Factor Applied to Additional Modeled Receiver(s)
		Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Measured Sound Level (dBA)	Predicted Sound Level (dBA)			
ST05.04	M05.13	58.3	62.3	58	62	-4	-4	M05.12–M05.13
		57.6	62.4					
ST06.01 (10/20/2020)	M06.01	58.0	61.8	57	62	-5	N/A	--
		56.6	61.6					
ST06.01[a] (3/18/2021)	M06.01	60.3	63.2	60	63	-3	0	--
		59.7	62.9					
ST06.02	M06.04	66.1	66.9	66	67	-1	0	--
		65.1	66.5					
ST06.03/LT06.01	M06.06	63.9	66.6	63	66	-3	0	--
		62.7	66.2					
ST06.04	M06.08	70.0	72.2	70	72	-2	0	--
		70.7	72.3					
ST07.01 (9/23/2020)	M07.02	66.4	70.7	66	71	-5	N/A	--
		66.5	70.8					
ST07.01[a] (3/16/2021)	M07.02	66.3	69.3	66	69	-3	0	--
		65.5	68.6					
ST07.02	M07.05	73.0	72.3	73	73	0	0	--
		73.8	73.2					
ST07.03	M07.07	61.3	64.7	62	65	-3	0	--
		61.8	65.6					
ST07.04	M07.09	59.1	63.1	60	63	-3	0	--
		60.0	62.4					
ST07.05	M07.11	62.0	61.1	63	61	2	0	--
		63.1	60.0					
ST07.06/LT07.01	M07.12	65.1	69.0	65	69	-4	-4	M07.12
		65.1	68.2					
ST07.07	M07.14	61.5	64.5	61	65	-4	-4	M07.13–M07.14
		60.6	64.9					
ST07.08 (9/22/2020)	M07.15	52.9	61.0	53	61	-8	N/A	--
		52.8	60.9					
ST07.08[a] (3/17/2021)	M07.15	57.6	61.5	57	61	-4	-4	M07.15
		56.8	60.7					

Measurement ID	Model ID	Run Results to 1 Decimal Place		Rounded Average		Measured Minus Predicted (dB)	K-Factor Used	K-Factor Applied to Additional Modeled Receiver(s)
		Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Measured Sound Level (dBA)	Predicted Sound Level (dBA)			
ST08.01 (9/23/2020)	M08.01	55.1	61.3	55	61	-6	N/A	--
		54.3	60.9					
ST08.01[a] (3/16/2021)	M08.01	58.8	61.2	58	61	-3	0	--
		57.8	61.0					
ST08.02	M08.04	62.7	67.4	63	67	-4	-4	M08.03–M08.04
		62.5	67.4					
ST08.03	M08.07	64.2	67.4	64	67	-3	0	--
		62.9	66.9					
ST08.04	M08.08	62.3	65.6	62	66	-4	-4	M08.05–M08.07
		61.9	65.8					
ST08.05/LT08.01	M08.10	65.5	67.4	65	67	-2	0	--
		64.8	67.3					
ST08.06 (9/22/2020)	M08.14	63.8	69.2	64	69	-5	N/A	--
		63.9	68.8					
ST08.06[a] (3/17/2021)	M08.14	65.8	68.3	66	68	-2	0	--
		66.0	68.0					
ST08.07 (9/22/2020)	M08.16	63.2	69.9	63	70	-7	N/A	--
		63.0	69.6					
ST08.07[a] (3/17/2021)	M08.16	64.5	68.2	65	68	-3	0	--
		65.7	68.0					
ST08.08 (9/22/2020)	M08.19	68.0	73.0	68	70	-2	N/A	--
		67.5	61.9					
ST08.08[a] (3/17/2021)	M08.19	70.4	71.9	70	72	-2	0	--
		69.9	71.5					
ST08.09	M08.21	59.5	61.3	59	61	-2	0	--
		59.3	61.1					
ST08.10	M08.24	63.9	65.8	64	65	-1	0	--
		63.3	64.9					
ST08.11 (9/22/2020)	M08.27	59.5	65.0	60	65	-5	N/A	--
		59.5	64.0					
ST08.11[a] (3/17/2021)	M08.27	60.7	64.5	60	64	-4	-4	M08.25–M08.27
		60.1	64.1					

Measurement ID	Model ID	Run Results to 1 Decimal Place		Rounded Average		Measured Minus Predicted (dB)	K-Factor Used	K-Factor Applied to Additional Modeled Receiver(s)
		Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Measured Sound Level (dBA)	Predicted Sound Level (dBA)			
ST09.01 (9/16/2020)	M09.03	65.2	70.8	65	71	-6	N/A	--
		65.4	71.5					
ST09.01[a] (3/17/2021)	M09.03	69.1	72.1	69	72	-3	0	--
		68.6	71.8					
ST09.02 (9/16/2020)	M09.09	66.2	71.1	66	71	-5	N/A	--
		66.0	71.6					
ST09.02[a] (3/17/2021)	M09.09	67.2	71.9	67	72	-5	-5	M09.07–M09.11
		67.5	72.3					
ST09.03/LT09.01 (9/16/2020)	M09.13	66.1	71.4	66	72	-6	N/A	--
		66.0	71.8					
ST09.03[a] (3/17/2021)	M09.13	67.4	72.3	67	72	-5	-5	M09.12–M09.14
		66.8	72.6					
ST09.04	M09.15	69.4	73.5	69	73	-4	-4	M09.15
		69.4	73.4					
ST09.05	M09.17	67.5	70.3	68	70	-2	0	--
		67.8	70.0					
ST10.01	M10.05	55.8	57.9	56	58	-2	0	--
		56.0	57.3					
ST10.02	M10.11	59.9	63.1	60	63	-3	0	--
		60.4	62.5					
ST10.03	M10.12	52.6	55.7	53	56	-3	0	--
		52.6	55.9					
ST10.04	M10.20	55.7	56.0	56	56	0	0	--
		55.8	56.2					
ST10.05	M10.26	60.2	57.7	60	58	2	0	--
		59.0	58.4					
ST10.06	M10.35	55.9	55.7	56	56	0	0	--
		55.4	56.5					
ST10.07	M10.44	54.5	53.3	54	54	0	0	--
		53.6	54.1					
ST10.08	M10.49	67.4	66.0	67	66	1	0	--
		66.6	65.6					

Measurement ID	Model ID	Run Results to 1 Decimal Place		Rounded Average		Measured Minus Predicted (dB)	K-Factor Used	K-Factor Applied to Additional Modeled Receiver(s)
		Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Measured Sound Level (dBA)	Predicted Sound Level (dBA)			
ST11.02	M11.03	61.1	65.5	61	65	-4	-4	M11.01–M11.05
		61.8	65.2					
ST11.03	M11.08	59.4	62.3	60	62	-2	0	--
		59.6	62.4					
ST12.01	M12.14	61.6	63.5	62	64	-2	0	--
		62.0	63.7					
ST12.02 (9/17/2020)	M12.34	49.1	54.9	50	55	-5	N/A	--
		49.9	54.8					
ST12.02[a] (3/17/2021)	M12.34	54.4	54.4	55	54	1	0	--
		54.9	54.2					
ST12.03	M12.24	60.1	60.5	60	61	-1	0	--
		60.0	61.0					
ST12.04/LT12.01	M12.28	60.0	60.2	59	60	-1	0	--
		58.8	60.4					
ST12.05	M12.32	63.5	61.5	63	61	2	0	--
		62.9	61.4					
ST12.06	M12.39	54.5	55.9	55	56	-1	0	--
		55.1	55.9					
ST12.07	M12.41	58.9	61.7	59	62	-3	0	--
		59.3	61.6					
ST12.08	M12.45	61.6	63.8	62	64	-2	0	--
		61.8	63.6					
ST12.09	M12.49	66.0	69.0	66	69	-3	0	--
		66.3	68.6					
ST13.01	M13.01	65.0	66.7	65	67	-2	0	--
		64.6	67.0					
ST13.02	M13.06	63.1	64.3	63	64	-1	0	--
		62.5	64.0					
ST13.03	M13.10	66.4	67.7	67	67	0	0	--
		66.8	66.9					
ST13.04	M13.14	67.8	72.1	68	72	-4	-4	M13.12–M13.14
		68.0	71.4					

Measurement ID	Model ID	Run Results to 1 Decimal Place		Rounded Average		Measured Minus Predicted (dB)	K-Factor Used	K-Factor Applied to Additional Modeled Receiver(s)
		Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Measured Sound Level (dBA)	Predicted Sound Level (dBA)			
ST13.05 (9/30/2020)	M13.16	58.5	65.8	59	66	-7	N/A	--
		59.0	65.7					
ST13.05[a] (3/18/2021)	M13.16	58.2	62.3	58	62	-4	-4	M13.15–M13.16
		58.1	62.3					
		57.1	61.8					
ST13.06	M13.19	62.6	66.2	62	65	-3	0	--
		61.0	64.5					
ST13.07	M13.22	64.5	67.2	64	67	-3	0	--
		63.9	66.4					
ST13.08	M13.23	68.4	72.1	68	72	-4	-4	M13.23–M13.25, M13.27
		68.0	72.0					
ST14.01 (9/29/2020)	M14.03	52.5	64.8	52	65	-13	N/A	--
		51.6	65.6					
ST14.01[a] (3/17/2021)	M14.03	63.5	65.7	63	66	-3	0	--
		62.6	65.5					
ST14.02	M14.06	62.3	65.2	62	65	-3	0	--
		62.4	65.5					
ST14.03	M14.28	53.7	53.2	54	54	0	0	--
		53.8	54.2					
ST14.04	M14.09	56.4	59.3	57	59	-2	0	--
		57.5	59.4					
ST14.05 (9/29/2020)	M14.15	55.3	60.3	55	60	-5	N/A	--
		54.3	60.4					
ST14.05[a] (3/17/2021)	M14.15	57.8	59.4	57	59	-2	0	--
		56.2	59.3					
ST14.06	M14.22	56.0	58.9	56	59	-3	0	--
		55.6	59.0					
ST14.07	M14.30	60.1	63.9	60	64	-4	-4	M14.27, M14.30, M14.32–M13.33
		60.7	64.2					
ST14.08	M14.39	48.6	47.8	49	48	1	0	--
		48.9	48.2					

Measurement ID	Model ID	Run Results to 1 Decimal Place		Rounded Average		Measured Minus Predicted (dB)	K-Factor Used	K-Factor Applied to Additional Modeled Receiver(s)
		Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Measured Sound Level (dBA)	Predicted Sound Level (dBA)			
ST14.09	M14.48	51.6	54.8	52	55	-3	0	--
		52.3	54.9					
ST14.10	M14.42	60.7	64.6	61	65	-4	-4	M14.34–M14.35, M14.37–M14.38, M14.40
		60.3	65.4					
ST14.11	M14.46	61.9	65.3	62	65	-3	0	--
		61.6	65.6					
ST14.12 (9/30/2020)	M14.52	60.9	66.9	61	67	-6	N/A	--
		61.2	66.6					
ST14.12[a] (3/18/2021)	M14.52	62.9	65.6	63	65	-2	0	--
		62.7	65.1					
ST14.13 (9/30/2020)	M14.58	65.4	73.4	65	73	-8	N/A	--
		65.4	73.2					
ST14.13[a] (3/16/2021)	M14.58	67.4	70.6	67	71	-4	-4	M14.55–M14.58
		66.6	70.7					
ST14.14 (10/1/2020)	M14.61	55.3	63.4	56	64	-8	N/A	--
		55.7	63.6					
ST14.14[a] (3/16/2021)	M14.61	67.5	69.5	67	70	-3	0	--
		66.8	69.6					
ST14.15	M14.63	68.5	70.8	69	71	-2	0	--
		68.7	70.6					
ST15.01	M15.14	58.1	59.2	59	59	0	0	--
		59.0	59.2					
ST15.02 (10/1/2020)	M15.46	50.8	58.4	51	58	-7	N/A	--
		51.2	58.4					
ST15.02[a] (3/16/2021)	M15.46	52.3	54.8	53	54	-1	0	--
		53.8	54.1					
ST15.03	M15.11-2	60.4	62.8	61	62	-1	0	--
		60.8	61.9					
ST15.04	M15.65	54.1	57.6	55	59	-4	-4	M15.64–M15.67
		55.5	59.6					
ST15.05	M15.69	51.0	52.3	52	52	0	0	--
		52.1	52.6					

Measurement ID	Model ID	Run Results to 1 Decimal Place		Rounded Average		Measured Minus Predicted (dB)	K-Factor Used	K-Factor Applied to Additional Modeled Receiver(s)
		Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Measured Sound Level (dBA)	Predicted Sound Level (dBA)			
ST15.06	M15.72-3	54.6	58.7	55	59	-4	-4	M15.68-2–M15.68-3, M15.70-2–M15.72-3
		55.8	59.7					
ST15.07	M15.74	51.3	54.3	52	55	-3	0	--
		52.8	54.9					
ST15.08 (10/6/2020)	M15.75	66.0	70.9	66	71	-5	N/A	--
		65.2	71.3					
ST15.08[a] (3/16/2021)	M15.75	65.5	69.9	66	70	-4	-4	M15.75
		66.5	70.2					
ST15.09	M15.54	55.2	55.7	55	56	-1	0	--
		55.2	56.3					
ST15.10	M15.55-2	56.5	57.4	57	58	-1	0	--
		56.6	57.8					
ST15.11	M15.49-3	59.6	61.9	60	62	-2	0	--
		60.1	61.9					
ST15.12	M15.50-4	62.3	64.9	63	65	-2	0	--
		63.1	65.0					
ST16.01 (10/1/2020)	M16.02	56.6	64.0	56	64	-8	N/A	--
		55.8	63.6					
ST16.01[a] (3/16/2021)	M16.02	59.0	64.1	59	64	-5	-5	M16.01–M16.02
		59.7	64.3					
ST16.02	M16.03	64.2	66.0	64	66	-2	0	--
		63.6	65.7					
ST16.03	M16.10	66.2	69.3	66	69	-3	0	--
		65.8	68.6					
ST16.04	M16.12	65.1	67.7	65	67	-2	0	--
		65.0	66.9					
ST16.05	M16.14	65.7	69.0	66	69	-3	0	--
		65.6	68.0					
ST16.06	M16.15	73.8	73.9	74	74	0	0	--
		73.9	74.1					
ST17.01	M17.03	65.2	67.1	65	67	-2	0	--
		64.9	66.9					

Measurement ID	Model ID	Run Results to 1 Decimal Place		Rounded Average		Measured Minus Predicted (dB)	K-Factor Used	K-Factor Applied to Additional Modeled Receiver(s)
		Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Measured Sound Level (dBA)	Predicted Sound Level (dBA)			
ST17.02	M17.08	63.4	63.9	63	64	-1	0	--
		63.1	63.8					
ST17.03	M17.12	55.7	58.9	56	59	-3	0	--
		56.3	59.0					
ST17.04	M17.14	60.4	62.9	60	63	-3	0	--
		60.1	62.7					
ST18.01	M18.02	57.2	57.9	57	58	-1	0	--
		57.2	58.5					
ST18.02	M18.04	58.9	60.6	59	61	-2	0	--
		58.6	60.7					
ST18.03/LT18.01	M18.14	66.1	68.2	66	68	-2	0	--
		65.8	68.2					
ST18.04	M18.19	66.0	67.2	66	67	-1	0	--
		65.9	66.9					
ST19.01 (10/7/2020)	M19.02	64.5	70.9	65	71	-6	N/A	--
		64.6	70.5					
ST19.01[a] (3/18/2021)	M19.02	70.6	69.1	71	69	2	0	--
		70.9	69.6					
ST19.02	M19.10	62.5	65.9	63	66	-3	0	--
		62.7	65.6					
ST19.03/LT19.01	M19.13	65.5	66.7	65	67	-2	0	--
		65.2	66.4					
ST20.01	M20.03	61.3	64.0	62	64	-2	0	--
		62.3	64.4					
ST20.02	M20.13	59.1	61.2	59	61	-2	0	--
		59.6	61.2					

Notes:
[a] Per TeNS guidance, the measurement was repeated to verify the validation adjustment factor (K-factor).

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Chapter 7 Future Noise Environment, Impacts, and Considered Abatement

7.1 Future Noise Environment and Impacts

Table B-1 and Table B-2 in Appendix B summarize the predicted traffic noise levels for the Existing, Design-Year No-Build, and Design-Year Build conditions. Predicted Design-Year traffic noise levels with the Project are compared to the Existing conditions and the Design-Year No-Build conditions. The comparison to Existing conditions is included in the analysis to identify "substantial" traffic noise increase impacts under 23 CFR 772. The comparison to No-Build conditions indicates the direct impact of noise resulting from the Project.

As stated in the TeNS, modeling results are rounded to the nearest dB before comparisons are made. In some cases, this can result in relative changes that may not appear intuitive. An example would be a comparison between sound levels of 64.4 and 64.5 dBA. The difference between these two values is 0.1 dBA. However, after rounding, the difference is reported as 1 dBA.

Modeling results in Appendix B indicate that predicted worst-hour traffic noise levels (L_{eq}[h]) for the Design-Year Build condition approach or exceed the NAC for several of the Activity Category B, C, and E land uses in the study area; therefore, noise abatement must be considered at these locations. Modeling results for developed land uses without an applicable NAC (Activity Category F) and undeveloped land uses that are not permitted (Activity Category G) are provided for informational purposes only and no noise impacts are identified at these land uses.

7.2 Preliminary Noise Abatement Analysis

Noise abatement is considered where noise impacts are predicted in areas of frequent human use that would benefit from a lowered noise level. Abatement could include:

- Construction of noise barriers, including the acquisition of property rights, either within or outside the highway ROW.
- Traffic management measures, including, but not limited to, traffic control devices and signage to prohibit certain vehicle types, time-use restrictions for certain vehicle types, modified speed limits, and exclusive lane designations.
- Alteration of horizontal and vertical alignments.

- Acquisition of real property or interests therein (predominantly unimproved property) to serve as a buffer zone and preempt development that would be adversely affected by traffic noise.
- Noise insulation for Activity Category D land uses listed in Table 4-1. Post-installation maintenance and operational costs for noise insulation are not eligible for federal-aid funding.

These abatement options have been considered; however, based on the nature and location of the Project and the development and geometry of the surrounding land uses, noise barriers are the only abatement measure analyzed. Noise barrier analyses were conducted for potential sound walls at various locations including the highway mainline shoulders, on- and off-ramp shoulders, ROW lines, on private property lines, and within private property. In addition to the analysis of individual noise barriers, analyses were conducted for various noise barrier systems that combined two or more non-contiguous barriers to investigate the possibility of improving the acoustical performance and maximizing the overall number of benefited receptors. For example, where receivers are affected by noise from both the freeway mainline and on- or off-ramps, the combination of a noise barrier at the mainline edge of shoulder and a noise barrier at the ramp edge of shoulder will typically provide more noise reduction than individual barriers alone.

Each noise barrier and noise barrier system has been evaluated for acoustical feasibility based on its ability to achieve the required noise reduction of 5 dB or more at one or more impacted receivers. Each noise barrier and noise barrier system has also been evaluated to determine if it can meet Caltrans' design goal of at least 7 dB of noise reduction at one or more benefited receptors. Reasonable cost allowances were calculated for each noise barrier and noise barrier system that was determined to be acoustically feasible and meet Caltrans' design goal. Table B-1 in Appendix B summarizes the predicted future noise levels at receiver locations with noise barriers ranging in height from 6 to 14 feet at the edge of shoulder, 6 to 18 feet at the ROW, and 6 to 16 feet at or within private property lines. In addition, the possibility of extending ROW barriers to a maximum height of 20 feet was considered where an 18-foot-high noise barrier was not adequate to achieve acoustical feasibility and meet the Caltrans design goal.

The design of noise barriers presented in this report is preliminary and conducted at a level appropriate for environmental review and not for final design of the Project. Preliminary information on the physical location, length, and height of noise barriers is provided in this report. If pertinent parameters change substantially during final Project design, preliminary noise barrier designs may be modified or eliminated from the final Project. A final decision on the construction of location-specific noise abatement will be made upon completion of Project design.

The following sections discuss the noise impacts identified in each NAA and, where applicable, the noise abatement considered for each. Where noise barriers were considered, they are divided into three categories depending on their effectiveness: (1) noise barriers (or barrier systems) that are not acoustically feasible, (2) noise barriers (or barrier systems) that are acoustically feasible but fail to meet the design goal, and (3) noise barriers (or barrier systems) that are acoustically feasible and meet the design goal. For noise barriers that are acoustically feasible and meet the design goal, Table 7-1 through Table 7-46 are provided to assess the reasonable cost allowances for each of the considered heights for these barriers. In addition to the constant wall heights considered for each noise barrier (e.g., a continuous 6-foot-high wall, a continuous 8-foot-high wall), Table 7-1 through Table 7-46 also summarize the results for a "Design Barrier" for each noise barrier (or barrier system). Instead of a single continuous height, the Design Barrier can have different heights at different segments of the noise barrier. This allows for an optimized wall design to reduce construction costs by reducing the average height and overall square footage of the barrier. For instance, some receivers may experience 5 dBA of noise reduction from a 10-foot-high wall, while neighboring receivers may require a 14-foot-high wall to achieve the same noise reduction. By stepping the wall height up and down along its length as needed to benefit the adjacent receptors, the overall cost of the wall can be minimized while still benefiting the same maximum number of receptors that would be possible with a taller constant-height wall. The Design Barrier for each noise barrier (or barrier system) that is acoustically feasible and meets the design goal will be carried forward for consideration in the Noise Abatement Decision Report.

7.2.1 NAA 1: East Side of I-15 between Main Street and SR-74 (Central Avenue)

There are 14 modeled receivers (M01.01 through M01.14) within NAA 1. The predicted worst-hour exterior traffic noise levels range from 59 to 75 dBA L_{eq}(h) for Existing, 61 to 76 dBA L_{eq}(h) for Design-Year No-Build, and 60 to 76 dBA L_{eq}(h) for Design-Year Build conditions. Design-Year Build noise levels are predicted to change by approximately 0 to 2 dBA relative to Existing noise levels and by -1 (i.e., a 1-dBA decrease) to 0 dBA relative to Design-Year No-Build noise levels. One modeled receiver, M01.04, representing one receptor, would approach or exceed the NAC for Activity Category E; therefore, consideration of noise abatement is required. Table B-1 in Appendix B shows the existing and future noise levels as well as the barrier analysis prepared for all barriers within NAA 1. Detailed modeling analysis was conducted for two barrier options at the mainline edge of shoulder and at the ROW. One barrier was found to be feasible but failed to meet the design goal. One barrier was found to be feasible and met the noise reduction design goal of 7 dBA.

NAA 1 Noise Barriers: Acoustically Feasible but Failed to Meet Design Goal

Noise Barrier SW1142A was evaluated along the northbound I-15 edge of shoulder from station 1139+00 to 1148+00 with a total length of approximately 908 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The location of SW1142A is presented on Figure 5-1, sheets 2 and 3. SW1142A would provide acoustically feasible traffic noise abatement at barrier heights of 10 to 14 feet. The number of benefited receivers would range from one to two (representing a total of one to two benefited receptors), depending on the noise barrier height. However, no evaluated barrier heights would meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1142A will not be considered as abatement as part of the Project.

NAA 1 Noise Barriers: Acoustically Feasible and Met Design Goal

Noise Barrier SW1142B was evaluated along the ROW between northbound I-15 and Camino Del Norte, from station 1139+00 to 1146+25 with a total length of approximately 725 feet and modeled in 2-foot height increments from 6 feet to 20 feet. The location of SW1142B is presented on Figure 5-1, sheets 2 and 3. SW1142B would provide acoustically feasible traffic noise abatement at barrier heights of 14 to 20 feet. The number of benefited receivers would range from one to two (representing a total of one to two benefited receptors), depending on the noise barrier height. A barrier height of 20 feet would meet the noise reduction design goal of 7 dBA.

Table 7-1 summarizes the reasonable cost allowances for SW1142B at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-1 in Appendix E.

Table 7-1. Summary of Reasonableness Allowances: Noise Barrier SW1142B at the ROW

Design Year with Barrier	Barrier Height, feet								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	0	0	0	0	1	1	2	2	2
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$0	$0	$0	$0	$146,000	$146,000	$292,000	$292,000	$292,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-1 in Appendix E for details.

7.2.2 NAA 2: West Side of I-15 between Main Street and Central Avenue (SR-74)

There are 18 modeled receivers (M02.01 through M02.18) within NAA 2. The predicted worst-hour exterior traffic noise levels range from 58 to 69 dBA $L_{eq}(h)$ for Existing, 59 to 70 dBA $L_{eq}(h)$ for Design-Year No-Build, and 58 to 70 dBA $L_{eq}(h)$ for Build conditions. Design-Year

Build noise levels are predicted to change by approximately -2 (i.e., a 2-dBA decrease) to 2 dBA relative to Existing noise levels and by -1 (i.e., a 1-dBA decrease) to 0 dBA relative to Design-Year No-Build noise levels. Slight decreases in predicted noise levels under the Design-Year condition relative to the Existing condition are due to construction of the permitted West Minthorn Street industrial development, discussed in Section 6.2.2 above, which is anticipated to be constructed prior to the Design Year. Noise levels at four modeled receivers, M02.02, M02.07, M02.10, and M02.11, representing a total of five receptors, would approach or exceed the NAC for Activity Category B; therefore, consideration of noise abatement is required. Table B-1 in Appendix B shows the existing and future noise levels as well as the barrier analysis prepared for all barriers within NAA 2. Detailed modeling analysis was conducted for eight barrier options at the mainline edge of shoulder, off-ramp edge of shoulder, ROW, or private property. Four noise barriers were found not to be acoustically feasible. Two barriers were found to be acoustically feasible but failed to meet the design goal. One barrier and one barrier system were found to be acoustically feasible and met the noise reduction design goal of 7 dBA.

NAA 2 Noise Barriers: Not Acoustically Feasible

Noise Barrier SW1109A was evaluated along the southbound I-15 edge of shoulder, from station 1108+00 to 1115+12 with a total length of approximately 722 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The location of SW1109A is presented on Figure 5-1, sheet 1. SW1109A would not provide feasible traffic noise abatement for any impacted receiver and would not meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1109A will not be considered as abatement as part of the Project.

Noise Barrier SW1151A was evaluated along southbound I-15 at the top of a berm near the edge of shoulder, from station 1148+00 to 1157+44 with a length of approximately 749 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The location of SW1151A is presented on Figure 5-1, sheet 3. SW1151A would not provide feasible traffic noise abatement for any impacted receiver and would not meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1151A will not be considered as abatement as part of the Project.

Noise Barrier SW1151B was evaluated along the southbound I-15 edge of shoulder, from station 1148+00 to 1158+00 with a length of approximately 800 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The location of SW1151B is presented on Figure 5-1, sheet 3. SW1151B would not provide feasible traffic noise abatement for any impacted receiver and would not meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1151B will not be considered as abatement as part of the Project.

Noise Barrier SW1151C was evaluated on private property in place of an existing fence, from station 1151+50 to 1157+00 with a length of approximately 550 feet and modeled in 2-foot height increments from 6 feet to 16 feet. The location of SW1151C is presented on Figure 5-1, sheet 3. SW1151C would not provide feasible traffic noise abatement for any impacted receiver and would not meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1151C will not be considered as abatement as part of the Project.

NAA 2 Noise Barriers: Acoustically Feasible but Failed to Meet Design Goal

Noise Barrier SW1109B was evaluated along the southbound I-15 Main Street Off-Ramp edge of shoulder, from station 1106+69 to 1114+00 with a total length of approximately 733 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The location of SW1109B is presented on Figure 5-1, sheet 1. SW1109B would provide feasible traffic noise abatement at one impacted receiver, M02.02 (representing one benefited receptor), at barrier heights of 10 to 14 feet; however, no evaluated barrier height would meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1109B will not be considered as abatement as part of the Project.

Noise Barrier SW1137A was evaluated along the southbound I-15 edge of shoulder, from station 1137+00 to 1144+00 with a total length of approximately 706 feet and modeled in 2-foot height increments from 6 feet to 16 feet. The location of SW1137A is presented on Figure 5-1, sheets 2 and 3. SW1137A would provide feasible traffic noise abatement at one impacted receiver, M02.07 (representing one benefited receptor), at barrier heights of 10 to 14 feet; however, no evaluated barrier height would meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1137A will not be considered as abatement as part of the Project.

NAA 2 Noise Barriers: Acoustically Feasible and Met Design Goal

Noise Barrier System SW1109A + SW1109B was evaluated with the two noise barriers in combination. SW1109A was evaluated along the southbound I-15 edge of shoulder, from station 1108+00 to 1112+00 with a total length of approximately 407 feet and modeled in 2-foot height increments from 6 feet to 14 feet. SW1109B was evaluated along the southbound I-15 Main Street Off-Ramp edge of shoulder, from station 1106+69 to 1113+00 with a total length of approximately 633 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The locations of SW1109A and SW1109B are presented on Figure 5-1, sheet 1. Noise barrier system SW1109A + SW1109B would provide acoustically feasible traffic noise abatement at one impacted receiver, M02.02 (representing one benefited receptor), at barrier heights of 8 to 14 feet. Combined barrier heights of 12 to 14 feet for SW1109A and SW1109B would meet the noise reduction design goal of 7 dBA.

Table 7-2 summarizes the reasonable cost allowances for noise barrier system SW1109A + SW1109B at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-2 in Appendix E.

Table 7-2. Summary of Reasonableness Allowances: Noise Barrier System SW1109A + SW1109B at the Mainline and Ramp Edge of Shoulder

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	0	1	1	1	1	--	--	--	1
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$0	$146,000	$146,000	$146,000	$146,000	--	--	--	$146,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-2 in Appendix E for details.
[1] Noise barriers at the mainline and ramp edge of shoulder were evaluated at a maximum height of 14 feet.

Noise Barrier SW1137B was evaluated on private property in place of an existing fence, approximately from station 1139+50 to 1141+64 with a length of approximately 213 feet and modeled in 2-foot height increments from 6 feet to 16 feet. The location of SW1137B is presented on Figure 5-1, sheets 2 and 3. SW1137B would provide acoustically feasible traffic noise abatement at one impacted receiver, M02.07 (representing one benefited receptor), at barrier heights of 12 to 16 feet, and a barrier height of 16 feet would meet the noise reduction design goal of 7 dBA.

Table 7-3 summarizes the reasonable cost allowances for SW1137B at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-3 in Appendix E.

Table 7-3. Summary of Reasonableness Allowances: Noise Barrier SW1137B on Private Property

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	0	0	0	1	1	1	--	--	1
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$0	$0	$0	$146,000	$146,000	$146,000	--	--	$146,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-3 in Appendix E for details.
[1] Noise barriers on private property were evaluated at a maximum height of 16 feet.

7.2.3 NAA 3: East Side of I-15 between Central Avenue (SR-74) and Nichols Road

There are 36 modeled receivers (M03.01 through M03.36) within NAA 3. The predicted worst-hour exterior traffic noise levels range from 42 to 74 dBA $L_{eq}(h)$ for Existing and 44 to 75 dBA $L_{eq}(h)$ for Design-Year No-Build and Design-Year Build conditions. Design-Year Build noise levels are predicted to change by approximately -5 (i.e., a 5-dBA decrease) to 4 dBA relative to Existing noise levels and by -2 (i.e., a 2-dBA decrease) to 2 dBA relative to Design-Year No-Build noise levels. Large decreases in predicted noise levels under the Design-Year condition relative to the Existing condition are due to construction of the permitted Nichols Ranch Specific Plan, discussed in Section 6.2.6 above, which is anticipated to be constructed prior to the Design Year and includes several new homes with private property walls shielding the primary outdoor use areas from traffic noise. Noise levels at 10 modeled receivers, M03.10, M03.16, M03.17, M03.22, M03.23, M03.24, M03.25, M03.26, M03.27, and M03.28, representing a total of 10 receptors, would approach or exceed the NAC for Activity Categories B and C; therefore, consideration of noise abatement is required. An additional analysis per the supplemental guidance provided in Appendix E of the Protocol was completed for impacted receiver M03.10, located behind a 14-foot-tall replacement barrier east of northbound I-15. This barrier will be constructed as part of the I-15/SR-74 (Central Avenue) Interchange Improvement Project, as described in Section 6.2.5, to replace an existing sound wall in NAA 3. The location of the replacement noise barrier is presented on Figure 5-1, sheet 5a. Due to the distance between the receiver and the existing noise barrier, and the intervening local roadway, the replacement barrier would not meet the acoustical feasibility and acoustical reasonableness requirement. Therefore, additional abatement was analyzed for impacted receiver M03.10. Table B-1 in Appendix B shows the existing and future noise levels as well as the barrier analysis prepared for all barriers within NAA 3. Detailed modeling analysis was conducted for 15 barrier options at the mainline edge of shoulder, ROW, or private property. Two barriers were found to be acoustically feasible but failed to meet the design goal. Thirteen barriers were found to be acoustically feasible and met the noise reduction design goal of 7 dBA.

NAA 3 Noise Barriers: Acoustically Feasible but Failed to Meet Design Goal

Noise Barrier SW1208A was evaluated adjacent to the northbound I-15 edge of shoulder, at a location set back from the existing paved edge of the roadway, from station 1208+25 to 1218+00 with a total length of approximately 2,800 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The location of SW1208A is presented on Figure 5-1, sheets 5a and 6a. SW1208A would provide acoustically feasible traffic noise abatement at barrier heights of 12 to 14 feet. The number of benefited receivers would range from one to three (representing a total of one to three benefited receptors), depending on the noise barrier height. However, no evaluated

barrier height would meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1208A will not be considered as abatement as part of the Project.

Noise Barrier SW1208C was evaluated along the northbound I-15 edge of shoulder, from station 1208+25 to 1222+00 with a total length of approximately 1,382 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The location of SW1208C is presented on Figure 5-1, sheets 5a and 6a. SW1208C would provide acoustically feasible traffic noise abatement at barrier heights of 10 to 14 feet. The number of benefited receivers would range from two to three (representing a total of two to three benefited receptors), depending on the noise barrier height. However, no evaluated barrier height would meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1208C will not be considered as abatement as part of the Project.

NAA 3 Noise Barriers: Acoustically Feasible and Met Design Goal

Noise Barrier SW1204 was evaluated on private property in place of an existing fence, from station 1202+50 to 1204+50 with a total length of approximately 240 feet and modeled in 2-foot height increments from 6 feet to 16 feet. The location of SW1204 is presented on Figure 5-1, sheet 5a. SW1204 would provide acoustically feasible traffic noise abatement at one impacted receiver, M03.10 (representing one benefited receptor) and would meet the noise reduction design goal of 7 dBA at barrier heights of 8 to 16 feet.

Table 7-4 summarizes the reasonable cost allowances for SW1204 at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-4 in Appendix E.

Table 7-4. Summary of Reasonableness Allowances: Noise Barrier SW1204 on Private Property

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	0	1	1	1	1	1	--	--	1
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$0	$146,000	$146,000	$146,000	$146,000	$146,000	--	--	$146,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-4 in Appendix E for details.
[1] Noise barriers on private property were evaluated at a maximum height of 16 feet.

Noise Barrier SW1208B was evaluated on private property in place of an existing block wall, from station 1209+00 to 1211+00 with a total length of approximately 375 feet and modeled in 2-foot height increments from 6 feet to 16 feet. The location of SW1208B is presented on Figure

5-1, sheet 5a. SW1208B would provide acoustically feasible traffic noise abatement at one impacted receiver, M03.17 (representing one benefited receptor), at barrier heights of 8 to 16 feet, and barrier heights of 12 to 16 feet would meet the noise reduction design goal of 7 dBA.

Table 7-5 summarizes the reasonable cost allowances for SW1208B at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-5 in Appendix E.

Table 7-5. Summary of Reasonableness Allowances: Noise Barrier SW1208B on Private Property

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	0	1	1	2	2	2	--	--	2
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$0	$146,000	$146,000	$292,000	$292,000	$292,000	--	--	$292,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-5 in Appendix E for details.
[1] Noise barriers on private property were evaluated at a maximum height of 16 feet.

Noise Barrier SW1208D was evaluated along the ROW between northbound I-15 and Dexter Avenue, from station 1208+25 to 1219+00 with a total length of approximately 1,094 feet and modeled in 2-foot height increments from 6 feet to 20 feet. The location of SW1208D is presented on Figure 5-1, sheets 5a and 6a. SW1208D would provide acoustically feasible traffic noise abatement at barrier heights of 12 to 20 feet. The number of benefited receivers would range from one to two (representing one to two benefited receptors) depending on the noise barrier height. A barrier height of 20 feet would meet the noise reduction design goal of 7 dBA.

Table 7-6 summarizes the reasonable cost allowances for SW1208D at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-6 in Appendix E.

Table 7-6. Summary of Reasonableness Allowances: Noise Barrier SW1208D at the ROW

Design Year with Barrier	Barrier Height, feet								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	0	0	0	1	1	1	2	2	2
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$0	$0	$0	$146,000	$146,000	$146,000	$292,000	$292,000	$292,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-6 in Appendix E for details.

Noise Barrier SW1210 was evaluated on private property in place of an existing fence, from station 1209+50 to 1210+50 with a total length of approximately 135 feet and modeled in 2-foot height increments from 6 feet to 16 feet. The location of SW1210 is presented on Figure 5-1, sheet 5a. SW1210 would provide acoustically feasible traffic noise abatement at one impacted receiver, M03.16 (representing one benefited receptor), at barrier heights of 6 to 16 feet, and barrier heights of 10 to 16 feet would meet the noise reduction design goal of 7 dBA.

Table 7-7 summarizes the reasonable cost allowances for SW1210 at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-7 in Appendix E.

Table 7-7. Summary of Reasonableness Allowances: Noise Barrier SW1210 on Private Property

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	1	1	1	1	1	1	--	--	1
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$146,000	$146,000	$146,000	$146,000	$146,000	$146,000	--	--	$146,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-7 in Appendix E for details.
[1] Noise barriers on private property were evaluated at a maximum height of 16 feet.

Noise Barrier SW1212 was evaluated on private property in place of an existing block wall, from station 1212+00 to 1215+35 with a total length of approximately 485 feet and modeled in 2-foot height increments from 6 feet to 16 feet. The location of SW1212 is presented on Figure 5-1, sheet 6a. SW1212 would provide acoustically feasible traffic noise abatement at one impacted receiver, M03.22 (representing one benefited receptor), at barrier heights of 6 to 16 feet, and barrier heights of 12 to 16 feet would meet the noise reduction design goal of 7 dBA.

Table 7-8 summarizes the reasonable cost allowances for SW1212 at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-8 in Appendix E.

Table 7-8. Summary of Reasonableness Allowances: Noise Barrier SW1212 on Private Property

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	1	1	1	1	3	3	--	--	3

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$146,000	$146,000	$146,000	$146,000	$438,000	$438,000	--	--	$438,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-8 in Appendix E for details.
[1] Noise barriers on private property were evaluated at a maximum height of 16 feet.

Noise Barrier SW1214A was evaluated at an alternative location along the northbound I-15 edge of shoulder, from station 1214+00 to 1239+00 with a total length of approximately 2,500 feet and modeled in 2-foot height increments from 6 feet to 20 feet. The location of SW1214A is presented on Figure 5-1, sheets 6c and 7c. SW1214A would provide acoustically feasible traffic noise abatement at barrier heights of 10 to 14 feet. The number of benefited receivers would range from three to six (representing seven to ten benefited receptors) depending on the noise barrier height. A barrier height of 12 to 14 feet would meet the noise reduction design goal of 7 dBA.

Table 7-9 summarizes the reasonable cost allowances for SW1214A at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-9 in Appendix E.

Table 7-9. Summary of Reasonableness Allowances: Noise Barrier SW1214A at the Mainline Edge of Shoulder

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	0	0	7	8	10	--	--	--	10
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$0	$0	$1.022M	$1.168M	$1.460M	--	--	--	$1.460M

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-9 in Appendix E for details.
[1] Noise barriers at the mainline edge of shoulder were evaluated at a maximum height of 14 feet.

Noise Barrier SW1214B was evaluated on Temescal Valley High School private property in place of an existing fence, from station 1214+27 to 1235+00 with a total length of approximately 2,123 feet and modeled in 2-foot height increments from 6 feet to 16 feet. The location of SW1214B is presented on Figure 5-1, sheet 6a. SW1214B would provide acoustically feasible traffic noise abatement and meet the noise reduction design goal of 7 dBA at barrier heights of 6 feet to 16 feet. The number of benefited receivers would range from four to five (representing 12 to 15 benefited receptors), depending on the noise barrier height.

Table 7-10 summarizes the reasonable cost allowances for SW1214B at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-10 in Appendix E.

Table 7-10. Summary of Reasonableness Allowances: Noise Barrier SW1214B on Private Property

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	8	9	9	9	9	9	--	--	9
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$1.168M	$1.314M	$1.314M	$1.314M	$1.314M	$1.314M	--	--	$1.314M

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-10 in Appendix E for details.
[1] Noise barriers on private property were evaluated at a maximum height of 16 feet.

Noise Barrier SW1214C was evaluated along the along the northbound I-15 edge of shoulder, from station 1214+00 to 1239+00 with a total length of approximately 2,500 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The location of SW1214C is presented on Figure 5-1, sheets 6c and 7c. SW1214C would provide acoustically feasible traffic noise abatement at barrier heights of 8 to 14 feet. The number of benefited receivers would range from three to six (representing five to ten benefited receptors), depending on the noise barrier height. Barrier heights of 10 to 14 feet would meet the noise reduction design goal of 7 dBA.

Table 7-11 summarizes the reasonable cost allowances for SW1214C at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-11 in Appendix E.

Table 7-11. Summary of Reasonableness Allowances: Noise Barrier SW1214C at the Mainline Edge of Shoulder

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	0	5	9	9	10	--	--	--	10
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$0	$730,000	$1.314M	$1.314M	$1.460M	--	--	--	$1.460M

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-11 in Appendix E for details.
[1] Noise barriers at the mainline edge of shoulder were evaluated at a maximum height of 14 feet.

Noise Barrier SW1214D was evaluated along the ROW between northbound I-15 and Dexter Avenue, from station 1214+00 to 1238+75 with a total length of approximately 2,467 feet and

modeled in 2-foot height increments from 6 feet to 20 feet. The location of SW1214D is presented on Figure 5-1, sheets 6c and 7c. SW1214D would provide acoustically feasible traffic noise abatement at barrier heights of 10 to 20 feet. The number of benefited receivers would range from two to five (representing six to nine benefited receptors), depending on the noise barrier height. Barrier heights of 12 to 20 feet would meet the noise reduction design goal of 7 dBA.

Table 7-12 summarizes the reasonable cost allowances for SW1214D at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-12 in Appendix E.

Table 7-12. Summary of Reasonableness Allowances: Noise Barrier SW1214D at the ROW

Design Year with Barrier	Barrier Height, feet								
	6	**8**	**10**	**12**	**14**	**16**	**18**	**20**	**Design Barrier**
Number of Benefited Residences	0	0	6	6	6	6	7	9	9
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$0	$0	$876,000	$876,000	$876,000	$876,000	$1.022M	$1.314M	$1.314M

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-12 in Appendix E for details.

Noise Barrier SW1226A was evaluated along the northbound I-15 edge of shoulder, from station 1210+50 to 1239+00 with a total length of approximately 2,850 feet and modeled in 2-foot height increments from 6 feet to 20 feet. The location of SW1226A is presented on Figure 5-1, sheets 6b and 7b. SW1226A would provide acoustically feasible traffic noise abatement at barrier heights of 8 to 14 feet. The number of benefited receivers would range from four to eight (representing eight to twelve benefited receptors), depending on the noise barrier height. Barrier heights of 10 to 14 feet would meet the noise reduction design goal of 7 dBA.

Table 7-13 summarizes the reasonable cost allowances for SW1226A at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-13 in Appendix E.

Table 7-13. Summary of Reasonableness Allowances: Noise Barrier SW1226A at the Mainline Edge of Shoulder

Design Year with Barrier	Barrier Height, feet[1]								
	6	**8**	**10**	**12**	**14**	**16**	**18**	**20**	**Design Barrier**
Number of Benefited Residences	0	8	10	10	12	--	--	--	12

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$0	$1.168M	$1.460M	$1.460M	$1.752M	--	--	--	$1.752M

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-13 in Appendix E for details.
[1] Noise barriers at the mainline edge of shoulder were evaluated at a maximum height of 14 feet.

Noise Barrier SW1226B was evaluated at an alternative location along the northbound I-15 edge of shoulder, from station 1211+00 to 1239+00 with a total length of approximately 2,800 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The location of SW1226B is presented on Figure 5-1, sheets 6b and 7b. SW1226B would provide acoustically feasible traffic noise abatement at barrier heights of 10 to 14 feet. The number of benefited receivers would range from three to eight (representing seven to twelve benefited receptors), depending on the noise barrier height. Barrier heights of 12 to 14 feet would meet the noise reduction design goal of 7 dBA.

Table 7-14 summarizes the reasonable cost allowances for SW1226B at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-14 in Appendix E.

Table 7-14. Summary of Reasonableness Allowances: Noise Barrier SW1226B at the Mainline Edge of Shoulder

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	0	0	7	9	12	--	--	--	12
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$0	$0	$1.022M	$1.314M	$1.752M	--	--	--	$1.752M

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-14 in Appendix E for details.
[1] Noise barriers at the mainline edge of shoulder were evaluated at a maximum height of 14 feet.

Noise Barrier SW1226C was evaluated along the ROW between northbound I-15 and Dexter Avenue, from station 1210+50 to 1238+75 with a total length of approximately 2,831 feet and modeled in 2-foot height increments from 6 feet to 20 feet. The location of SW1226C is presented on Figure 5-1, sheets 6b and 7b. SW1226C would provide acoustically feasible traffic noise abatement at barrier heights of 10 to 20 feet. The number of benefited receivers would range from two to seven (representing six to eleven benefited receptors), depending on the noise barrier height. Barrier heights of 12 to 20 feet would meet the noise reduction design goal of 7 dBA.

Table 7-15 summarizes the reasonable cost allowances for SW1226C at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-15 in Appendix E.

Table 7-15. Summary of Reasonableness Allowances: Noise Barrier SW1226C at the ROW

Design Year with Barrier	Barrier Height, feet								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	0	0	6	7	7	7	8	11	11
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$0	$0	$876,000	$1.022M	$1.022M	$1.022M	$1.168M	$1.606M	$1.606M

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-15 in Appendix E for details.

Noise Barrier SW1238 was evaluated on private property in place of a fence line being built as part the Nichols Ranch Specific Plan, from station 1236+00 to 1238+00 with a total length of approximately 291 feet and modeled in 2-foot height increments from 6 feet to 16 feet. The location of SW1238 is presented on Figure 5-1, sheet 7a. SW1238 would provide acoustically feasible traffic noise abatement at one impacted receiver, M03.28 (representing one benefited receptor), at barrier heights of 6 to 16 feet, and barrier heights of 10 to 16 feet would meet the noise reduction design goal of 7 dBA.

Table 7-16 summarizes the reasonable cost allowances for SW1238 at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-16 in Appendix E.

Table 7-16. Summary of Reasonableness Allowances: Noise Barrier SW1238 on Private Property

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	1	1	1	1	1	1	--	--	1
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$146,000	$146,000	$146,000	$146,000	$146,000	$146,000	--	--	$146,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-16 in Appendix E for details.
[1] Noise barriers on private property were evaluated at a maximum height of 16 feet.

7.2.4 NAA 4: West Side of I-15 between Central Avenue (SR-74) and Nichols Road

There are 13 modeled receivers (M04.01 through M04.13) within NAA 4. The predicted worst-hour exterior traffic noise levels range from 57 to 69 dBA $L_{eq}(h)$ for Existing and 58 to 70 dBA $L_{eq}(h)$ for Design-Year No-Build and Build conditions. Design-Year Build noise levels are predicted to change by approximately 0 to 2 dBA relative to Existing noise levels and by -1 (i.e., a 1-dBA decrease) to 1 dBA relative to Design-Year No-Build noise levels. One modeled receiver, M04.03, would approach or exceed the NAC for Activity Category C; however, this location was used for model validation purposes only and does not accurately represent the primary area of outdoor human use. Because there are no predicted traffic noise impacts or substantial increases in noise as a result of the Project, noise abatement does not need to be considered for NAA 4.

7.2.5 NAA 5: East Side of I-15 between Nichols Road and Lake Street

There are 13 modeled receivers (M05.01 through M05.13) within NAA 5. The predicted worst-hour exterior traffic noise levels range from 60 to 76 dBA $L_{eq}(h)$ for Existing, 60 to 77 dBA $L_{eq}(h)$ for Design-Year No-Build, and 61 to 78 dBA $L_{eq}(h)$ for Design-Year Build conditions. Design-Year Build noise levels are predicted to change by approximately 1 to 2 dBA relative to Existing noise levels and by 0 to 2 dBA relative to Design-Year No-Build noise levels. Because there are no predicted traffic noise impacts or substantial increases in noise as a result of the Project, noise abatement does not need to be considered for NAA 5.

7.2.6 NAA 6: West Side of I-15 between Nichols Road and Lake Street

There are nine modeled receivers (M06.01 through M06.09) within NAA 6. The predicted worst-hour exterior traffic noise levels range from 62 to 73 dBA $L_{eq}(h)$ for Existing, 63 to 73 dBA $L_{eq}(h)$ for Design-Year No-Build, and 63 to 74 dBA $L_{eq}(h)$ for Design-Year Build conditions. Design-Year Build noise levels are predicted to change by approximately 0 to 2 dBA relative to Existing noise levels and by 0 to 1 dBA relative to Design-Year No-Build noise levels. Because there are no predicted traffic noise impacts or substantial increases in noise as a result of the Project, noise abatement does not need to be considered for NAA 6.

7.2.7 NAA 7: East Side of I-15 between Lake Street and Indian Truck Trail

There are 15 modeled receivers (M07.01 through M07.15) within NAA 7. The predicted worst-hour exterior traffic noise levels range from 56 to 75 dBA $L_{eq}(h)$ for Existing, 58 to 76 dBA $L_{eq}(h)$ for Design-Year No-Build, and 58 to 77 dBA $L_{eq}(h)$ for Design-Year Build conditions. Design-Year Build noise levels are predicted to change by approximately 0 to 3 dBA relative to Existing noise levels and by 0 to 2 dBA relative to Design-Year No-Build noise levels. Because

there are no predicted traffic noise impacts or substantial increases in noise as a result of the Project, noise abatement does not need to be considered for NAA 7.

7.2.8 NAA 8: West Side of I-15 between Lake Street and Indian Truck Trail

There are 27 modeled receivers (M08.01 through M08.27) within NAA 8. The predicted worst-hour exterior traffic noise levels range from 50 to 75 dBA L_{eq}(h) for Existing and 52 to 77 dBA L_{eq}(h) for Design-Year No-Build and Build conditions. Design-Year Build noise levels are predicted to change by approximately -3 (i.e., a 3-dBA decrease) to 3 dBA relative to Existing noise levels and by -1 (i.e., a 1-dBA decrease) to 1 dBA relative to Design-Year No-Build noise levels. Slight decreases in predicted noise levels under the Design-Year condition relative to the Existing condition are due to the construction of the permitted Ranch RV and Self-Storage development, discussed in Section 6.2.8 above, which is anticipated to be constructed prior to the Design Year. Noise levels at two modeled receivers, M08.14 and M08.16, representing a total of two receptors, would approach or exceed the NAC for Activity Category B; therefore, consideration of noise abatement is required. Table B-1 in Appendix B shows the existing and future noise levels as well as the barrier analysis prepared for all barriers within NAA 8. Detailed modeling analysis was conducted for six barrier options at the mainline edge of shoulder, ROW, or private property. Two barriers were found not to be acoustically feasible. Three barriers were found to be acoustically feasible but failed to meet the design goal. One barrier was found to be acoustically feasible and met the noise reduction design goal of 7 dBA.

NAA 8 Noise Barriers: Not Acoustically Feasible

Noise Barrier SW1521B was evaluated along the ROW, west of southbound I-15, from station 1523+00 to 1512+00 with a total length of approximately 1,389 feet and modeled in 2-foot height increments from 6 feet to 20 feet. The location of SW1521B is presented on Figure 5-1, sheet 18a. SW1521B would not provide feasible traffic noise abatement for any impacted receiver and would not meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1521B will not be considered as abatement as part of the Project.

Noise Barrier SW1539B was evaluated along the ROW between southbound I-15 and De Palma Road, from station 1548+00 to 1530+00 with a total length of approximately 1,656 feet and modeled in 2-foot height increments from 6 feet to 20 feet. The location of SW1539B is presented on Figure 5-1, sheet 19a. SW1539B would not provide feasible traffic noise abatement for any impacted receiver and would not meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1539B will not be considered as abatement as part of the Project.

NAA 8 Noise Barriers: Acoustically Feasible but Failed to Meet Design Goal

Noise Barrier SW1521A was evaluated along the southbound I-15 edge of shoulder, from station 1536+00 to 1508+00 with a total length of approximately 2,781 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The location of SW1521A is presented on Figure 5-1, sheets 18a and 19a. SW1521A would provide acoustically feasible traffic noise abatement at the one impacted receiver, M08.14 (representing one benefited receptor), at a barrier height of 14 feet; however, no evaluated barrier height would meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1521A will not be considered as abatement as part of the Project.

Noise Barrier SW1539A was evaluated along the southbound I-15 edge of shoulder, from station 1548+00 to 1524+20 with a total length of approximately 2,332 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The location of SW1539A is presented on Figure 5-1, sheets 18b and 19b. SW1539A would provide acoustically feasible traffic noise abatement at one impacted receiver, M08.16 (representing one benefited receptor), at barrier heights of 12 to 14 feet; however, no evaluated barrier height would meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1539A will not be considered as abatement as part of the Project.

Noise Barrier SW1539C was evaluated on private property in place of an existing fence, from station 1540+00 to 1536+00 with a total length of approximately 576 feet and modeled in 2-foot height increments from 6 feet to 16 feet. The location of SW1539C is presented on Figure 5-1, sheet 19a. SW1539C would provide acoustically feasible traffic noise abatement at one impacted receiver, M08.16 (representing one benefited receptor), at barrier heights of 14 to 16 feet; however, no evaluated barrier height would meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1539C will not be considered as abatement as part of the Project.

NAA 8 Noise Barriers: Acoustically Feasible and Met Design Goal

Noise Barrier SW1521C was evaluated on private property in place of an existing fence, from station 1522+25 to 1519+75 with a total length of approximately 385 feet and modeled in 2-foot height increments from 6 feet to 16 feet. The location of SW1521C is presented on Figure 5-1, sheet 19a. SW1521C would provide acoustically feasible traffic noise abatement at one impacted receiver, M08.14 (representing one benefited receptor), at barrier heights of 10 to 16 feet, and a barrier height of 16 feet would meet the noise reduction design goal of 7 dBA.

Table 7-17 summarizes the reasonable cost allowances for SW1521C at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and

ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-17 in Appendix E.

Table 7-17. Summary of Reasonableness Allowances: Noise Barrier SW1521C on Private Property

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	0	0	1	1	1	1	--	--	1
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$0	$0	$146,000	$146,000	$146,000	$146,000	$0	$0	$146,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-17 in Appendix E for details.
[1] Noise barriers on private property were evaluated at a maximum height of 16 feet.

7.2.9 NAA 9: East Side of I-15 between Indian Truck Trail and Temescal Canyon Road (underpass)

There are 17 modeled receivers (M09.01 through M09.17) within NAA 9. The predicted worst-hour exterior traffic noise levels range from 54 to 72 dBA $L_{eq}(h)$ for Existing, 52 to 73 dBA $L_{eq}(h)$ for Design-Year No-Build, and 53 to 74 dBA $L_{eq}(h)$ for Design-Year Build conditions. Design-Year Build noise levels are predicted to change by approximately -10 (i.e., a 10-dBA decrease) to 5 dBA relative to Existing noise levels and by 0 to 2 dBA relative to Design-Year No-Build noise levels. Large differences in predicted noise levels under the Design-Year condition relative to the Existing condition are due to the construction of the permitted Toscana Village Commercial Center development, discussed in Section 6.2.9 above, which is anticipated to be constructed prior to the Design Year. Because there are no predicted traffic noise impacts or substantial increases in noise as a result of the Project, noise abatement does not need to be considered for NAA 9.

7.2.10 NAA 10: West Side of I-15 between Indian Truck Trail and Temescal Canyon Road (underpass)

There are 49 modeled receivers (M10.01 through M10.49) within NAA 10. The predicted worst-hour exterior traffic noise levels range from 40 to 68 dBA $L_{eq}(h)$ for Existing, 41 to 69 dBA $L_{eq}(h)$ for Design-Year No-Build, and 42 to 69 dBA $L_{eq}(h)$ for Design-Year Build conditions. Design-Year Build noise levels are predicted to change by approximately 1 to 3 dBA relative to Existing noise levels and by 0 to 2 dBA relative to Design-Year No-Build noise levels. Because there are no predicted traffic noise impacts or substantial increases in noise as a result of the Project, noise abatement does not need to be considered for NAA 10.

7.2.11 NAA 11: East Side of I-15 between Temescal Canyon Road (underpass) and Temescal Canyon Road

There are eight modeled receivers (M11.01 through M11.08) within NAA 11. The predicted worst-hour exterior traffic noise levels range from 59 to 77 dBA L_{eq}(h) for Existing, 60 to 78 dBA L_{eq}(h) for Design-Year No-Build. and 61 to 79 dBA L_{eq}(h) for Design-Year Build conditions. Design-Year Build noise levels are predicted to change by approximately 1 to 2 dBA relative to Existing noise levels and by 0 to 2 dBA relative to Design-Year No-Build noise levels. Because there are no predicted traffic noise impacts or substantial increases in noise as a result of the Project, noise abatement does not need to be considered for NAA 11.

7.2.12 NAA 12: West Side of I-15 between Temescal Canyon Road (underpass) and Temescal Canyon Road

There are 51 modeled receivers (M12.01 through M12.11, M12.11A, and M12.12 through M12.50) within NAA 12. The predicted worst-hour exterior traffic noise levels range from 45 to 76 dBA L_{eq}(h) for Existing, 40 to 75 dBA L_{eq}(h) for Design-Year No-Build, and 42 to 76 dBA L_{eq}(h) for Design-Year Build conditions. Design-Year Build noise levels are predicted to change by approximately -24 (i.e., a 24-dBA decrease) to 9 dBA relative to Existing noise levels and by 0 to 2 dBA relative to Design-Year No-Build noise levels. Large differences in predicted noise levels under the Design-Year condition relative to the Existing condition are due to the construction of the permitted Serrano Single-Family Home Community development, discussed in Section 6.2.10 above, which is anticipated to be constructed prior to the Design Year. Noise levels at three modeled receivers, M12.03, M12.11A, and M12.50, representing a total of three receptors, would approach or exceed the NAC for Activity Category C and E; therefore, consideration of noise abatement is required. Table B-1 in Appendix B shows the existing and future noise levels as well as the barrier analysis prepared for all barriers within NAA 12. Detailed modeling analysis was conducted for eight barrier options at the mainline edge of shoulder, on-ramp edge of shoulder, ROW, or private property. Two noise barriers and one noise barrier system were found not to be acoustically feasible. Two barriers were found to be acoustically feasible but failed to meet the design goal. Three barriers were found to be acoustically feasible and met the noise reduction design goal of 7 dBA.

NAA 12 Noise Barriers: Not Acoustically Feasible

Noise Barrier SW1753A was evaluated along the southbound I-15 edge of shoulder, from station 1762+00 to 1746+23 with a total length of approximately 1,584 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The location of SW1753A is presented on Figure 5-1, sheets 28 and 29. SW1753A would not provide feasible traffic noise abatement for any impacted receiver and would not meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1753A will not be considered as abatement as part of the Project.

Noise Barrier SW1753B was evaluated along the southbound I-15 Temescal Canyon Road On-Ramp edge of shoulder, from station 1753+51 to 1748+00 with a total length of approximately 555 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The location of SW1753B is presented on Figure 5-1, sheet 28. SW1753B would not provide feasible traffic noise abatement for any impacted receiver and would not meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1753B will not be considered as abatement as part of the Project.

Noise Barrier System SW1753A + SW1753B was evaluated with the two noise barriers in combination to investigate the possibility of improved acoustical performance compared to each individual noise barrier alone. SW1753A was evaluated along the southbound I-15 edge of shoulder, from station 1762+00 to 1746+23 with a total length of approximately 1,584 feet and modeled in 2-foot height increments from 6 feet to 14 feet. SW1753B was evaluated along the southbound I-15 Temescal Canyon Road On-Ramp edge of shoulder, from station 1753+51 to 1748+00 with a total length of approximately 555 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The locations of SW1753A and SW1753B are presented on Figure 5-1, sheets 28 and 29. SW1753A and SW1753B would not provide feasible traffic noise abatement for any impacted receiver and would not meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, noise barrier system SW1753A + SW1753B will not be considered as abatement as part of the Project.

NAA 12 Noise Barriers: Acoustically Feasible but Failed to Meet Design Goal

Noise Barrier SW1689 was evaluated along the southbound I-15 edge of shoulder, from station 1696+00 to 1686+00 with a total length of approximately 1,022 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The location of SW1689 is presented on Figure 5-1, sheet 26. SW1689 would provide acoustically feasible traffic noise abatement at two impacted receivers, M12.03 and M12.11A (representing two benefited receptors), at a barrier height of 14 feet; however, no evaluated barrier height would meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1689 will not be considered as abatement as part of the Project.

Noise Barrier SW1751A was evaluated along the ROW, west of the southbound I-15 Temescal Canyon Road On-Ramp, from station 1753+00 to 1750+00 with a total length of approximately 309 feet and modeled in 2-foot height increments from 6 feet to 20 feet. The location of SW1751A is presented on Figure 5-1, sheet 28. SW1751A would provide acoustically feasible traffic noise abatement at one impacted receiver, M12.50 (representing one benefited receptor), at barrier heights of 18 to 20 feet; however, no evaluated barrier height would meet the noise

reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1751A will not be considered as abatement as part of the Project.

NAA 12 Noise Barriers: Acoustically Feasible and Met Design Goal

Noise Barrier SW1691 was evaluated on private property near the edge of a retaining structure being built as part of the Serrano Single-Family Home Community, from station 1690+25 to 1690+75 with a total length of approximately 75 feet and modeled in 2-foot height increments from 6 feet to 16 feet. The location of SW1691 is presented on Figure 5-1, sheet 26. SW1691 would provide acoustically feasible traffic noise abatement at one impacted receiver, M12.03 (representing one benefited receptor), and meet the noise reduction design goal of 7 dBA, at barrier heights of 6 to 16 feet.

Table 7-18 summarizes the reasonable cost allowances for SW1691 at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-18 in Appendix E.

Table 7-18. Summary of Reasonableness Allowances: Noise Barrier SW1691 on Private Property

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	1	1	1	1	1	1	--	--	1
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$146,000	$146,000	$146,000	$146,000	$146,000	$146,000	--	--	$146,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-18 in Appendix E for details.
[1] Noise barriers on private property were evaluated at a maximum height of 16 feet.

Noise Barrier SW1693 was evaluated on private property in place of a fence being built as part of the Serrano Single-Family Home Community, from station 1693+00 to 1691+75 with a total length of approximately 150 feet and modeled in 2-foot height increments from 6 feet to 16 feet. The location of SW1693 is presented on Figure 5-1, sheet 26. SW1693 would provide acoustically feasible traffic noise abatement at one impacted receiver, M12.11A (representing one benefited receptor), and meet the noise reduction design goal of 7 dBA at barrier heights of 6 to 16 feet.

Table 7-19 summarizes the reasonable cost allowances for SW1693 at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-19 in Appendix E.

Table 7-19. Summary of Reasonableness Allowances: Noise Barrier SW1693 on Private Property

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	1	1	1	1	1	1	--	--	1
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$146,000	$146,000	$146,000	$146,000	$146,000	$146,000	--	--	$146,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-19 in Appendix E for details.
[1] Noise barriers on private property were evaluated at a maximum height of 16 feet.

Noise Barrier SW1751B was evaluated on private property in place of an existing fence, from station 1751+50 to 1751+50 with a total length of approximately 113 feet and modeled in 2-foot height increments from 6 feet to 16 feet. The location of SW1751B is presented on Figure 5-1, sheet 28. SW1751B would provide acoustically feasible traffic noise abatement at one impacted receiver, M12.50 (representing one benefited receptor), at barrier heights of 6 to 16 feet, and barrier heights of 8 to 16 feet would meet the noise reduction design goal of 7 dBA.

Table 7-20 summarizes the reasonable cost allowances for SW1751B at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-20 in Appendix E.

Table 7-20. Summary of Reasonableness Allowances: Noise Barrier SW1751B on Private Property

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	1	1	1	1	1	1	--	--	1
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$146,000	$146,000	$146,000	$146,000	$146,000	$146,000	--	--	$146,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-20 in Appendix E for details.
[1] Noise barriers on private property were evaluated at a maximum height of 16 feet.

7.2.13 NAA 13: East Side of I-15 between Temescal Canyon Road and Weirick Road/Dos Lagos Drive

There are 28 modeled receivers (M13.01 through M13.28) within NAA 13. The predicted worst-hour exterior traffic noise levels range from 53 to 74 dBA L_{eq}(h) for Existing, 54 to 75 dBA L_{eq}(h) for Design-Year No-Build, and 55 to 76 dBA L_{eq}(h) for Design-Year Build conditions. Design-Year Build noise levels are predicted to change by approximately 1 to 3 dBA relative to Existing noise levels and by 0 to 1 dBA relative to Design-Year No-Build noise levels. Noise

levels at three modeled receivers, M13.06, M03.21, and M03.23, representing a total of three receptors, would approach or exceed the NAC for Activity Categories B and C; therefore, consideration of noise abatement is required. Table B-1 in Appendix B shows the existing and future noise levels as well as the barrier analysis prepared for all barriers within NAA 13. Detailed modeling analysis was conducted for six barrier options at the mainline edge of shoulder, off-ramp edge of shoulder, ROW, or private property. Two noise barriers were found not to be acoustically feasible. Three barriers and one noise barrier system were found to be acoustically feasible and met the noise reduction design goal of 7 dBA.

NAA 13 Noise Barriers: Not Acoustically Feasible

Noise Barrier SW1784A was evaluated along the northbound I-15 edge of shoulder, from station 1772+00 to 1796+00 with a total length of approximately 2,411 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The location of SW1784A is presented on Figure 5-1, sheets 29 and 30. SW1784A would not provide feasible traffic noise abatement for any impacted receiver and would not meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1784A will not be considered as abatement as part of the Project.

Noise Barrier SW1878 was evaluated along the northbound I-15 edge of shoulder, from station 1873+75 to 1878+00 with a total length of approximately 525 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The location of SW1878 is presented on Figure 5-1, sheet 33a. SW1878 would not provide feasible traffic noise abatement for any impacted receiver and would not meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1878 will not be considered as abatement as part of the Project.

NAA 13 Noise Barriers: Acoustically Feasible and Met Design Goal

Noise Barrier SW1784B was evaluated on private property in place of an existing fence, from station 1780+00 to 1784+00 with a total length of approximately 304 feet and modeled in 2-foot height increments from 6 feet to 16 feet. The location of SW1784B is presented on Figure 5-1, sheet 30. SW1784B would provide acoustically feasible traffic noise abatement at one impacted receiver, M13.06 (representing one benefited receptor), at barrier heights of 8 to 16 feet, and barrier heights of 8 to 16 feet would meet the noise reduction design goal of 7 dBA.

Table 7-21 summarizes the reasonable cost allowances for SW1784B at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-21 in Appendix E.

Table 7-21. Summary of Reasonableness Allowances: Noise Barrier SW1784B on Private Property

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	0	1	1	1	1	1	--	--	1
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	0	$146,000	$146,000	$146,000	$146,000	$146,000	--	--	$146,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-21 in Appendix E for details.
[1] Noise barriers on private property were evaluated at a maximum height of 16 feet.

Noise Barrier SW1872 was evaluated along the ROW between northbound I-15 and Temescal Canyon Road, from station 1869+44 to 1876+00 with a total length of approximately 662 feet and modeled in 2-foot height increments from 6 feet to 18 feet. The location of SW1872 is presented on Figure 5-1, sheet 33a. SW1872 would provide acoustically feasible traffic noise abatement at barrier heights of 12 to 18 feet. The number of benefited receivers would range from one to two (representing one to three benefited receptors), depending on the noise barrier height. Barrier heights of 14 to 18 feet would meet the noise reduction design goal of 7 dBA.

Table 7-22 summarizes the reasonable cost allowances for SW1872 at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-22 in Appendix E.

Table 7-22. Summary of Reasonableness Allowances: Noise Barrier SW1872 at the ROW

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	0	0	0	1	2	3	3	--	3
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$0	$0	$0	$146,000	$292,000	$438,000	$438,000	--	$438,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-22 in Appendix E for details.
[1] Noise barrier SW1872 was evaluated at a maximum height of 18 feet.

Noise Barrier SW1874 was evaluated along the northbound I-15 Dos Lagos Drive Off-Ramp, from station 1869+00 to 1875+00 with a total length of approximately 600 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The location of SW1874 is presented on Figure 5-1, sheet 33a. SW1874 would provide acoustically feasible traffic noise abatement at barrier heights of 6 to 14 feet. The number of benefited receivers would range from one to two (representing one to two benefited receptors), depending on the noise barrier height. Barrier heights of 10 to 14 feet would meet the noise reduction design goal of 7 dBA.

Table 7-23 summarizes the reasonable cost allowances for SW1874 at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-23 in Appendix E.

Table 7-23. Summary of Reasonableness Allowances: Noise Barrier SW1874 at the Ramp Edge of Shoulder

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	1	1	2	2	2	--	--	--	2
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$146,000	$146,000	$292,000	$292,000	$292,000	--	--	--	$292,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-23 in Appendix E for details.
[1] Noise barriers at the ramp edge of shoulder were evaluated at a maximum height of 14 feet.

Noise Barrier System SW1874 + SW1878 was evaluated with the two noise barriers in combination to provide benefit to as many impacted receptors as possible and to maximize the overall number of benefited receptors (impacted and non-impacted). SW1874 was evaluated along the northbound I-15 Dos Lagos Drive Off-Ramp, from station 1869+00 to 1876+00 with a total length of approximately 700 feet and modeled in 2-foot height increments from 6 feet to 14 feet. SW1878 was evaluated along the northbound I-15 edge of shoulder, from station 1873+75 to 1878+00 with a total length of approximately 525 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The locations of SW1874 and SW1878 are presented on Figure 5-1, sheet 33c. Noise barrier system SW1874 + SW1878 would provide acoustically feasible traffic noise abatement at barrier heights of 6 to 14 feet. The number of benefited receivers would range from one to three (representing one to three benefited receptors) depending on the noise barrier height. Barrier heights of 8 to 14 feet would meet the noise reduction design goal of 7 dBA.

Table 7-24 summarizes the reasonable cost allowances for noise barrier system SW1874 + SW1878 at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-24 in Appendix E.

Table 7-24. Summary of Reasonableness Allowances: Noise Barrier System SW1874 + SW1878 at the Mainline and Ramp Edge of Shoulder

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	1	1	3	3	3	--	--	--	3
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$146,000	$146,000	$438,000	$438,000	$438,000	--	--	--	$438,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-24 in Appendix E for details.
[1] Noise barriers at the mainline and ramp edge of shoulder were evaluated at a maximum height of 14 feet.

7.2.14 NAA 14: West Side of I-15 between Temescal Canyon Road and Weirick Road/Dos Lagos Drive

There are 67 modeled receivers (M14.01 through M14.47, M14.47A, M14.47B, M14.48 through M14.50, M14.50A, and M14.51 through M14.64) within NAA 14. The predicted worst-hour exterior traffic noise levels range from 41 to 74 dBA $L_{eq}(h)$ for Existing, 42 to 75 dBA $L_{eq}(h)$ for Design-Year No-Build, and 42 to 76 dBA $L_{eq}(h)$ for Design-Year Build conditions. Design-Year Build noise levels are predicted to change by approximately 0 to 3 dBA relative to Existing noise levels and by -1 (i.e., a 1-dBA decrease) to 2 dBA relative to Design-Year No-Build noise levels. Noise levels at 11 modeled receivers, M14.07, M14.44, M14.46, M14.47, M14.47A, M14.47B, M14.50, M14.50A, M14.52, M14.54, and M14.63, representing a total of 17 receptors, would approach or exceed the NAC for Activity Categories B and C; therefore, consideration of noise abatement is required. Table B-1 in Appendix B shows the existing and future noise levels as well as the barrier analysis prepared for all barriers within NAA 14. Detailed modeling analysis was conducted for 12 barrier options at either the mainline edge of shoulder, off-ramp edge of shoulder, ROW, or private property. Two noise barriers and one noise barrier system were found not to be acoustically feasible. Three barriers were found to be acoustically feasible but failed to meet the design goal. Six barriers were found to be acoustically feasible and met the noise reduction design goal of 7 dBA.

NAA 14 Noise Barriers: Not Acoustically Feasible

Noise Barrier SW1877 was evaluated along the southbound I-15 Weirick Road On-Ramp edge of shoulder, from station 1881+29 to 1870+00 with a total length of approximately 1,135 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The location of SW1877 is presented on Figure 5-1, sheets 33a and 34a. SW1877 would not provide feasible traffic noise abatement for any impacted receiver and would not meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1877 will not be considered as abatement as part of the Project.

Noise Barrier SW1881 was evaluated along the southbound I-15 edge of shoulder, from station 1886+00 to 1877+00 with a total length of approximately 904 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The location of SW1881 is presented on Figure 5-1, sheet 34a. SW1881 would not provide feasible traffic noise abatement for any impacted receiver and would not meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1881 will not be considered as abatement as part of the Project.

Noise Barrier System SW1877 + SW1881 was evaluated with the two noise barriers in combination to investigate the possibility of improved acoustical performance compared to each individual noise barrier alone. SW1877 was evaluated along the southbound I-15 Weirick Road On-Ramp edge of shoulder, from station 1881+29 to 1870+00 with a total length of approximately 1,135 feet and modeled in 2-foot height increments from 6 feet to 14 feet. SW1881 was evaluated along the southbound I-15 edge of shoulder, from station 1886+00 to 1877+00 with a total length of approximately 904 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The locations of SW1877 and SW1881 are presented on Figure 5-1, sheets 33c and 34c. Noise barrier system SW1877 + SW1881 would not provide feasible traffic noise abatement for any impacted receiver and would not meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, noise barrier system SW1877 + SW1881 will not be considered as abatement as part of the Project.

NAA 14 Noise Barriers: Acoustically Feasible but Failed to Meet Design Goal

Noise Barrier SW1785 was evaluated along the northbound I-15 edge of shoulder, from station 1791+00 to 1780+00 with a total length of approximately 1,092 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The location of SW1785 is presented on Figure 5-1, sheet 30. SW1785 would provide acoustically feasible traffic noise abatement at one impacted receiver, M14.07 (representing one benefited receptor), at a barrier height of 14 feet; however, no evaluated barrier height would meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1785 will not be considered as abatement as part of the Project.

Noise Barrier SW1829A was evaluated along the southbound I-15 edge of shoulder, from station 1845+36 to 1818+00 with a total length of approximately 2,742 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The location of SW1829A is presented on Figure 5-1, sheets 31 and 32. SW1829A would provide acoustically feasible traffic noise abatement at six impacted receivers, M14.47, M14.47A, M14.47B, M14.50, M14.50A, and M14.54 (representing seven benefited receptors), at a barrier height of 14 feet; however, no evaluated barrier height would meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1829A will not be considered as abatement as part of the Project.

Noise Barrier SW1829B was evaluated along the ROW between I-15 and Knabe Road, from station 1845+78 to 1818+00 with a total length of approximately 2,768 feet and modeled in 2-foot height increments from 6 feet to 20 feet. The location of SW1829B is presented on Figure 5-1, sheets 31 and 32. SW1829B would provide acoustically feasible traffic noise abatement at barrier heights of 16 to 20 feet. The number of benefited receivers would range from three to seven (representing four to nine benefited receptors), depending on the noise barrier height; however, no evaluated barrier height would meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1829B will not be considered as abatement as part of the Project.

NAA 14 Noise Barriers: Acoustically Feasible and Met Design Goal

Noise Barrier SW1789 was evaluated on private property in place of an existing residential fence line and a block wall used to contain utilities, from station 1789+00 to 1788+00 with a total length of approximately 164 feet and modeled in 2-foot height increments from 6 feet to 16 feet. The location of SW1789 is presented on Figure 5-1, sheet 30. SW1789 would provide acoustically feasible traffic noise abatement at one impacted receiver, M14.17 (representing one benefited receptor), and meet the noise reduction design goal of 7 dBA, at barrier heights of 8 to 16 feet.

Table 7-25 summarizes the reasonable cost allowances for SW1789 at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-25 in Appendix E.

Table 7-25. Summary of Reasonableness Allowances: Noise Barrier SW1789 on Private Property

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	0	1	1	1	1	1	--	--	1
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$0	$146,000	$146,000	$146,000	$146,000	$146,000	--	--	$146,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-25 in Appendix E for details.
[1] Noise barriers on private property were evaluated at a maximum height of 16 feet.

Noise Barrier SW1823 was evaluated on private property in place of an existing block wall, from station 1828+00 to 1821+00 with a total length of approximately 743 feet and modeled in 2-foot height increments from 6 feet to 16 feet. The location of SW1823 is presented on Figure 5-1, sheet 31. SW1823 would provide acoustically feasible traffic noise abatement at barrier heights of 10 to 16 feet. The number of benefited receivers would range from one to five

(representing two to ten benefited receptors) depending on the noise barrier height. Barrier heights of 14 to 16 feet would meet the noise reduction design goal of 7 dBA.

Table 7-26 summarizes the reasonable cost allowances for SW1823 at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-26 in Appendix E.

Table 7-26. Summary of Reasonableness Allowances: Noise Barrier SW1823 on Private Property

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	0	0	2	10	10	10	--	--	10
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$0	$0	$292,000	$1.460M	$1.460M	$1.460M	--	--	$1.460M

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-26 in Appendix E for details.
[1] Noise barriers on private property were evaluated at a maximum height of 16 feet.

Noise Barrier SW1831 was evaluated on private property in place of an existing block wall, from station 1832+00 to 1829+00 with a total length of approximately 399 feet and modeled in 2-foot height increments from 6 feet to 16 feet. The location of SW1831 is presented on Figure 5-1, sheet 32. SW1831 would provide acoustically feasible traffic noise abatement at barrier heights of 8 to 16 feet. The number of benefited receivers would range from one to three (representing one to three benefited receptors), depending on the noise barrier height. Barrier heights of 10 to 16 feet would meet the noise reduction design goal of 7 dBA.

Table 7-27 summarizes the reasonable cost allowances for SW1831 at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-27 in Appendix E.

Table 7-27. Summary of Reasonableness Allowances: Noise Barrier SW1831 on Private Property

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	0	1	3	3	3	3	--	--	3
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$0	$146,000	$438,000	$438,000	$438,000	$438,000	--	--	$438,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-27 in Appendix E for details.
[1] Noise barriers on private property were evaluated at a maximum height of 16 feet.

Noise Barrier SW1833 was evaluated on private property in place of an existing block wall, from station 1834+00 to 1832+00 with a total length of approximately 205 feet and modeled in 2-foot height increments from 6 feet to 16 feet. The location of SW1833 is presented on Figure 5-1, sheet 32. SW1833 would provide acoustically feasible traffic noise abatement at barrier heights of 10 to 16 feet. The number of benefited receivers would range from one to three (representing one to four benefited receptors) depending on the noise barrier height. Barrier heights of 12 to 16 feet would meet the noise reduction design goal of 7 dBA.

Table 7-28 summarizes the reasonable cost allowances for SW1833 at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-28 in Appendix E.

Table 7-28. Summary of Reasonableness Allowances: Noise Barrier SW1833 on Private Property

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	0	0	1	2	4	4	--	--	2
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$0	$0	$146,000	$292,000	$584,000	$584,000	--	--	$292,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-28 in Appendix E for details.
[1] Noise barriers on private property were evaluated at a maximum height of 16 feet.

Noise Barrier SW1839 was evaluated on private property in place of an existing block wall, from station 1841+00 to 1835+00 with a total length of approximately 674 feet and modeled in 2-foot height increments from 6 feet to 16 feet. The location of SW1839 is presented on Figure 5-1, sheet 32. SW1839 would provide acoustically feasible traffic noise abatement at barrier heights of 10 to 16 feet. The number of benefited receivers would range from one to three (representing one to seven benefited receptors) depending on the noise barrier height. Barrier heights of 12 to 16 feet would meet the noise reduction design goal of 7 dBA.

Table 7-29 summarizes the reasonable cost allowances for SW1839 at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-29 in Appendix E.

Table 7-29. Summary of Reasonableness Allowances: Noise Barrier SW1839 on Private Property

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	0	0	1	3	3	7	--	--	7
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$0	$0	$146,000	$438,000	$438,000	$1.022M	--	--	$1.022M

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-29 in Appendix E for details.
[1] Noise barriers on private property were evaluated at a maximum height of 16 feet.

Noise Barrier SW1875 was evaluated on private property in place of an existing fence on an outdoor dining deck, from station 1875+75 to 1875+00 with a total length of approximately 120 feet and modeled in 2-foot height increments from 6 feet to 16 feet. The location of SW1875 is presented on Figure 5-1, sheet 33a. SW1875 would provide acoustically feasible traffic noise abatement at one impacted receiver, M14.63 (representing one benefited receptor), and meet the noise reduction design goal of 7 dBA, at barrier heights of 6 to 16 feet.

Table 7-30 summarizes the reasonable cost allowances for SW1875 at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-30 in Appendix E.

Table 7-30. Summary of Reasonableness Allowances: Noise Barrier SW1875 on Private Property

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	1	1	1	1	1	1	--	--	1
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$146,000	$146,000	$146,000	$146,000	$146,000	$146,000	--	--	$146,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-30 in Appendix E for details.
[1] Noise barriers on private property were evaluated at a maximum height of 16 feet.

7.2.15 NAA 15: East Side of I-15 between Weirick Road/Dos Lagos Drive and Cajalco Road

There are 100 modeled receivers (M15.01 through M15.75 with multiple receivers representing two or more floor heights) within NAA 15. The predicted worst-hour exterior traffic noise levels range from 45 to 67 dBA $L_{eq}(h)$ for Existing, 47 to 68 dBA $L_{eq}(h)$ for Design-Year No-Build, and 47 to 69 dBA $L_{eq}(h)$ for Design-Year Build conditions. Design-Year Build noise levels are predicted to change by approximately -1 (i.e., a 1-dBA decrease) to 3 dBA relative to Existing noise levels and by -2 (i.e., a 2-dBA decrease) to 2 dBA relative to Design-Year No-Build noise

levels. Noise levels at nine modeled receivers, M15.08-2, M15.09-4, M15.12-4, M15.16-4, M15.20-4, M15.34-4, M15.39, M15.44-4, and M15.50-4, representing a total of 17 receptors, would approach or exceed the NAC for Activity Category B; therefore, consideration of noise abatement is required. Table B-1 in Appendix B shows the existing and future noise levels as well as the barrier analysis prepared for all barriers within NAA 15. Detailed modeling analysis was conducted for five barrier options at the mainline edge of shoulder, on-ramp edge of shoulder, or ROW. Three barriers were found not to be acoustically feasible. Two barrier systems were found to be acoustically feasible and met the noise reduction design goal of 7 dBA.

NAA 15 Noise Barriers: Not Acoustically Feasible

Noise Barrier SW1890A was evaluated along the northbound I-15 edge of shoulder, from station 1874+00 to 1890+00 with a total length of approximately 1,600 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The location of SW1890A is presented on Figure 5-1, sheets 33b and 34b. SW1890A would not provide feasible traffic noise abatement for any impacted receiver and would not meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1890A will not be considered as abatement as part of the Project.

Noise Barrier SW1890B was evaluated along the northbound I-15 Weirick Road On-Ramp edge of shoulder, from station 1882+50 to 1894+25 with a total length of approximately 1,194 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The location of SW1890B is presented on Figure 5-1, sheet 34b. SW1890B would not provide feasible traffic noise abatement for any impacted receiver and would not meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1890B will not be considered as abatement as part of the Project.

Noise Barrier SW1890C was evaluated along the ROW, east of the northbound I-15 Weirick Road On-Ramp edge of shoulder, from station 1882+00 to 1895+78 with a total length of approximately 1,388 feet and modeled in 2-foot height increments from 6 feet to 20 feet. The location of SW1890C is presented on Figure 5-1, sheet 34b. SW1890C would not provide feasible traffic noise abatement for any impacted receiver and would not meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1890C will not be considered as abatement as part of the Project.

NAA 15 Noise Barriers: Acoustically Feasible and Met Design Goal

Noise Barrier System SW1890A + SW1890B was evaluated with the two noise barriers in combination to provide benefit to as many impacted receptors as possible and to maximize the overall number of benefited receptors (impacted and non-impacted). SW1890A was evaluated along the northbound I-15 edge of shoulder, from station 1874+50 to 1890+00 with a total length

of approximately 1,550 feet and modeled in 2-foot height increments from 6 feet to 14 feet. SW1890B was evaluated along the northbound I-15 Weirick Road On-Ramp edge of shoulder, from station 1882+50 to 1894+25 with a total length of approximately 1,194 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The locations of SW1890A and SW1890B are presented on Figure 5-1, sheets 33d and 34d. Noise barrier system SW1890A + SW1890B would provide acoustically feasible traffic noise abatement at barrier heights of 10 to 14 feet. The number of benefited receivers would range from 5 to 29 (representing 12 to 65 benefited receptors), depending on the noise barrier height. Barrier heights of 12 to 14 feet would meet the noise reduction design goal of 7 dBA.

Table 7-31 summarizes the reasonable cost allowances for noise barrier system SW1890A + SW1890B at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-31 in Appendix E.

Table 7-31. Summary of Reasonableness Allowances: Noise Barrier System SW1890A + SW1890B at the Mainline and Ramp Edge of Shoulder

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	0	0	12	45	65	--	--	--	65
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$0	$0	$1.752M	$6.570M	$9.490M	--	--	--	$9.490M

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-31 in Appendix E for details.
[1] Noise barriers at the mainline and ramp edge of shoulder were evaluated at a maximum height of 14 feet.

Noise Barrier System SW1890A + SW1890C was evaluated with the two noise barriers in combination to provide benefit to as many impacted receptors as possible and to maximize the overall number of benefited receptors (impacted and non-impacted). SW1890A was evaluated along the northbound I-15 edge of shoulder, from station 1874+00 to 1890+00 with a total length of approximately 1,600 feet and modeled in 2-foot height increments from 6 feet to 14 feet. SW1890C was evaluated along the ROW, east of the northbound I-15 Weirick Road On-Ramp edge of shoulder, from station 1882+00 to 1895+78 with a total length of approximately 1,388 feet and modeled in 2-foot height increments from 6 feet to 20 feet. The locations of SW1890A and SW1890C are presented on Figure 5-1, sheets 33e and 34e. Noise barrier system SW1890A + SW1890C would provide acoustically feasible traffic noise abatement at barrier heights of 8 to 14 feet for SW1890A and 8 to 20 feet for SW1890C. The number of benefited receivers would range from 3 to 57 (representing 7 to 126 benefited receptors), depending on the

noise barrier height. Combined barrier heights of 12 to 14 feet for SW1890A and 12 to 20 feet for SW1890C would meet the noise reduction design goal of 7 dBA.

Table 7-32 summarizes the reasonable cost allowances for noise barrier system SW1890A + SW1890C at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-32 in Appendix E.

Table 7-32. Summary of Reasonableness Allowances: Noise Barrier System SW1890A + SW1890C

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	0	7	31	70	85	92	98	109	92
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$0	$1,022M	$4,526M	$10.220M	$12.410M	$13.432M	$14.308M	$15.914M	$13.432M

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-32 in Appendix E for details.
[1] Noise barriers at the mainline edge of shoulder were evaluated at a maximum height of 14 feet. Noise barriers at the ROW were evaluated at a maximum height of 20 feet.

7.2.16 NAA 16: West Side of I-15 between Weirick Road/Dos Lagos Drive and Cajalco Road

There are 19 modeled receivers (M16.01 through M16.19) within NAA 16. The predicted worst-hour exterior traffic noise levels range from 48 to 74 dBA $L_{eq}(h)$ for Existing, 46 to 74 dBA $L_{eq}(h)$ for Design-Year No-Build, and 47 to 75 dBA $L_{eq}(h)$ for Design-Year Build conditions. Design-Year Build noise levels are predicted to change by approximately -1 (i.e., a 1-dBA decrease) to 3 dBA relative to Existing noise levels and by -2 (i.e., a 2-dBA decrease) to 2 dBA relative to Design-Year No-Build noise levels. Noise levels at five modeled receivers, M16.03, M16.05, M16.07, M16.09, and M16.12, representing a total of five receptors, would approach or exceed the NAC for Activity Category B; therefore, consideration of noise abatement is required. Table B-1 in Appendix B shows the existing and future noise levels as well as the barrier analysis prepared for all barriers within NAA 16. Detailed modeling analysis was conducted for eight barrier options at either the mainline edge of shoulder, ROW, or private property. One noise barrier was found not to be acoustically feasible. Seven barriers were found to be acoustically feasible and met the noise reduction design goal of 7 dBA.

NAA 16 Noise Barriers: Not Acoustically Feasible

Noise Barrier SW1905A was evaluated on private property, along a driveway in place of existing fence, from station 1903+25 to 1907+50 with a total length of approximately 456 feet and modeled in 2-foot height increments from 6 feet to 16 feet. The location of SW1905A is presented on Figure 5-1, sheet 35. SW1905A would not provide feasible traffic noise abatement for any impacted receiver and would not meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1905A will not be considered as abatement as part of the Project.

NAA 16 Noise Barriers: Acoustically Feasible and Met Design Goal

Noise Barrier SW1895 was evaluated on private property in place of an existing fence, from station 1895+00 to 1894+75 with a total length of approximately 63 feet and modeled in 2-foot height increments from 6 feet to 16 feet. The location of SW1895 is presented on Figure 5-1, sheet 34a. SW1895 would provide acoustically feasible traffic noise abatement at one impacted receiver, M16.03 (representing one benefited receptor), and meet the noise reduction design goal of 7 dBA, at barrier heights of 6 to 16 feet.

Table 7-33 summarizes the reasonable cost allowances for SW1895 at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-33 in Appendix E.

Table 7-33. Summary of Reasonableness Allowances: Noise Barrier SW1895 on Private Property

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	1	1	1	1	1	1	--	--	1
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$146,000	$146,000	$146,000	$146,000	$146,000	$146,000	--	--	$146,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-33 in Appendix E for details.
[1] Noise barriers on private property were evaluated at a maximum height of 16 feet.

Noise Barrier SW1899 was evaluated on private property in place of an existing fence, from station 1899+75 to 1899+25 with a total length of approximately 48 feet and modeled in 2-foot height increments from 6 feet to 16 feet. The location of SW1899 is presented on Figure 5-1, sheet 34a. SW1899 would provide acoustically feasible traffic noise abatement at one impacted receiver, M16.05 (representing one benefited receptor), and meet the noise reduction design goal of 7 dBA at barrier heights of 6 to 16 feet.

Table 7-34 summarizes the reasonable cost allowances for SW1899 at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-34 in Appendix E.

Table 7-34. Summary of Reasonableness Allowances: Noise Barrier SW1899 on Private Property

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	1	1	1	1	1	1	--	--	1
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$146,000	$146,000	$146,000	$146,000	$146,000	$146,000	--	--	$146,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-34 in Appendix E for details.
[1] Noise barriers on private property were evaluated at a maximum height of 16 feet.

Noise Barrier SW1903 was evaluated along the ROW west of southbound I-15, from station 1906+00 to 1918+00 with a total length of approximately 1,194 feet and modeled in 2-foot height increments from 6 feet to 20 feet. The location of SW1903 is presented on Figure 5-1, sheet 35. SW1903 would provide acoustically feasible traffic noise abatement at barrier heights of 16 to 20 feet. The number of benefited receivers would range from one to two (representing one to two benefited receptors), depending on the noise barrier height. A barrier height of 20 feet would meet the noise reduction design goal of 7 dBA.

Table 7-35 summarizes the reasonable cost allowances for SW1903 at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-35 in Appendix E.

Table 7-35. Summary of Reasonableness Allowances: Noise Barrier SW1903 at the ROW

Design Year with Barrier	Barrier Height, feet								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	0	0	0	0	0	1	2	2	2
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$0	$0	$0	$0	$0	$146,000	$292,000	$292,000	$292,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-35 in Appendix E for details.

Noise Barrier SW1905 was evaluated on private property on top of a retaining feature, from station 1905+75 to 1905+25 with a total length of approximately 61 feet and modeled in 2-foot

height increments from 6 feet to 16 feet. The location of SW1905 is presented on Figure 5-1, sheet 35. SW1905 would provide acoustically feasible traffic noise abatement at one impacted receiver, M16.07 (representing one benefited receptor), and meet the noise reduction design goal of 7 dBA, at barrier heights of 8 to 16 feet.

Table 7-36 summarizes the reasonable cost allowances for SW1905 at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-36 in Appendix E.

Table 7-36. Summary of Reasonableness Allowances: Noise Barrier SW1905 on Private Property

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	0	1	1	1	1	1	--	--	1
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	0	$146,000	$146,000	$146,000	$146,000	$146,000	--	--	$146,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-36 in Appendix E for details.
[1] Noise barriers on private property were evaluated at a maximum height of 16 feet.

Noise Barrier SW1907 was evaluated on private property in place of an existing fence, from station 1906+50 to 1906+00 with a total length of approximately 78 feet and modeled in 2-foot height increments from 6 feet to 16 feet. The location of SW1907 is presented on Figure 5-1, sheet 35. SW1907 would provide acoustically feasible traffic noise abatement at one impacted receiver, M16.09 (representing one benefited receptor), at barrier heights of 6 to 16 feet, and barrier heights of 8 to 16 feet would meet the noise reduction design goal of 7 dBA.

Table 7-37 summarizes the reasonable cost allowances for SW1907 at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-37 in Appendix E.

Table 7-37. Summary of Reasonableness Allowances: Noise Barrier SW1907 on Private Property

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	1	1	1	1	1	1	--	--	1
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$146,000	$146,000	$146,000	$146,000	$146,000	$146,000	--	--	$146,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-37 in Appendix E for details.

[1] Noise barriers on private property were evaluated at a maximum height of 16 feet.

Noise Barrier SW1913 was evaluated on private property in place of an existing fence, from station 1913+00 to 1910+75 with a total length of approximately 172 feet and modeled in 2-foot height increments from 6 feet to 16 feet. The location of SW1913 is presented on Figure 5-1, sheet 35. SW1913 would provide acoustically feasible traffic noise abatement at one impacted receiver, M16.12 (representing one benefited receptor), at barrier heights of 6 to 16 feet, and barrier heights of 8 to 16 feet would meet the noise reduction design goal of 7 dBA.

Table 7-38 summarizes the reasonable cost allowances for SW1913 at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-38 in Appendix E.

Table 7-38. Summary of Reasonableness Allowances: Noise Barrier SW1913 on Private Property

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	1	1	1	1	1	1	--	--	1
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$146,000	$146,000	$146,000	$146,000	$146,000	$146,000	--	--	$146,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-38 in Appendix E for details.
[1] Noise barriers on private property were evaluated at a maximum height of 16 feet.

Noise Barrier SW1911 was evaluated along the southbound I-15 edge of shoulder, from station 1918+00 to 1906+00 with a total length of approximately 1,163 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The location of SW1911 is presented on Figure 5-1, sheet 35. SW1911 would provide acoustically feasible traffic noise abatement at one impacted receiver, M16.09 (representing one benefited receptor), at barrier heights of 12 to 14 feet, and a barrier height of 14 feet would meet the noise reduction design goal of 7 dBA.

Table 7-39 summarizes the reasonable cost allowances for SW1911 at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-39 in Appendix E.

Table 7-39. Summary of Reasonableness Allowances: Noise Barrier SW1911 at the Mainline Edge of Shoulder

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	0	0	0	1	1	--	--	--	1
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$0	$0	$0	$146,000	$146,000	--	--	--	$146,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-39 in Appendix E for details.
[1] Noise barriers on the mainline edge of shoulder were evaluated at a maximum height of 14 feet.

7.2.17 NAA 17: West Side of I-15 between Cajalco Road and El Cerrito Road

There are 16 modeled receivers (M17.01 through M17.16) within NAA 17. The predicted worst-hour exterior traffic noise levels range from 48 to 69 dBA $L_{eq}(h)$ for Existing, 50 to 71 dBA $L_{eq}(h)$ for Design-Year No-Build, and 51 to 71 dBA $L_{eq}(h)$ for Design-Year Build conditions. Design-Year Build noise levels are predicted to change by approximately 1 to 3 dBA relative to Existing noise levels and by 0 to 1 dBA relative to Design-Year No-Build noise levels. Noise levels at five modeled receivers, M17.07, M17.08, M17.11, M17.13, and M17.15, representing a total of 11 receptors, would approach or exceed the NAC for Activity Category B; however, these receivers are shielded from I-15 by an approximately 12- to 14-foot-tall existing noise barrier along the mainline edge of shoulder. The location of the existing noise barrier is presented on Figure 5-1, sheets 37 and 38a. The existing barrier was evaluated in accordance with the guidelines outlined in the Protocol. The existing barrier meets the feasibility and reasonableness requirements for noise reduction; therefore, no modifications or additional abatement are considered. Table B-1 in Appendix B shows the existing and future noise levels for all receivers within NAA 17. Table B-2 in Appendix B shows the results of the existing barrier evaluation. Because there are no additional predicted traffic noise impacts or substantial increases in noise as a result of the Project, new noise abatement does not need to be considered for NAA 17.

7.2.18 NAA 18: East Side of I-15 between Cajalco Road and El Cerrito Road

There are 22 modeled receivers (M18.01 through M18.22) within NAA 18. The predicted worst-hour exterior traffic noise levels range from 51 to 74 dBA $L_{eq}(h)$ for Existing and 48 to 77 dBA $L_{eq}(h)$ for Design-Year No-Build and Build conditions. Design-Year Build noise levels are predicted to change by approximately -11 (i.e., a 11-dBA decrease) to 4 dBA relative to Existing noise levels and by -1 (i.e., a 1-dBA decrease) to 1 dBA relative to Design-Year No-Build noise levels. Large decreases in predicted noise levels under the Design-Year condition relative to the Existing condition are due to the construction of the permitted Latitude Business Park development, discussed in Section 6.2.13 above, which is anticipated to be constructed prior to

the Design Year. Noise levels at six modeled receivers, M18.12, M18.15, M18.16, M18.17, M18.19, and M18.22, representing a total of 11 receptors, would approach or exceed the NAC for Activity Category B; therefore, consideration of noise abatement is required. Table B-1 in Appendix B shows the existing and future noise levels as well as the barrier analysis prepared for all barriers within NAA 18. Detailed modeling analysis was conducted for four barrier options at either the mainline edge of shoulder, ROW, or private property. One noise barrier was found not to be acoustically feasible. Two noise barriers and one noise barrier system were found to be acoustically feasible and met the noise reduction design goal of 7 dBA.

NAA 18 Noise Barriers: Not Acoustically Feasible

Noise Barrier SW1996A was evaluated along the northbound I-15 edge of shoulder, from station 1990+00 to 1995+82 with a total length of approximately 586 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The location of SW1996A is presented on Figure 5-1, sheet 38a. SW1996A would not provide feasible traffic noise abatement for any impacted receiver and would not meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1996A will not be considered as abatement as part of the Project.

NAA 18 Noise Barriers: Acoustically Feasible and Met Design Goal

Noise Barrier SW1996B was evaluated along the northbound I-15 El Cerrito Road Off-Ramp, from station 1981+00 to 1996+00 with a total length of approximately 1,511 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The location of SW1996B is presented on Figure 5-1, sheet 38a. SW1996B would provide acoustically feasible traffic noise abatement at barrier heights of 6 to 14 feet. The number of benefited receivers would range from one to seven (representing two to thirteen benefited receptors), depending on the noise barrier height. Barrier heights of 12 to 14 feet would meet the noise reduction design goal of 7 dBA.

Table 7-40 summarizes the reasonable cost allowances for SW1996B at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-40 in Appendix E.

Table 7-40. Summary of Reasonableness Allowances: Noise Barrier SW1996B at the Ramp Edge of Shoulder

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	2	6	6	8	13	--	--	--	13
Reasonable Allowance Per Benefited Residence	$146,000								

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Total Reasonable Allowance	$292,000	$876,000	$876,000	$1.168M	$1.898M	--	--	--	$1.898M

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-40 in Appendix E for details.
[1] Noise barriers at the ramp edge of shoulder were evaluated at a maximum height of 14 feet.

Noise Barrier SW1996C was evaluated along the ROW east of northbound I-15, from station 1983+00 to 1995+71 with a total length of approximately 1,281 feet and modeled in 2-foot height increments from 6 feet to 20 feet. The location of SW1996C is presented on Figure 5-1, sheet 38a. SW1996C would provide acoustically feasible traffic noise abatement at barrier heights of 12 to 20 feet. The number of benefited receivers would range from one to six (representing one to nine benefited receptors), depending on the noise barrier height. Barrier heights of 16 to 20 feet would meet the noise reduction design goal of 7 dBA.

Table 7-41 summarizes the reasonable cost allowances for SW1996C at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-41 in Appendix E.

Table 7-41. Summary of Reasonableness Allowances: Noise Barrier SW1996C at the ROW

Design Year with Barrier	Barrier Height, feet								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	0	0	0	1	3	6	9	9	9
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$0	$0	$0	$146,000	$438,000	$876,000	$1.314M	$1.314M	$1.314M

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-41 in Appendix E for details.

Noise Barrier System SW1996A + SW1996B was evaluated with the two noise barriers in combination to investigate the possibility of improved acoustical performance compared to each individual noise barrier alone. SW1996A was evaluated along the northbound I-15 edge of shoulder, from station 1990+00 to 1995+82 with a total length of approximately 585 feet and modeled in 2-foot height increments from 6 feet to 14 feet. SW1996B was evaluated along the northbound I-15 El Cerrito Road Off-Ramp, from station 1982+00 to 1996+00 with a total length of approximately 1,438 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The locations of SW1996A and SW1996B are presented on Figure 5-1, sheet 38c and 39c. Noise barrier system SW1996A + SW1996B would provide acoustically feasible traffic noise abatement at barrier heights of 6 to 14 feet. The number of benefited receivers would range from

two to eight (representing three to fourteen benefited receptors), depending on the noise barrier height. Barrier heights of 8 to 14 feet would meet the noise reduction design goal of 7 dBA.

Table 7-42 summarizes the reasonable cost allowances for noise barrier system SW1996A + SW1996B at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-42 in Appendix E.

Table 7-42. Summary of Reasonableness Allowances: Noise Barrier System SW1996A + SW1996B at the Mainline and Ramp Edge of Shoulder

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	3	8	10	11	14	--	--	--	14
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$438,000	$1.168M	$1.460M	$1.606M	$2.044M	--	--	--	$2.044M

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-42 in Appendix E for details.
[1] Noise barriers at the mainline and ramp edge of shoulder were evaluated at a maximum height of 14 feet.

7.2.19 NAA 19: West Side of I-15 between El Cerrito Road and Ontario Avenue

There are 13 modeled receivers (M19.01 through M19.13) within NAA 19. The predicted worst-hour exterior traffic noise levels range from 52 to 75 dBA $L_{eq}(h)$ for Existing and 53 to 77 dBA $L_{eq}(h)$ for Design-Year No-Build and Build conditions. Design-Year Build noise levels are predicted to change by approximately -2 (i.e., a 2-dBA decrease) to 2 dBA relative to Existing noise levels and by -1 (i.e., a 1-dBA decrease) to 0 dBA relative to Design-Year No-Build noise levels. Noise levels at five modeled receivers, M19.07, M19.08, M19.09, M19.10, and M19.13, representing a total of 18 receptors, would approach or exceed the NAC for Activity Categories B and E; therefore, consideration of noise abatement is required. There is one impacted receiver that is shielded from I-15 by an approximately 12- to 14-foot-tall existing noise barrier along the mainline edge of shoulder. The location of the existing noise barrier is presented on Figure 5-1, sheets 39b and 40. The existing barrier was evaluated in accordance with the guidelines outlined in the Protocol. The existing barrier meets the feasibility and reasonableness requirements for noise reduction; therefore, no modifications or additional abatement is considered. Table B-1 in Appendix B shows the existing and future noise levels as well as the barrier analysis prepared for all barriers within NAA 19. Table B-2 in Appendix B shows the results of the existing barrier evaluation. Detailed modeling analysis was conducted for five barrier options at either the mainline edge of shoulder, off-ramp edge of shoulder, ROW, or private property. One noise

barrier was found not to be acoustically feasible. Three noise barriers and one noise barrier system were found to be acoustically feasible and met the noise reduction design goal of 7 dBA.

NAA 19 Noise Barriers: Not Acoustically Feasible

Noise Barrier SW2001 was evaluated along the southbound I-15 edge of shoulder, from station 2004+54 to 2002+00 with a total length of approximately 255 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The location of SW2001 is presented on Figure 5-1, sheet 39a. SW2001 would not provide feasible traffic noise abatement for any impacted receiver and would not meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW2001 will not be considered as abatement as part of the Project.

NAA 19 Noise Barriers: Acoustically Feasible and Met Design Goal

Noise Barrier SW2007A was evaluated along the southbound I-15 El Cerrito Road Off-Ramp edge of shoulder, from station 2011+37 to 2004+50 with a total length of approximately 687 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The location of SW2007A is presented on Figure 5-1, sheet 39a. SW2007A would provide acoustically feasible traffic noise abatement at barrier heights of 6 to 14 feet. The number of benefited receivers would range from one to three (representing one to five benefited receptors), depending on the noise barrier height. Barrier heights of 8 to 14 feet would meet the noise reduction design goal of 7 dBA.

Table 7-43 summarizes the reasonable cost allowances for SW2007A at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-43 in Appendix E.

Table 7-43. Summary of Reasonableness Allowances: Noise Barrier SW2007A at the Ramp Edge of Shoulder

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	1	2	5	5	5	--	--	--	5
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$146,000	$292,000	$730,000	$730,000	$730,000	--	--	--	$730,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-43 in Appendix E for details.
[1] Noise barriers at the ramp edge of shoulder were evaluated at a maximum height of 14 feet.

Noise Barrier System SW2001 + SW2007A was evaluated with the two noise barriers in combination to investigate the possibility of improved acoustical performance compared to each individual noise barrier alone. SW2001 was evaluated along the southbound I-15 edge of shoulder, from station 2004+54 to 2002+00 with a total length of approximately 255 feet and

modeled in 2-foot height increments from 6 feet to 14 feet. SW2007A was evaluated along the southbound I-15 El Cerrito Road Off-Ramp edge of shoulder, from station 2011+37 to 2005+00 with a total length of approximately 637 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The locations of SW2001 and SW2007A are presented on Figure 5-1, sheet 39c. Noise barrier system SW2001 + SW2007A would provide acoustically feasible traffic noise abatement at barrier heights of 6 to 14 feet. The number of benefited receivers would range from one to three (representing one to five benefited receptors) depending on the noise barrier height. Combined barrier heights of 8 to 14 feet would meet the noise reduction design goal of 7 dBA.

Table 7-44 summarizes the reasonable cost allowances for noise barrier system SW2001 + SW2007A at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-44 in Appendix E.

Table 7-44. Summary of Reasonableness Allowances: Noise Barrier System SW2001 + SW2007A at the Mainline and Ramp Edge of Shoulder

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	1	2	5	5	5	--	--	--	5
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$146,000	$292,000	$730,000	$730,000	$730,000	--	--	--	$730,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-44 in Appendix E for details.
[1] Noise barriers at the mainline edge of shoulder were evaluated at a maximum height of 14 feet.

Noise Barrier SW2007B was evaluated along the ROW west of southbound I-15, from station 2011+00 to 2005+00 with a total length of approximately 592 feet and modeled in 2-foot height increments from 6 feet to 20 feet. The location of SW2007B is presented on Figure 5-1, sheet 39a. SW2007B would provide acoustically feasible traffic noise abatement at barrier heights of 14 to 20 feet. The number of benefited receivers would range from one to three (representing one to five benefited receptors) depending on the noise barrier height. Barrier heights of 16 to 20 feet would meet the noise reduction design goal of 7 dBA.

Table 7-45 summarizes the reasonable cost allowances for SW2007B at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-45 in Appendix E.

Table 7-45. Summary of Reasonableness Allowances: Noise Barrier SW2007B at the ROW

Design Year with Barrier	Barrier Height, feet								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	0	0	0	0	1	2	5	5	5
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$0	$0	$0	$0	$146,000	$292,000	$730,000	$730,000	$730,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-45 in Appendix E for details.

Noise Barrier SW2007C was evaluated on private property in place of existing walls and fences, from station 2011+00 to 2005+50 with a total length of approximately 638 feet and modeled in 2-foot height increments from 6 feet to 16 feet. The location of SW2007C is presented on Figure 5-1, sheet 39a. SW2007C would provide acoustically feasible traffic noise abatement at barrier heights of 6 to 16 feet. The number of benefited receivers would range from one to two (representing three to six benefited receptors) depending on the noise barrier height. Barrier heights of 10 to 16 feet would meet the noise reduction design goal of 7 dBA.

Table 7-46 summarizes the reasonable cost allowances for SW2007C at the range of considered barrier heights, including the optimized Design Barrier. The Design Barrier segment starting and ending coordinates, total length, base-of-wall elevations, top-of-wall elevations, and minimum height(s) are presented in Table E-46 in Appendix E.

Table 7-46. Summary of Reasonableness Allowances: Noise Barrier SW2007C on Private Property

Design Year with Barrier	Barrier Height, feet[1]								
	6	8	10	12	14	16	18	20	Design Barrier
Number of Benefited Residences	3	3	6	6	6	6	--	--	6
Reasonable Allowance Per Benefited Residence	$146,000								
Total Reasonable Allowance	$438,000	$438,000	$876,000	$876,000	$876,000	$876,000	--	--	$876,000

Design Barrier = noise barrier at the recommended design length and height(s). Refer to Table E-46 in Appendix E for details.
[1] Noise barriers on private property were evaluated at a maximum height of 16 feet.

7.2.20 NAA 20: East Side of I-15 between El Cerrito Road and Ontario Avenue

There are 13 modeled receivers (M20.01 through M20.13) within NAA 20. The predicted worst-hour exterior traffic noise levels range from 61 to 66 dBA $L_{eq}(h)$ for Existing and 62 to 67 dBA $L_{eq}(h)$ for Design-Year No-Build and Build conditions. Design-Year Build noise levels are predicted to change by approximately 1 to 2 dBA relative to Existing noise levels. Design-Year Build noise levels are not predicted to change relative to Design-Year No-Build noise levels. Noise levels at six modeled receivers, M20.01, M20.07, M20.08, M20.09, M20.10, and M20.11,

representing a total of six receptors, would approach or exceed the NAC for Activity Category C; therefore, consideration of noise abatement is required. Table B-1 in Appendix B shows the existing and future noise levels as well as the barrier analysis prepared for all barriers within NAA 20. Detailed modeling analysis was conducted for three barrier options at the mainline edge of shoulder or on-ramp edge of shoulder. One noise barrier was found not to be acoustically feasible. One noise barrier and one noise barrier system were found to be acoustically feasible but failed to meet the noise reduction design goal of 7 dBA.

NAA 20 Noise Barriers: Not Acoustically Feasible

Noise Barrier SW1998 was evaluated along the northbound I-15 edge of shoulder, from station 1989+52 to 2002+00 with a total length of approximately 1,240 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The location of SW1998 is presented on Figure 5-1, sheets 38b and 39b. SW1998 would not provide feasible traffic noise abatement for any impacted receiver and would not meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW1998 will not be considered as abatement as part of the Project.

NAA 20 Noise Barriers: Acoustically Feasible but Failed to Meet Design Goal

Noise Barrier SW2006 was evaluated along the northbound I-15 El Cerrito Road On-Ramp edge of shoulder, from station 1997+83 to 2014+31 with a total length of approximately 1,648 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The location of SW2006 is presented on Figure 5-1, sheet 39b. SW2006 would provide acoustically feasible traffic noise abatement at five impacted receivers, M20.07, M20.08, M20.09, M20.10, and M20.11 (representing five benefited receptors), at barrier heights of 12 to 14 feet; however, no evaluated barrier height would meet the noise reduction design goal of 7 dBA at any benefited receptor. Therefore, SW2006 will not be considered as abatement as part of the Project.

Noise Barrier System SW1998 + SW2006 was evaluated with the two noise barriers in combination to investigate the possibility of improved acoustical performance compared to each individual noise barrier alone. SW1998 was evaluated along the northbound I-15 edge of shoulder, from station 1989+52 to 2002+00 with a total length of approximately 1,240 feet and modeled in 2-foot height increments from 6 feet to 14 feet. SW2006 was evaluated along the northbound I-15 El Cerrito Road On-Ramp edge of shoulder, from station 1997+83 to 2014+31 with a total length of approximately 1,648 feet and modeled in 2-foot height increments from 6 feet to 14 feet. The locations of SW1998 and SW2006 are presented on Figure 5-1, sheets 38d and 39d. Noise barrier system SW1998 + SW2006 would provide acoustically feasible traffic noise abatement at five impacted receivers, M20.07, M20.08, M20.09, M20.10, and M20.11 (representing five benefited receptors), at barrier heights of 12 to 14 feet; however, no evaluated barrier height would meet the noise reduction design goal of 7 dBA at any benefited receptor.

Therefore, noise barrier system SW1998 + SW2006 will not be considered as abatement as part of the Project.

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Chapter 8 Construction Noise

During construction of the Project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Table 8-1 summarizes noise levels produced by construction equipment that is anticipated to be used for the Project. Standard construction equipment is expected to generate maximum noise levels ranging from 74 to 90 dBA at a distance of 50 feet, while pile driving would generate maximum noise levels of approximately 101 dBA at 50 feet. Each piece of construction equipment would be a localized noise source (i.e., point source); therefore, noise produced by construction equipment would be reduced at a rate of about 6 dB per doubling of distance, as described in Section 3.8.1, *Geometric Spreading*. As described in Section 3.8.2, *Ground Absorption*, additional attenuation of up to 1.5 dB per doubling of distance may occur over soft ground such as soft dirt, grass, or scattered bushes and trees) for a total attenuation of up to 7.5 dB per doubling of distance.

Table 8-1. Construction Equipment Noise

Equipment	L_{max} at 50 feet (dBA, slow)
Asphalt paver	77
Backhoe	78
Bulldozer	82
Compactor	83
Crane	81
Drill rig	79
Hoe rams	90
Loader	79
Man lift	75
Pile hammer	101
Road grader	85
Roller/sheeps foot roller/vibrating roller	80
Scraper	84
Sweeper	82
Trencher	80
Trucks (concrete, dump, flat bed, pickup, vacuum, water)	74–85

Source: FHWA 2008. See also: http://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/rcnm.pdf.

Noise associated with construction is controlled by Caltrans 2023 Standard Specification Section 14-8.02, Noise Control, which states the following:

- Control and monitor noise resulting from work activities.
- Do not exceed 86 dBA L_{max} at 50 feet from the job site between 9:00 p.m. and 6:00 a.m.

Noise from job site activities must not exceed 86 dBA L_{max} at 50 feet from the job site activity from ___ p.m. to _____ a.m. each day, and the noise level produced by the traffic on or by the

construction activity cannot exceed 52 dBA L_{eq} interior noise levels in school facilities as defined under the California Streets and Highways Code § 216.

The following activities may exceed this noise restriction during the hours and on the days shown in the following table:

Table 8-2. Noise Restriction Exceptions

Activity	Hours		Days	
	From	To	From	To

This section will be updated during the Plans, Specifications, and Estimates phase.

If needed based on public comments received during the draft environmental document public review, a noise control plan (NCP) may be prepared to minimize construction noise including backup alarms. The NCP would include the following:

1. List of the locations and construction activities to be monitored
2. Description of the construction activities and anticipated noise levels at these locations
3. Operating sound levels of construction equipment at specified distances and locations
4. Sound control measures to maintain noise levels within specified limits
5. Corrective actions if specified sound levels are exceeded
6. List of sound level meters and calibrators with current calibration certifications
7. Names, qualifications, and resumes of:
    a. Person who prepared NCP
    b. Personnel who will perform noise monitoring
8. Notification letter for residents that includes:
    a. Project location
    b. Project start and completion date
    c. Project contact person information
    d. Activities and duration of activities that could contribute to an increase in noise levels in the area

The NCP will be prepared by a qualified person that meets one of the following requirements:

1. Board Certified by the Institute of Noise Control Engineering of the USA with 2 years of noise control experience

2. Registered Civil engineer with 3 years of full-time noise control experience
3. Bachelor's or higher degree from an Accreditation Board for Engineering and Technology, Inc. (ABET)-accredited institution of higher education in a relevant field of engineering, environmental science, or earth science and 5 years of full-time noise control experience
4. Bachelor's or higher degree from an ABET-accredited institution of higher education and 10 years of full-time noise control experience

Noise monitoring will be conducted by a person with at least 2 years of experience in conducting field noise measurements. Submit the qualifications of each of the individuals who will be performing the noise monitoring.

Fourteen days before starting construction activities described in the NCP, notify:

1. The Engineer
2. Entities or residents within 500 feet from the job site activity with the NCP letter delivered in person

Monitor noise:

1. The first time each activity described in the NCP is performed and when equipment or activities have changed from the authorized NCP
2. Each time noise complaint is received

Measure Noise levels with a Type 1 or Type 2 SLM. The SLM must:

1. Be calibrated and certified by the manufacturer or an independent acoustical laboratory
2. Be capable of taking A-weighted measurements and have slow response settings
3. Have a microphone fitted with a windscreen
4. Be recalibrated annually by the manufacturer or an independent National Institute of Standards and Technology–certified acoustical laboratory

Submit a noise monitoring report within 24 hours of completing noise monitoring for each of the activities. The report must include A-weighted noise levels, measurement location, types of noise measuring equipment including model number and identification number, time of day, temperature, and wind speed.

Conduct noise monitoring to investigate noise complaints that are attributed to a particular construction operation. If the operation exceeds the sound level submit a list of authorized contingency measures from the NCP that will be implemented.

The noise level requirements apply to the equipment on the job or related to the job, including impact pile driver, trucks, transit mixers, or transient equipment used on the Project.

If noise monitoring is required by Caltrans, a Type 1 or Type 2 SLM and one acoustic calibrator will be furnished to Caltrans for use until contract acceptance to monitor noise.

The SLM must:

1. Be calibrated and certified by the manufacturer or an independent acoustical laboratory before delivery to Caltrans
2. Be capable of taking A-weighted measurements and have slow response settings
3. Have a microphone fitted with a windscreen
4. Be recalibrated annually by the manufacturer or an independent acoustical laboratory

Noise monitoring equipment training will be provided by the authorized noise monitor to one Caltrans employee and Caltrans will return the equipment at contract acceptance.

No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans Standard Specifications Section 14.8-02 and Standard Special Provisions 14-8.02. Construction noise would be short term, intermittent, and overshadowed by local traffic noise.

Chapter 9 References

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Chapter 10 Preparers' Qualifications

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Appendix A Traffic Data Tables

This appendix contains tables presenting the traffic data used for the traffic noise model validation runs, and for the modeling of Existing conditions, Design-Year conditions under the No-Build Alternative, and Design-Year conditions under the Build Alternative.

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Appendix A-1 Traffic Volumes for Model Validation

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Table A-1. Validation Traffic Volumes for TNM Modeling

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST01.01	Vacant lot/open space	Undeveloped Lands	G	10/14/2020 12:16 p.m.	10	77.7	NB I-15 Ln 1 (between Main St Ramps)	1272	75	18	75	0	0	0	0	6	75
							NB I-15 Ln 2 (between Main St Ramps)	1254	71	36	71	54	57	0	0	0	0
							NB I-15 Ln 3 (between Main St Ramps)	786	64	42	64	222	57	0	0	0	0
							SB I-15 Ln 1 (between Main St Ramps)	1476	74	6	74	36	56	0	0	0	0
							SB I-15 Ln 2 (between Main St Ramps)	1188	69	42	69	78	56	0	0	0	0
							SB I-15 Ln 3 (between Main St Ramps)	552	65	18	65	234	56	0	0	0	0
							NB Main St On Ramp	132	64	6	64	0	0	0	0	0	0
							SB Main St Off Ramp	132	65	0	0	0	0	0	0	0	0
							NB Camino Del Norte (N of Main St)	312	55	0	0	0	0	0	0	6	55
							SB Camino Del Norte (N of Main St)	204	55	6	55	0	0	0	0	0	0
				10/14/2020 12:28 p.m.	10	77.5	NB I-15 Ln 1 (between Main St Ramps)	1488	74	0	0	0	0	0	0	6	74
							NB I-15 Ln 2 (between Main St Ramps)	978	69	66	69	102	57	0	0	6	69
							NB I-15 Ln 3 (between Main St Ramps)	666	62	108	62	192	57	0	0	0	0
							SB I-15 Ln 1 (between Main St Ramps)	1170	76	6	76	0	0	0	0	6	76
							SB I-15 Ln 2 (between Main St Ramps)	1326	69	30	69	36	53	0	0	0	0
							SB I-15 Ln 3 (between Main St Ramps)	606	62	54	62	180	53	0	0	0	0
							NB Main St On Ramp	72	62	12	62	0	0	0	0	0	0
							SB Main St Off Ramp	114	62	0	0	0	0	0	0	0	0
							NB Camino Del Norte (N of Main St)	258	55	0	0	0	0	0	0	0	0
							SB Camino Del Norte (N of Main St)	294	55	6	55	6	55	0	0	0	0
ST01.02	Vacant lot next to 29880 2nd Street, Lake Elsinore, CA 92532	Undeveloped Lands	G	10/13/2020 10:40 a.m.	15	68.8	NB I-15 Ln 1 (between Central Ave Ramps)	1036	76	12	76	0	0	0	0	8	76
							NB I-15 Ln 2 (between Central Ave Ramps)	768	70	64	70	32	59	8	70	0	0
							NB I-15 Ln 3 (between Central Ave Ramps)	128	65	52	65	208	59	0	0	0	0
							SB I-15 Ln 1 (between Central Ave Ramps)	936	75	12	75	0	0	0	0	8	75
							SB I-15 Ln 2 (between Central Ave Ramps)	796	71	28	71	56	55	4	71	4	71
							SB I-15 Ln 3 (between Central Ave Ramps)	204	63	48	63	200	55	4	63	0	0
							NB Central Ave Off Ramp	768	65	32	65	4	59	0	0	4	65
							SB Central Ave On Ramp	888	63	24	63	12	55	0	0	0	0
							NB Dexter Ave (@ 3rd St)	196	45	0	0	0	0	0	0	0	0
							SB Dexter Ave (@ 3rd St)	160	45	12	45	0	0	0	0	0	0
							NB Camino Del Norte (@ O Hana Cir)	192	25	0	0	0	0	0	0	0	0
							SB Camino Del Norte (@ O Hana Cir)	164	25	8	25	0	0	0	0	0	0
				10/13/2020 10:57 a.m.	15	68.8	NB I-15 Ln 1 (between Central Ave Ramps)	1148	74	12	74	0	0	0	0	4	74
							NB I-15 Ln 2 (between Central Ave Ramps)	668	69	60	69	84	57	0	0	0	0
							NB I-15 Ln 3 (between Central Ave Ramps)	160	63	44	63	200	57	8	63	0	0
							SB I-15 Ln 1 (between Central Ave Ramps)	940	77	8	77	0	0	0	0	0	0
							SB I-15 Ln 2 (between Central Ave Ramps)	748	71	56	71	24	56	0	0	12	71
							SB I-15 Ln 3 (between Central Ave Ramps)	236	68	52	68	192	56	0	0	0	0
							NB Central Ave Off Ramp	780	63	41	63	16	57	0	0	0	0
							SB Central Ave On Ramp	732	68	20	68	4	56	0	0	0	0
							NB Dexter Ave (@ 3rd St)	236	45	4	45	0	0	0	0	4	45
							SB Dexter Ave (@ 3rd St)	184	45	0	0	0	0	0	0	4	45
							NB Camino Del Norte (@ O Hana Cir)	240	25	4	25	0	0	0	0	4	25
							SB Camino Del Norte (@ O Hana Cir)	184	25	8	25	0	0	0	0	4	25
ST01.03	Vacant lot at approximately 18801 Dexter Ave, Lake Elsinore, CA 92532	Undeveloped Lands	G	10/13/2020 10:40 a.m.	15	64.2	Simultaneous with ST01.02										
				10/13/2020 10:57 a.m.	15	64.2	Simultaneous with ST01.02										

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST01.04	Vacant lot at approximately 29615 3rd St, Lake Elsinore, CA 92532	Undeveloped Lands	G	10/13/2020 9:40 a.m.	15	66.1	NB I-15 Ln 1 (between Central Ave Ramps)	1216	76	8	76	0	0	0	0	8	76
							NB I-15 Ln 2 (between Central Ave Ramps)	744	71	40	71	52	56	8	71	0	0
							NB I-15 Ln 3 (between Central Ave Ramps)	136	68	52	68	204	56	0	0	0	0
							SB I-15 Ln 1 (between Central Ave Ramps)	968	77	8	77	0	0	0	0	4	77
							SB I-15 Ln 2 (between Central Ave Ramps)	684	71	80	71	52	56	0	0	0	0
							SB I-15 Ln 3 (between Central Ave Ramps)	216	71	52	71	192	56	0	0	0	0
							NB Central Ave Off Ramp	776	68	36	68	4	56	0	0	0	0
							NB Central Ave On Ramp	328	68	4	68	28	56	0	0	0	0
							SB Central Ave Off Ramp	340	71	8	71	40	56	0	0	4	71
							SB Central Ave On Ramp	596	71	16	71	8	56	0	0	0	0
							EB Central Ave (E of Dexter Ave)	792	45	28	45	36	45	0	0	0	0
							WB Central Ave (E of Dexter Ave)	952	45	20	45	36	45	0	0	0	0
							EB Central Ave (W of Dexter Ave)	1092	45	40	45	40	45	0	0	0	0
							WB Central Ave (W of Dexter Ave)	1108	45	12	45	36	45	0	0	0	0
							EB Central Ave (W of NB Ramps)	788	45	20	45	36	45	0	0	0	0
							WB Central Ave W of NB Ramps)	1256	45	24	45	8	45	0	0	0	0
							NB Dexter Ave (S of Central Ave)	364	40	0	0	0	0	0	0	0	0
							SB Dexter Ave (S of Central Ave)	296	40	4	40	4	40	0	0	0	0
							NB Dexter Ave (N of Central Ave)	468	45	16	45	0	0	0	0	0	0
							SB Dexter Ave (N of Central Ave)	252	45	0	0	0	0	0	0	0	0
							NB Dexter Ave (@ 3rd St)	248	45	0	0	0	0	0	0	4	45
							SB Dexter Ave (@ 3rd St)	152	45	4	45	0	0	0	0	0	0
				10/13/2020 9:58 a.m.	15	66.1	NB I-15 Ln 1 (between Central Ave Ramps)	1248	76	8	76	0	0	0	0	4	76
							NB I-15 Ln 2 (between Central Ave Ramps)	776	69	64	69	44	56	4	69	4	69
							NB I-15 Ln 3 (between Central Ave Ramps)	140	62	48	62	216	56	0	0	0	0
							SB I-15 Ln 1 (between Central Ave Ramps)	704	78	0	0	0	0	4	78	4	78
							SB I-15 Ln 2 (between Central Ave Ramps)	648	71	56	71	44	57	4	71	4	71
							SB I-15 Ln 3 (between Central Ave Ramps)	204	65	68	65	172	57	0	0	0	0
							NB Central Ave Off Ramp	792	62	16	62	12	56	0	0	4	62
							NB Central Ave On Ramp	380	62	4	62	16	56	0	0	0	0
							SB Central Ave Off Ramp	400	65	16	65	40	57	0	0	0	0
							SB Central Ave On Ramp	768	65	16	65	8	57	0	0	8	65
							EB Central Ave (E of Dexter Ave)	896	45	28	45	36	45	0	0	0	0
							WB Central Ave (E of Dexter Ave)	1012	45	24	45	28	45	4	45	8	45
							EB Central Ave (W of Dexter Ave)	1176	45	36	45	40	45	0	0	0	0
							WB Central Ave (W of Dexter Ave)	1180	45	36	45	32	45	0	0	8	45
							EB Central Ave (W of NB Ramps)	752	45	28	45	28	45	0	0	0	0
							WB Central Ave W of NB Ramps)	1220	45	48	45	20	45	0	0	8	45
							NB Dexter Ave (S of Central Ave)	384	40	8	40	4	40	0	0	0	0
							SB Dexter Ave (S of Central Ave)	284	40	8	40	0	0	0	0	0	0
							NB Dexter Ave (N of Central Ave)	484	45	8	45	4	45	0	0	0	0
							SB Dexter Ave (N of Central Ave)	272	45	12	45	0	0	0	0	0	0
							NB Dexter Ave (@ 3rd St)	236	45	0	0	0	0	0	0	0	0
							SB Dexter Ave (@ 3rd St)	168	45	0	0	0	0	0	0	0	0
ST01.05	18461 Dexter Ave, Lake Elsinore, CA 92532 (Douglas Burgers)	Restaurant	E	10/13/2020 9:40 a.m.	15	64.1	Simultaneous with ST01.04										
				10/13/2020 9:58 a.m.	15	64.4	Simultaneous with ST01.04										

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST02.01	Vacant lot next to residence at 131 W Minthorn St, Lake Elsinore, CA 92530	Driveway	F	3/16/2021 04:11 p.m.	10	61	NB I-15 Ln 1 (between Main St Ramps)	1296	74	0	0	0	0	6	74	0	0
							NB I-15 Ln 2 (between Main St Ramps)	1110	70	54	70	12	58	0	0	6	70
							NB I-15 Ln 3 (between Main St Ramps)	840	66	54	66	102	58	0	0	0	0
							SB I-15 Ln 1 (between Main St Ramps)	1488	72	0	0	0	0	0	0	6	72
							SB I-15 Ln 2 (between Main St Ramps)	1296	72	42	72	6	58	0	0	0	0
							SB I-15 Ln 3 (between Main St Ramps)	816	68	24	68	42	58	0	0	6	68
							NB Main St On Ramp	222	66	6	66	0	0	0	0	0	0
							NB Main St Off Ramp	492	66	6	66	0	0	0	0	0	0
							SB Main St On Ramp	360	68	0	0	6	58	0	0	0	0
							SB Main St Off Ramp Lane 1	156	68	18	68	0	0	0	0	0	0
							SB Main St Off Ramp Lane 2	168	68	18	68	0	0	0	0	0	0
							EB Main Street (S of SB Ramps)	564	35	0	0	6	35	0	0	0	0
							WB Main Street (S of SB Ramps)	690	35	30	35	0	0	0	0	0	0
							EB Main Street (between Main St Ramps) Lane 1	120	35	0	0	0	0	0	0	0	0
							EB Main Street (between Main St Ramps) Lane 2	312	35	12	35	0	0	0	0	0	0
							WB Main Street (between Main St Ramps) Lane 1	72	35	0	0	0	0	0	0	0	0
							WB Main Street (between Main St Ramps) Lane 2	510	35	6	35	0	0	0	0	0	0
							NB Collier Ave (N of Minthorn)	156	45	6	45	0	0	0	0	0	0
							SB Collier Ave (N of Minthorn)	336	45	6	45	0	0	0	0	0	0
							NB Minthorn Street (S of Collier)	186	45	6	45	6	45	0	0	0	0
							SB Minthorn Street (S of Collier)	402	45	6	45	0	0	0	0	0	0
							NB Minthorn Street (N of Collier)	36	40	0	0	6	40	0	0	0	0
							SB Minthorn Street (N of Collier)	54	40	0	0	0	0	0	0	0	0
				3/16/2021 04:23 p.m.	10	59.2	NB I-15 Ln 1 (between Main St Ramps)	1320	76	24	76	0	0	0	0	6	76
							NB I-15 Ln 2 (between Main St Ramps)	996	72	114	72	24	59	0	0	6	72
							NB I-15 Ln 3 (between Main St Ramps)	786	66	72	66	156	59	0	0	6	66
							SB I-15 Ln 1 (between Main St Ramps)	1146	75	0	0	0	0	0	0	0	0
							SB I-15 Ln 2 (between Main St Ramps)	1146	71	30	71	6	59	0	0	0	0
							SB I-15 Ln 3 (between Main St Ramps)	762	70	36	70	24	59	0	0	6	70
							NB Main St On Ramp	204	66	12	66	0	0	0	0	0	0
							NB Main St Off Ramp	468	66	0	0	0	0	0	0	0	0
							SB Main St On Ramp	294	70	0	0	0	0	0	0	0	0
							SB Main St Off Ramp Lane 1	96	70	6	70	0	0	0	0	0	0
							SB Main St Off Ramp Lane 2	144	70	12	70	0	0	0	0	0	0
							EB Main Street (S of SB Ramps)	522	35	18	35	0	0	0	0	0	0
							WB Main Street (S of SB Ramps)	642	35	18	35	0	0	0	0	0	0
							EB Main Street (between Main St Ramps) Lane 1	108	35	6	35	0	0	0	0	0	0
							EB Main Street (between Main St Ramps) Lane 2	282	35	18	35	0	0	0	0	0	0
							WB Main Street (between Main St Ramps) Lane 1	78	35	0	0	0	0	0	0	0	0
							WB Main Street (between Main St Ramps) Lane 2	468	35	6	35	0	0	0	0	0	0
							NB Collier Ave (N of Minthorn)	132	45	6	45	0	0	0	0	0	0
							SB Collier Ave (N of Minthorn)	240	45	18	45	0	0	0	0	0	0
							NB Minthorn Street (S of Collier)	150	45	6	45	0	0	0	0	0	0
							SB Minthorn Street (S of Collier)	324	45	24	45	0	0	0	0	0	0
							NB Minthorn Street (N of Collier)	24	40	0	0	0	0	0	0	0	0
							SB Minthorn Street (N of Collier)	90	40	6	40	0	0	0	0	0	0

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST02.02	Vacant lot next to residence at 18740 Collier Ave, Lake Elsinore, CA 92530	Undeveloped Lands	G	10/13/2020 12:46 p.m.	10	66.5	NB I-15 Ln 1 (between Central Ave Ramps)	1314	75	6	75	0	0	0	0	0	0
							NB I-15 Ln 2 (between Central Ave Ramps)	720	67	48	67	60	55	0	0	0	0
							NB I-15 Ln 3 (between Central Ave Ramps)	174	63	42	63	264	55	0	0	0	0
							SB I-15 Ln 1 (between Central Ave Ramps)	1152	75	6	75	0	0	0	0	0	0
							SB I-15 Ln 2 (between Central Ave Ramps)	1008	70	54	70	18	57	0	0	0	0
							SB I-15 Ln 3 (between Central Ave Ramps)	330	69	18	69	150	57	0	0	0	0
							NB Central Ave Off Ramp	750	63	6	63	18	55	0	0	0	0
							NB Central Ave On Ramp	372	63	12	63	30	55	0	0	0	0
							SB Central Ave Off Ramp	498	69	0	0	30	57	6	69	0	0
							SB Central Ave On Ramp	870	69	12	69	6	57	0	0	0	0
							NB Collier Ave (S of Chaney St)	210	45	6	45	6	45	0	0	0	0
							SB Collier Ave (S of Chaney St)	168	45	6	45	0	0	0	0	0	0
				10/13/2020 12:59 p.m.	10	66.1	NB I-15 Ln 1 (between Central Ave Ramps)	1146	75	12	75	0	0	0	0	0	0
							NB I-15 Ln 2 (between Central Ave Ramps)	798	69	72	69	66	54	0	0	0	0
							NB I-15 Ln 3 (between Central Ave Ramps)	102	61	78	61	234	54	0	0	0	0
							SB I-15 Ln 1 (between Central Ave Ramps)	1176	76	0	0	0	0	0	0	6	76
							SB I-15 Ln 2 (between Central Ave Ramps)	1140	71	30	71	6	56	0	0	0	0
							SB I-15 Ln 3 (between Central Ave Ramps)	306	67	54	67	174	56	6	67	0	0
							NB Central Ave Off Ramp	822	61	12	61	24	54	0	0	0	0
							NB Central Ave On Ramp	420	61	24	61	24	54	0	0	0	0
							SB Central Ave Off Ramp	522	67	18	67	48	56	0	0	12	67
							SB Central Ave On Ramp	864	67	24	67	6	56	0	0	0	0
							NB Collier Ave (S of Chaney St)	120	45	0	0	0	0	0	0	0	0
							SB Collier Ave (S of Chaney St)	144	45	0	0	0	0	0	0	0	0
ST02.03	18574 Collier Ave, Lake Elsinore, CA 92530	Residential	B	3/16/2021 02:56 p.m.	10	64.5	NB I-15 Ln 1 (between Central Ave Ramps)	1236	73	12	73	0	0	0	0	0	0
							NB I-15 Ln 2 (between Central Ave Ramps)	774	67	78	67	48	56	0	0	0	0
							NB I-15 Ln 3 (between Central Ave Ramps)	252	62	60	62	114	56	0	0	0	0
							SB I-15 Ln 1 (between Central Ave Ramps)	1356	76	18	76	0	0	0	0	0	0
							SB I-15 Ln 2 (between Central Ave Ramps)	1134	72	30	72	0	0	0	0	6	72
							SB I-15 Ln 3 (between Central Ave Ramps)	456	70	36	70	84	57	0	0	12	70
							NB Central Ave Off Ramp Lane 1	384	62	0	0	0	0	0	0	0	0
							NB Central Ave Off Ramp Lane 2	252	62	6	62	6	56	0	0	0	0
							NB Central Ave Off Ramp Lane 3	366	62	0	0	0	0	0	0	0	0
							SB Central Ave On Ramp lane 1	354	70	0	0	0	0	0	0	0	0
							SB Central Ave On Ramp lane 2	696	70	6	70	6	57	0	0	0	0
							NB Collier Ave (S of Central Ave) Lane 1	6	45	0	0	0	0	0	0	0	0
							NB Collier Ave (S of Central Ave) Lane 2	330	45	6	45	6	45	0	0	0	0
							SB Collier Ave (S of Central Ave)	282	45	18	45	6	45	0	0	0	0
				3/16/2021 03:09 p.m.	10	65.1	NB I-15 Ln 1 (between Central Ave Ramps)	1638	74	36	74	0	0	6	74	0	0
							NB I-15 Ln 2 (between Central Ave Ramps)	1062	68	90	68	36	56	0	0	0	0
							NB I-15 Ln 3 (between Central Ave Ramps)	246	63	60	63	144	56	0	0	0	0
							SB I-15 Ln 1 (between Central Ave Ramps)	1494	75	24	75	0	0	0	0	0	0
							SB I-15 Ln 2 (between Central Ave Ramps)	1248	72	48	72	6	57	0	0	0	0
							SB I-15 Ln 3 (between Central Ave Ramps)	468	67	84	67	78	57	0	0	6	67
							NB Central Ave Off Ramp Lane 1	438	63	18	63	6	56	0	0	0	0
							NB Central Ave Off Ramp Lane 2	240	63	12	63	18	56	0	0	0	0
							NB Central Ave Off Ramp Lane 3	312	63	18	63	6	56	0	0	0	0
							SB Central Ave On Ramp lane 1	396	67	6	67	0	0	0	0	0	0
							SB Central Ave On Ramp lane 2	786	67	0	0	6	57	0	0	0	0
							NB Collier Ave (S of Central Ave) Lane 1	18	45	0	0	0	0	0	0	0	0
							NB Collier Ave (S of Central Ave) Lane 2	324	45	6	45	0	0	0	0	0	0
							SB Collier Ave (S of Central Ave)	378	45	18	45	0	0	0	0	0	0
ST02.04	Vacant lot	Undeveloped Lands	G	3/16/2021 02:56 p.m.	10	59.8	Simultaneous with ST02.03										
				3/16/2021 03:09 p.m.	10	60.5	Simultaneous with ST02.03										

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST02.05	18310 Collier Ave, Suite B, Lake Elsinore, CA 92530 (Pieology, outdoor dining)	outdoor dining	E	10/13/2020 11:47 a.m.	10	60.4	NB I-15 Ln 1 (between Central Ave Ramps)	1296	76	6	76	0	0	0	0	6	76
							NB I-15 Ln 2 (between Central Ave Ramps)	738	69	102	69	66	55	0	0	0	0
							NB I-15 Ln 3 (between Central Ave Ramps)	126	67	90	67	174	55	6	67	0	0
							SB I-15 Ln 1 (between Central Ave Ramps)	888	76	12	76	0	0	0	0	0	0
							SB I-15 Ln 2 (between Central Ave Ramps)	870	70	48	70	24	57	0	0	0	0
							SB I-15 Ln 3 (between Central Ave Ramps)	318	68	30	68	144	57	0	0	0	0
							NB Central Ave Off Ramp Lane 1	282	67	0	0	0	0	0	0	0	0
							NB Central Ave Off Ramp Lane 2	342	67	6	67	12	55	0	0	0	0
							NB Central Ave Off Ramp Lane 3	414	67	6	67	6	55	0	0	0	0
							NB Central Ave On Ramp	432	67	12	67	42	55	0	0	0	0
							SB Central Ave Off Ramp Lane 1	150	68	0	0	0	0	0	0	0	0
							SB Central Ave Off Ramp Lane 2	126	68	0	0	36	57	6	68	0	0
							SB Central Ave Off Ramp Lane 3	222	68	12	68	6	57	0	0	0	0
							SB Central Ave On Ramp Lane 1	414	68	0	0	0	0	0	0	0	0
							SB Central Ave On Ramp Lane 2	372	68	12	68	6	57	0	0	0	0
							EB Central Ave (W of NB Ramps) left turn lane[3]	90	25	0	25	6	25	0	25	0	25
							EB Central Ave (W of NB Ramps) Lane 1[3]	468	25	0	25	0	25	0	25	0	25
							EB Central Ave (W of NB Ramps) Lane 2[3]	366	25	0	25	0	25	0	25	6	25
							EB Central Ave (W of NB Ramps) Lane 3[3]	252	25	6	25	36	25	6	25	0	25
							WB Central Ave (W of NB Ramps) left turn lane[3]	414	25	6	25	6	25	0	25	0	25
							WB Central Ave (W of NB Ramps) Lane 1[3]	540	25	6	25	12	25	0	25	0	25
							WB Central Ave (W of NB Ramps) Lane 2[3]	786	25	6	25	0	25	0	25	0	25
							EB Central Ave (W of SB Ramps) Lane 1[3]	408	25	0	0	6	25	0	0	0	0
							EB Central Ave (W of SB Ramps) Lane 2[3]	300	25	0	0	0	0	0	0	0	0
							EB Central Ave (W of SB Ramps) Lane 3[3]	192	25	6	25	6	25	0	0	0	0
							EB Central Ave (W of SB Ramps) right turn lane[3]	372	25	6	25	0	0	0	0	0	0
							WB Central Ave (W of SB Ramps) left turn lane 1[3]	150	25	0	0	0	0	0	0	0	0
							WB Central Ave (W of SB Ramps) left turn lane 2[3]	144	25	0	0	6	25	0	0	0	0
							WB Central Ave (W of SB Ramps) Lane 1[3]	348	25	12	25	6	25	0	0	0	0
							WB Central Ave (W of SB Ramps) right turn lane 1[3]	276	25	6	25	12	25	0	0	0	0
							WB Central Ave (W of SB Ramps) right turn lane 2[3]	276	25	0	0	0	0	0	0	0	0
							NB Collier Ave (S of Central Ave) left turn lane	72	45	0	0	0	0	0	0	0	0
							NB Collier Ave (S of Central Ave) Lane 1	96	45	0	0	0	0	0	0	0	0
							NB Collier Ave (S of Central Ave) Lane 2	96	45	0	0	0	0	0	0	0	0
							NB Collier Ave (S of Central Ave) right turn lane 1	120	45	0	0	6	45	0	0	0	0
							NB Collier Ave (S of Central Ave) right turn lane 2	120	45	0	0	0	0	0	0	0	0
							SB Collier Ave (S of Central Ave) Lane 1	240	45	0	0	0	0	0	0	0	0
							SB Collier Ave (S of Central Ave) Lane 2	246	45	6	45	6	45	6	45	0	0
							NB Collier Ave (N of Central Ave) Lane 1	420	45	6	45	12	45	6	45	0	0
							NB Collier Ave (N of Central Ave) Lane 2	462	45	6	45	0	0	0	0	0	0
							SB Collier Ave (N of Central Ave) left turn lane 1	360	45	0	0	0	0	0	0	0	0
							SB Collier Ave (N of Central Ave) left turn lane 2	408	45	6	45	0	0	0	0	0	0
							SB Collier Ave (N of Central Ave) Lane 1	96	45	0	0	0	0	0	0	0	0
							SB Collier Ave (N of Central Ave) Lane 2	78	45	0	0	0	0	6	45	0	0
							SB Collier Ave (N of Central Ave) right turn lane	42	45	6	45	6	45	0	0	0	0

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
				10/13/2020 12:00 p.m.	10	60.4	NB I-15 Ln 1 (between Central Ave Ramps)	1086	77	0	0	0	0	0	0	0	0
							NB I-15 Ln 2 (between Central Ave Ramps)	726	71	66	71	60	57	0	0	0	0
							NB I-15 Ln 3 (between Central Ave Ramps)	180	62	42	62	168	57	0	0	0	0
							SB I-15 Ln 1 (between Central Ave Ramps)	966	75	6	75	0	0	0	0	0	0
							SB I-15 Ln 2 (between Central Ave Ramps)	780	72	66	72	42	56	0	0	6	72
							SB I-15 Ln 3 (between Central Ave Ramps)	276	71	30	71	210	56	0	0	0	0
							NB Central Ave Off Ramp Lane 1	252	62	0	0	0	0	0	0	0	0
							NB Central Ave Off Ramp Lane 2	294	62	6	62	0	0	0	0	0	0
							NB Central Ave Off Ramp Lane 3	360	62	12	62	0	0	0	0	0	0
							NB Central Ave On Ramp	462	62	6	62	30	57	6	62	0	0
							SB Central Ave Off Ramp Lane 1	186	71	0	71	0	0	0	0	0	0
							SB Central Ave Off Ramp Lane 2	90	71	6	71	30	56	0	0	0	0
							SB Central Ave Off Ramp Lane 3	126	71	6	71	0	0	0	0	0	0
							SB Central Ave On Ramp Lane 1	222	71	0	0	6	56	0	0	18	71
							SB Central Ave On Ramp Lane 2	690	71	6	71	30	56	0	0	6	71
							EB Central Ave (W of NB Ramps) left turn lane[3]	120	25	6	25	6	25	0	0	0	0
							EB Central Ave (W of NB Ramps) Lane 1[3]	642	25	6	25	6	25	0	0	0	0
							EB Central Ave (W of NB Ramps) Lane 2[3]	312	25	6	25	18	25	6	25	0	0
							EB Central Ave (W of NB Ramps) Lane 3[3]	252	25	6	25	30	25	0	0	0	0
							WB Central Ave (W of NB Ramps) left turn lane[3]	438	25	0	0	30	25	0	0	18	25
							WB Central Ave (W of NB Ramps) Lane 1[3]	390	25	6	25	6	25	0	0	0	0
							WB Central Ave (W of NB Ramps) Lane 2[3]	756	25	6	25	6	25	0	0	0	0
							EB Central Ave (W of SB Ramps) Lane 1[3]	486	25	6	25	6	25	0	0	0	0
							EB Central Ave (W of SB Ramps) Lane 2[3]	282	25	6	25	6	25	6	25	0	0
							EB Central Ave (W of SB Ramps) Lane 3[3]	210	25	0	0	12	25	0	0	0	0
							EB Central Ave (W of SB Ramps) right turn lane[3]	474	25	6	25	6	25	0	0	6	25
							WB Central Ave (W of SB Ramps) left turn lane 1[3]	96	25	0	0	0	0	0	0	0	0
							WB Central Ave (W of SB Ramps) left turn lane 2[3]	96	25	6	25	18	25	0	0	0	0
							WB Central Ave (W of SB Ramps) Lane 1[3]	204	25	0	0	0	0	0	0	0	0
							WB Central Ave (W of SB Ramps) right turn lane 1[3]	300	25	12	25	6	25	0	0	0	0
							WB Central Ave (W of SB Ramps) right turn lane 2[3]	300	25	0	0	0	0	0	0	0	0
							NB Collier Ave (S of Central Ave) left turn lane	120	45	0	0	0	0	0	0	0	0
							NB Collier Ave (S of Central Ave) Lane 1	84	45	0	0	6	45	0	0	0	0
							NB Collier Ave (S of Central Ave) Lane 2	90	45	0	0	0	0	0	0	0	0
							NB Collier Ave (S of Central Ave) right turn lane 1	180	45	0	0	6	45	0	0	0	0
							NB Collier Ave (S of Central Ave) right turn lane 2	180	45	6	45	0	0	0	0	0	0
							SB Collier Ave (S of Central Ave) Lane 1	198	45	0	0	0	0	0	0	0	0
							SB Collier Ave (S of Central Ave) Lane 2	198	45	6	45	24	45	0	0	0	0
							NB Collier Ave (N of Central Ave) Lane 1	348	45	0	0	12	45	6	45	0	0
							NB Collier Ave (N of Central Ave) Lane 2	558	45	6	45	0	0	0	0	0	0
							SB Collier Ave (N of Central Ave) left turn lane 1	336	45	18	45	0	0	6	45	0	0
							SB Collier Ave (N of Central Ave) left turn lane 2	384	45	12	45	12	45	6	45	6	45
							SB Collier Ave (N of Central Ave) Lane 1	96	45	0	0	0	0	0	0	0	0
							SB Collier Ave (N of Central Ave) Lane 2	72	45	0	0	0	0	0	0	0	0
							SB Collier Ave (N of Central Ave) right turn lane	42	45	0	0	6	45	0	0	0	0

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST03.01	18611 Dexter Ave, Lake Elsinore, CA 92532 (Burger King)	Restaurant	E	10/13/2020 8:40 a.m.	15	64.7	NB I-15 Ln 1 (between Central Ave Ramps)	1268	77	4	77	0	0	0	0	4	77
							NB I-15 Ln 2 (between Central Ave Ramps)	928	70	32	70	28	54	0	0	8	70
							NB I-15 Ln 3 (between Central Ave Ramps)	160	63	32	63	180	54	0	0	0	0
							SB I-15 Ln 1 (between Central Ave Ramps)	1112	77	12	77	0	0	0	0	0	0
							SB I-15 Ln 2 (between Central Ave Ramps)	688	70	84	70	40	57	8	70	4	70
							SB I-15 Ln 3 (between Central Ave Ramps)	236	72	56	72	200	57	0	0	0	0
							NB Central Ave Off Ramp	632	63	20	63	16	54	0	0	8	63
							NB Central Ave On Ramp	368	63	24	63	28	54	0	0	4	63
							SB Central Ave Off Ramp	360	72	20	72	16	57	0	0	0	0
							SB Central Ave On Ramp	732	72	28	72	4	57	0	0	0	0
							EB Central Ave (E of Dexter Ave)	636	45	24	45	16	45	0	0	0	0
							WB Central Ave (E of Dexter Ave)	1056	45	24	45	20	45	0	0	4	45
							EB Central Ave (W of Dexter Ave)	796	45	36	45	24	45	0	0	0	0
							WB Central Ave (W of Dexter Ave)	1104	45	40	45	32	45	0	0	4	45
							EB Central Ave (W of NB Ramps)	648	45	20	45	16	45	0	0	0	0
							WB Central Ave (W of NB Ramps)	1148	45	36	45	8	45	0	0	4	45
							NB Dexter Ave (S of Central Ave)	188	40	4	40	4	40	0	0	0	0
							SB Dexter Ave (S of Central Ave)	172	40	8	40	4	40	0	0	0	0
							NB Dexter Ave (N of Central Ave)	316	45	8	45	8	45	0	0	0	0
							SB Dexter Ave (N of Central Ave)	232	45	8	45	4	45	0	0	0	0
				10/13/2020 8:56 a.m.	15	64.7	NB I-15 Ln 1 (between Central Ave Ramps)	1068	75	4	75	0	0	0	0	4	75
							NB I-15 Ln 2 (between Central Ave Ramps)	800	71	56	71	36	56	0	0	0	0
							NB I-15 Ln 3 (between Central Ave Ramps)	140	67	48	67	192	56	0	0	0	0
							SB I-15 Ln 1 (between Central Ave Ramps)	956	76	4	76	4	56	0	0	4	76
							SB I-15 Ln 2 (between Central Ave Ramps)	716	70	68	70	60	56	0	0	0	0
							SB I-15 Ln 3 (between Central Ave Ramps)	180	71	52	71	188	56	0	0	0	0
							NB Central Ave Off Ramp	628	67	28	67	4	56	0	0	0	0
							NB Central Ave On Ramp	340	67	32	67	36	56	0	0	0	0
							SB Central Ave Off Ramp	272	71	12	71	32	56	0	0	0	0
							SB Central Ave On Ramp	612	71	36	71	12	56	0	0	0	0
							EB Central Ave (E of Dexter Ave)	660	45	16	45	40	45	0	0	0	0
							WB Central Ave (E of Dexter Ave)	1052	45	36	45	40	45	4	45	4	45
							EB Central Ave (W of Dexter Ave)	860	45	32	45	32	45	0	0	0	0
							WB Central Ave (W of Dexter Ave)	1176	45	56	45	44	45	4	45	0	0
							EB Central Ave (W of NB Ramps)	592	45	12	45	36	45	0	0	0	0
							WB Central Ave (W of NB Ramps)	1216	45	44	45	12	45	4	45	0	0
							NB Dexter Ave (S of Central Ave)	244	40	28	40	0	0	0	0	0	0
							SB Dexter Ave (S of Central Ave)	260	40	12	40	4	40	0	0	4	40
							NB Dexter Ave (N of Central Ave)	336	45	12	45	0	0	0	0	0	0
							SB Dexter Ave (N of Central Ave)	224	45	12	45	4	45	0	0	0	0

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST03.02	29315 Central Ave, Lake Elsinore, CA 92532 (Costco, next to exterior food court)	Restaurant outdoor dining	E	10/14/2020 7:39 a.m.	15	62.6	NB I-15 Ln 1 (between Central Ave Ramps)	1424	75	20	75	0	0	0	0	12	75
							NB I-15 Ln 2 (between Central Ave Ramps)	824	72	36	72	36	55	0	0	0	0
							NB I-15 Ln 3 (between Central Ave Ramps)	192	67	48	67	128	55	0	0	8	67
							SB I-15 Ln 1 (between Central Ave Ramps)	1168	73	0	0	0	0	0	0	4	73
							SB I-15 Ln 2 (between Central Ave Ramps)	832	69	84	69	32	53	0	0	0	0
							SB I-15 Ln 3 (between Central Ave Ramps)	228	67	48	67	236	53	0	0	0	0
							NB Central Ave On Ramp	332	67	8	67	24	55	0	0	0	0
							SB Central Ave Off Ramp	368	67	16	67	16	53	4	67	0	0
							NB Dexter Ave (N of Central Ave)	248	45	8	45	0	0	0	0	4	45
							SB Dexter Ave (N of Central Ave)	188	45	8	45	0	0	0	0	0	0
							NB Dexter Ave (S of Costco Driveway)	124	45	4	45	0	0	0	0	4	45
							SB Dexter Ave (S of Costco Driveway)	76	45	0	0	0	0	0	0	0	0
							NB Dexter Ave (N of Costco Driveway)	52	45	4	45	0	0	0	0	0	0
							SB Dexter Ave (N of Costco Driveway)	56	45	0	0	0	0	0	0	0	0
				10/14/2020 7:57 a.m.	15	61.3	NB I-15 Ln 1 (between Central Ave Ramps)	1340	77	16	77	0	0	0	0	4	77
							NB I-15 Ln 2 (between Central Ave Ramps)	868	72	32	72	52	59	8	72	4	72
							NB I-15 Ln 3 (between Central Ave Ramps)	196	62	40	62	156	59	0	0	0	0
							SB I-15 Ln 1 (between Central Ave Ramps)	980	73	4	73	0	0	0	0	4	73
							SB I-15 Ln 2 (between Central Ave Ramps)	720	70	64	70	56	53	0	0	0	0
							SB I-15 Ln 3 (between Central Ave Ramps)	140	65	40	65	228	53	0	0	0	0
							NB Central Ave On Ramp	400	62	0	0	32	59	0	0	0	0
							SB Central Ave Off Ramp	408	65	16	65	24	53	0	0	0	0
							NB Dexter Ave (N of Central Ave)	256	45	4	45	4	45	0	0	0	0
							SB Dexter Ave (N of Central Ave)	200	45	4	45	12	45	0	0	0	0
							NB Dexter Ave (S of Costco Driveway)	108	45	0	0	0	0	0	0	0	0
							SB Dexter Ave (S of Costco Driveway)	88	45	0	0	4	45	0	0	0	0
							NB Dexter Ave (N of Costco Driveway)	64	45	0	0	0	0	0	0	0	0
							SB Dexter Ave (N of Costco Driveway)	76	45	0	0	0	0	0	0	0	0

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST03.03	18220 Dexter Ave, Lake Elsinore, CA 92532 (Church of Jesus Christ of Latter-day Saints)	Parking Lot	F	10/14/2020 8:58 a.m.	10	61.9	NB I-15 Ln 1 (between Central Ave Ramps)	1296	76	0	0	0	0	0	0	24	76
							NB I-15 Ln 2 (between Central Ave Ramps)	858	72	42	72	66	56	0	0	0	0
							NB I-15 Ln 3 (between Central Ave Ramps)	156	64	12	64	246	56	0	0	0	0
							SB I-15 Ln 1 (between Central Ave Ramps)	810	73	18	73	0	0	0	0	0	0
							SB I-15 Ln 2 (between Central Ave Ramps)	714	68	66	68	30	53	0	0	0	0
							SB I-15 Ln 3 (between Central Ave Ramps)	174	65	66	65	192	53	0	0	0	0
							NB Central Ave On Ramp	348	64	12	64	48	56	0	0	0	0
							SB Central Ave Off Ramp	240	65	12	65	18	53	0	0	0	0
							NB Dexter Ave (@ 11th St)	12	45	0	0	0	0	0	0	0	0
							SB Dexter Ave (@ 11th St)	48	45	0	0	0	0	0	0	0	0
							NB Dexter Ave (@ Heidi Lisa Ln)	12	45	0	0	0	0	0	0	0	0
							SB Dexter Ave (@ Heidi Lisa Ln)	54	45	0	0	0	0	0	0	0	0
							NB 11th St	12	25	6	25	0	0	0	0	0	0
							SB 11th St	18	25	0	0	0	0	0	0	0	0
				10/14/2020 9:21 a.m.	10	61.3	NB I-15 Ln 1 (between Central Ave Ramps)	1218	76	0	0	0	0	0	0	0	0
							NB I-15 Ln 2 (between Central Ave Ramps)	846	72	6	72	42	57	0	0	6	72
							NB I-15 Ln 3 (between Central Ave Ramps)	144	70	60	70	168	57	0	0	0	0
							SB I-15 Ln 1 (between Central Ave Ramps)	906	75	18	75	0	0	0	0	0	0
							SB I-15 Ln 2 (between Central Ave Ramps)	756	71	90	71	30	53	0	0	0	0
							SB I-15 Ln 3 (between Central Ave Ramps)	186	66	72	66	186	53	12	66	0	0
							NB Central Ave On Ramp	474	70	36	70	36	57	0	0	0	0
							SB Central Ave Off Ramp	330	66	6	66	18	53	0	0	0	0
							NB Dexter Ave (@ 11th St)	48	45	6	45	0	0	0	0	0	0
							SB Dexter Ave (@ 11th St)	48	45	0	0	6	45	0	0	0	0
							NB Dexter Ave (@ Heidi Lisa Ln)	30	45	6	45	0	0	0	0	0	0
							SB Dexter Ave (@ Heidi Lisa Ln)	48	45	0	0	6	45	0	0	0	0
							NB 11th St	18	25	0	0	6	25	0	0	0	0
							SB 11th St	24	25	6	25	0	0	0	0	0	0
ST03.04	18159 Dexter Ave, Lake Elsinore, CA 92532	Residential	B	10/14/2020 8:58 a.m.	10	65.9	Simultaneous with ST03.03, ST03.05, and ST03.06										
				10/14/2020 9:21 a.m.	10	65.3	Simultaneous with ST03.03, ST03.05, and ST03.06										
ST03.05 (LT03.01)	18095 Dexter Ave., Lake Elsinore, CA 92532	Residential	B	10/14/2020 8:58 a.m.	10	65.4	Simultaneous with ST03.03, ST03.04, and ST03.06										
				10/14/2020 9:21 a.m.	10	64.8	Simultaneous with ST03.03, ST03.04, and ST03.06										
ST03.06	18055 Dexter Ave., Lake Elsinore, CA 92532	Residential	B	10/14/2020 8:58 a.m.	10	61.6	Simultaneous with ST03.03, ST03.04, and ST03.05										
				10/14/2020 9:21 a.m.	10	61.0	Simultaneous with ST03.03, ST03.04, and ST03.05										

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST03.07	28755 El Toro Rd, Lake Elsinore, CA 92532 (Temescal Canyon High School, tennis court)	Sports Field	C	10/13/2020 3:01 p.m.	10	68.7	NB I-15 Ln 1 (between Nichols Rd Ramps)	1140	75	12	75	0	0	0	0	0	0
							NB I-15 Ln 2 (between Nichols Rd Ramps)	876	69	114	69	36	55	6	69	0	0
							NB I-15 Ln 3 (between Nichols Rd Ramps)	234	60	30	60	228	55	0	0	0	0
							SB I-15 Ln 1 (between Nichols Rd Ramps)	1596	77	6	77	0	0	0	0	12	77
							SB I-15 Ln 2 (between Nichols Rd Ramps)	1350	73	36	73	24	55	0	0	6	73
							SB I-15 Ln 3 (between Nichols Rd Ramps)	606	70	54	70	84	55	0	0	0	0
							NB Nichols Rd Off Ramp	258	60	6	60	6	55	0	0	0	0
							SB Nichols Rd On Ramp	222	70	12	70	6	55	0	0	0	0
							NB El Toro Rd (N of high school driveway)	72	25	0	0	0	0	0	0	0	0
							SB El Toro Rd (N of high school driveway)	180	25	0	0	0	0	0	0	0	0
							NB El Toro Rd (S of high school driveway)	78	25	0	0	0	0	0	0	0	0
							SB El Toro Rd (S of high school driveway)	162	25	0	0	0	0	0	0	0	0
				10/13/2020 3:14 p.m.	10	69.4	NB I-15 Ln 1 (between Nichols Rd Ramps)	1470	74	12	74	0	0	6	74	6	74
							NB I-15 Ln 2 (between Nichols Rd Ramps)	948	70	66	70	48	60	0	0	6	70
							NB I-15 Ln 3 (between Nichols Rd Ramps)	348	64	78	64	174	60	0	0	0	0
							SB I-15 Ln 1 (between Nichols Rd Ramps)	1500	82	12	82	0	0	0	0	12	82
							SB I-15 Ln 2 (between Nichols Rd Ramps)	1242	76	24	76	0	0	0	0	6	76
							SB I-15 Ln 3 (between Nichols Rd Ramps)	564	66	42	66	78	52	0	0	0	0
							NB Nichols Rd Off Ramp	180	64	0	0	18	60	0	0	0	0
							SB Nichols Rd On Ramp	246	66	12	66	6	52	0	0	0	0
							NB El Toro Rd (N of high school driveway)	126	25	6	25	0	0	0	0	0	0
							SB El Toro Rd (N of high school driveway)	156	25	0	0	0	0	0	0	0	0
							NB El Toro Rd (S of high school driveway)	144	25	6	25	0	0	0	0	0	0
							SB El Toro Rd (S of high school driveway)	168	25	0	0	0	0	0	0	0	0
ST03.08	28755 El Toro Rd, Lake Elsinore, CA 92532 (Temescal Canyon High School, baseball field)	Sports Field	C	10/13/2020 3:01 p.m.	10	73.5	Simultaneous with ST03.07										
				10/13/2020 3:14 p.m.	10	73.5	Simultaneous with ST03.07										

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST03.09	Vacant lot/open space	Undeveloped Lands	G	10/14/2020 10:56 a.m.	10	61	NB I-15 Ln 1 (between Nichols Rd Ramps)	1284	76	12	76	0	0	0	0	0	0
							NB I-15 Ln 2 (between Nichols Rd Ramps)	984	68	72	68	66	53	0	0	0	0
							NB I-15 Ln 3 (between Nichols Rd Ramps)	198	69	42	69	276	53	0	0	0	0
							SB I-15 Ln 1 (between Nichols Rd Ramps)	840	77	6	77	0	0	0	0	12	77
							SB I-15 Ln 2 (between Nichols Rd Ramps)	978	75	54	75	0	0	0	0	6	75
							SB I-15 Ln 3 (between Nichols Rd Ramps)	306	65	48	65	246	50	0	0	0	0
							NB Nichols Rd Off Ramp	126	69	0	0	24	53	0	0	0	0
							NB Nichols Rd On Ramp	72	69	0	0	0	0	0	0	0	0
							SB Nichols Rd Off Ramp	144	65	12	65	6	50	0	0	0	0
							SB Nichols Rd On Ramp	162	65	18	65	36	50	0	0	0	0
							EB Nichols Rd (E of NB Ramps)	66	35	0	0	18	35	0	0	6	35
							WB Nichols Rd (E of NB Ramps)	60	35	0	0	30	35	0	0	0	0
							EB Nichols Rd (between NB and SB Ramps) Lane 1	54	35	0	0	0	0	0	0	0	0
							EB Nichols Rd (between NB and SB Ramps) Lane 2	60	35	6	35	6	35	0	0	6	35
							WB Nichols Rd (between NB and SB Ramps) Lane 1	12	35	0	0	30	35	0	0	0	0
							WB Nichols Rd (between NB and SB Ramps) Lane 2	174	35	6	35	6	35	0	0	0	0
							EB Nichols Rd (W of SB Ramps) Lane 1	186	35	12	35	24	35	0	0	6	35
							EB Nichols Rd (W of SB Ramps) Lane 2	150	35	12	35	12	35	0	0	0	35
							WB Nichols Rd (W of SB Ramps) Lane 1	138	35	12	35	6	35	0	0	0	0
							WB Nichols Rd (W of SB Ramps) Lane 2	120	35	6	35	12	35	0	0	0	0
							NB Collier Rd (S of Nichols) Lane 1	78	50	0	0	0	0	0	0	0	0
							NB Collier Rd (S of Nichols) Lane 2	54	50	12	50	6	50	0	0	6	50
							SB Collier Rd (S of Nichols) Lane 1	138	50	12	50	6	50	0	0	0	0
							SB Collier Rd (S of Nichols) Lane 2	30	50	0	0	6	50	0	0	0	0
				10/14/2020 11:08 a.m.	10	60.2	NB I-15 Ln 1 (between Nichols Rd Ramps)	1140	76	0	0	0	0	0	0	6	76
							NB I-15 Ln 2 (between Nichols Rd Ramps)	870	71	66	71	30	53	0	0	6	71
							NB I-15 Ln 3 (between Nichols Rd Ramps)	150	59	48	59	192	53	0	0	6	59
							SB I-15 Ln 1 (between Nichols Rd Ramps)	1020	79	0	0	0	0	0	0	6	79
							SB I-15 Ln 2 (between Nichols Rd Ramps)	1026	73	54	73	0	0	0	0	0	0
							SB I-15 Ln 3 (between Nichols Rd Ramps)	366	64	60	64	174	58	0	0	0	0
							NB Nichols Rd Off Ramp	150	59	0	0	24	53	0	0	0	0
							NB Nichols Rd On Ramp	102	59	18	59	0	0	0	0	0	0
							SB Nichols Rd Off Ramp	108	64	6	64	0	0	0	0	0	0
							SB Nichols Rd On Ramp	144	64	6	64	30	58	0	0	0	0
							EB Nichols Rd (E of NB Ramps)	24	35	0	0	24	35	0	0	0	0
							WB Nichols Rd (E of NB Ramps)	72	35	0	0	24	35	0	0	0	0
							EB Nichols Rd (between NB and SB Ramps) Lane 1	102	35	12	35	0	0	0	0	0	0
							EB Nichols Rd (between NB and SB Ramps) Lane 2	12	35	0	0	0	0	0	0	0	0
							WB Nichols Rd (between NB and SB Ramps) Lane 1	30	35	0	0	24	35	0	0	0	0
							WB Nichols Rd (between NB and SB Ramps) Lane 2	156	35	0	0	0	0	0	0	0	0
							EB Nichols Rd (W of SB Ramps) Lane 1	216	35	12	35	6	35	0	0	6	35
							EB Nichols Rd (W of SB Ramps) Lane 2	114	35	6	35	6	35	0	0	0	0
							WB Nichols Rd (W of SB Ramps) Lane 1	150	35	6	35	0	0	0	0	0	0
							WB Nichols Rd (W of SB Ramps) Lane 2	108	35	0	0	0	0	0	0	0	0
							NB Collier Rd (S of Nichols) Lane 1	48	50	6	50	0	0	0	0	0	0
							NB Collier Rd (S of Nichols) Lane 2	108	50	6	50	0	0	0	0	6	50
							SB Collier Rd (S of Nichols) Lane 1	150	50	6	50	0	0	0	0	0	0
							SB Collier Rd (S of Nichols) Lane 2	42	50	0	0	0	0	0	0	0	0
ST04.01	18170 Collier Ave, Lake Elsinore, CA 92530 (Elsinore Valley Cemetery)	Cemetery	C	10/13/2020 12:46 p.m.	10	65.9	Simultaneous with ST02.02 and ST04.02										
				10/13/2020 12:59 p.m.	10	66.5	Simultaneous with ST02.02 and ST04.02										
ST04.02	29033 El Toro Rd, Lake Elsinore, CA 92530	Undeveloped	G	10/13/2020 12:46 p.m.	10	60.1	Simultaneous with ST02.02 and ST04.01										
				10/13/2020 12:59 p.m.	10	60.6	Simultaneous with ST02.02 and ST04.01										

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST04.03	17600 Collier Ave, Lake Elsinore, CA 92530 (Outlets at Lake Elsinore, patio)	Outdoor dining	E	10/14/2020 10:05 a.m.	10	57.2	NB I-15 Ln 1 (between Nichols Rd Ramps)	1164	76	12	76	0	0	0	0	6	76
							NB I-15 Ln 2 (between Nichols Rd Ramps)	906	68	60	68	42	52	0	0	0	0
							NB I-15 Ln 3 (between Nichols Rd Ramps)	234	66	30	66	294	52	0	0	12	66
							SB I-15 Ln 1 (between Nichols Rd Ramps)	888	78	0	0	0	0	0	0	0	0
							SB I-15 Ln 2 (between Nichols Rd Ramps)	858	72	60	72	18	56	0	0	0	0
							SB I-15 Ln 3 (between Nichols Rd Ramps)	216	70	78	70	192	56	0	0	0	0
							NB Nichols Rd Off Ramp	78	66	12	66	24	52	0	0	0	0
							SB Nichols Rd On Ramp	198	70	0	0	24	56	0	0	0	0
							NB Collier Rd (S of Nichols)	132	50	0	0	0	0	0	0	0	0
							SB Collier Rd (S of Nichols)	84	50	6	50	0	0	6	50	6	50
				10/14/2020 10:17 a.m.	10	57.0	NB I-15 Ln 1 (between Nichols Rd Ramps)	1404	77	24	77	0	0	0	0	18	77
							NB I-15 Ln 2 (between Nichols Rd Ramps)	1080	70	48	70	18	53	0	0	18	70
							NB I-15 Ln 3 (between Nichols Rd Ramps)	276	68	60	68	162	53	12	68	0	0
							SB I-15 Ln 1 (between Nichols Rd Ramps)	852	76	18	76	0	0	0	0	12	76
							SB I-15 Ln 2 (between Nichols Rd Ramps)	870	72	72	72	18	49	6	72	0	0
							SB I-15 Ln 3 (between Nichols Rd Ramps)	324	64	102	64	108	49	0	0	6	64
							NB Nichols Rd Off Ramp	156	68	0	0	12	53	0	0	0	0
							SB Nichols Rd On Ramp	228	64	0	0	24	49	0	0	0	0
							NB Collier Rd (S of Nichols)	126	50	0	0	0	0	0	0	0	0
							SB Collier Rd (S of Nichols)	96	50	12	50	0	0	0	0	0	0
ST04.04	17600 Collier Ave, Lake Elsinore, CA 92530 (Outlets at Lake Elsinore, exterior seating)	outdoor seating	E	10/14/2020 10:05 a.m.	10	63.2	Simultaneous with ST04.03 and ST04.05										
				10/14/2020 10:17 a.m.	10	62.2	Simultaneous with ST04.03 and ST04.05										
ST04.05	17600 Collier Ave, Lake Elsinore, CA 92530 (Outlets at Lake Elsinore)	outdoor seating	E	10/14/2020 10:05 a.m.	10	60.6	Simultaneous with ST04.03 and ST04.04										
				10/14/2020 10:17 a.m.	10	60.4	Simultaneous with ST04.03 and ST04.04										
ST04.06	Vacant lot south of Arco at 19930 Collier Ave, Lake Elsinore, CA 92530	Undeveloped Land	G	10/14/2020 10:56 a.m.	10	65.3	Simultaneous with ST03.09										
				10/14/2020 11:08 a.m.	10	65.3	Simultaneous with ST03.09										
ST05.01	1000 Nichols Rd, Lake Elsinore, CA 92530 (aggregate mining)	Agricultural	F	10/20/2020 11:17 a.m.	10	72.2	NB I-15 Ln 1 (between Main St Ramps)	1326	74	6	74	0	0	0	0	0	0
							NB I-15 Ln 2 (between Main St Ramps)	1014	65	48	65	30	56	0	0	0	0
							NB I-15 Ln 3 (between Main St Ramps)	324	64	90	64	222	56	0	0	0	0
							SB I-15 Ln 1 (between Main St Ramps)	1176	80	12	80	0	0	6	80	0	0
							SB I-15 Ln 2 (between Main St Ramps)	972	76	60	76	24	56	0	0	0	0
							SB I-15 Ln 3 (between Main St Ramps)	288	66	78	66	186	56	0	0	0	0
							NB Main St On Ramp	132	64	6	64	6	56	0	0	0	0
							SB Main St Off Ramp	132	66	12	66	12	56	0	0	0	0
				10/20/2020 11:30 a.m.	10	72	NB I-15 Ln 1 (between Main St Ramps)	1092	77	0	0	0	0	0	0	6	77
							NB I-15 Ln 2 (between Main St Ramps)	942	77	24	77	42	59	0	0	12	77
							NB I-15 Ln 3 (between Main St Ramps)	270	67	12	67	168	59	6	67	0	0
							SB I-15 Ln 1 (between Main St Ramps)	1080	78	6	78	0	0	0	0	0	0
							SB I-15 Ln 2 (between Main St Ramps)	948	73	66	73	30	55	0	0	6	73
							SB I-15 Ln 3 (between Main St Ramps)	360	69	66	69	216	55	0	0	0	0
							NB Main St On Ramp	36	67	0	0	24	59	0	0	0	0
							SB Main St Off Ramp	102	69	0	0	6	55	0	0	0	0
ST05.02	Undeveloped	Undeveloped Land	G	10/20/2020 11:17 a.m.	10	70.2	Simultaneous with ST05.01										
				10/20/2020 11:30 a.m.	10	69.9	Simultaneous with ST05.01										

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST05.03	Cell phone tower	Cell Tower	F	10/20/2020 12:29 p.m.	10	67.4	NB I-15 Ln 1	1230	75	54	75	0	0	0	0	0	0
							NB I-15 Ln 2	810	70	66	70	66	53	0	0	12	70
							NB I-15 Ln 3	198	65	72	65	300	53	0	0	0	0
							SB I-15 Ln 1	1356	76	6	76	0	0	0	0	0	0
							SB I-15 Ln 2	1194	70	102	70	18	55	0	0	6	70
							SB I-15 Ln 3	348	63	42	63	234	55	6	63	0	0
							EB Walker Canyon	0	0	0	0	0	0	0	0	0	0
							WB Walker Canyon	0	0	0	0	0	0	0	0	0	0
				10/20/2020 12:42 p.m.	10	67.4	NB I-15 Ln 1	1368	76	18	76	0	0	0	0	6	76
							NB I-15 Ln 2	894	69	102	69	66	56	0	0	0	0
							NB I-15 Ln 3	264	66	72	66	234	56	0	0	0	0
							SB I-15 Ln 1	1158	75	6	75	0	0	0	0	0	0
							SB I-15 Ln 2	984	69	90	69	30	55	0	0	0	0
							SB I-15 Ln 3	324	62	78	62	210	55	0	0	0	0
							EB Walker Canyon	0	0	0	0	0	0	0	0	0	0
							WB Walker Canyon	0	0	0	0	0	0	0	0	0	0
ST05.04	Undeveloped	Undeveloped Land	G	9/23/2020 11:56 a.m.	10	58.3	NB I-15 Ln 1 (between Lake Street Ramps)	1182	74	12	74	0	0	0	0	0	0
							NB I-15 Ln 2 (between Lake Street Ramps)	822	69	42	69	48	52	0	0	12	69
							NB I-15 Ln 3 (between Lake Street Ramps)	228	65	54	65	276	52	0	0	0	0
							SB I-15 Ln 1 (between Lake Street Ramps)	1236	74	0	0	6	58	0	0	0	0
							SB I-15 Ln 2 (between Lake Street Ramps)	924	71	60	71	30	58	0	0	0	0
							SB I-15 Ln 3 (between Lake Street Ramps)	372	68	30	68	138	58	0	0	0	0
							NB Lake St On Ramp	390	65	6	65	6	52	0	0	0	0
							NB Lake St Off Ramp Lane 1	60	65	0	0	12	52	0	0	6	65
							NB Lake St Off Ramp Lane 2	0	0	0	0	6	52	0	0	0	0
							SB Lake St On Ramp	108	68	12	68	0	0	0	0	0	0
							SB Lake St Off Ramp Lane 1	12	68	0	0	0	0	0	0	0	0
							SB Lake St Off Ramp Lane 2	246	68	6	68	0	0	0	0	18	68
							NB Lake St (N of NB Ramps)	18	50	0	0	0	0	0	0	0	0
							SB Lake St (N of NB Ramps)	24	50	0	0	0	0	0	0	0	0
							NB Lake St (N of SB Ramps) Lane 1	378	50	6	50	6	50	0	0	0	0
							NB Lake St (N of SB Ramps) Lane 2	18	50	0	0	0	0	0	0	0	0
							SB Lake St (N of SB Ramps) Lane 1	6	50	0	0	0	0	0	0	0	0
							SB Lake St (N of SB Ramps) Lane 2	84	50	0	0	12	50	0	0	6	50
							EB Walker Canyon Road	0	0	0	0	0	0	0	0	0	0
							WB Walker Canyon Road	0	0	0	0	0	0	0	0	0	0
				9/23/2020 12:24 p.m.	10	57.6	NB I-15 Ln 1 (between Lake Street Ramps)	1170	74	6	74	0	0	0	0	6	74
							NB I-15 Ln 2 (between Lake Street Ramps)	810	70	90	70	42	52	0	0	0	0
							NB I-15 Ln 3 (between Lake Street Ramps)	174	59	60	59	276	52	0	0	0	0
							SB I-15 Ln 1 (between Lake Street Ramps)	1374	73	6	73	0	0	0	0	12	73
							SB I-15 Ln 2 (between Lake Street Ramps)	888	68	90	68	42	57	0	0	0	0
							SB I-15 Ln 3 (between Lake Street Ramps)	336	66	30	66	168	57	0	0	0	0
							NB Lake St On Ramp	324	59	18	59	0	0	0	0	0	0
							NB Lake St Off Ramp Lane 1	96	59	24	59	12	52	0	0	0	0
							NB Lake St Off Ramp Lane 2	12	59	6	59	0	0	0	0	0	0
							SB Lake St On Ramp	108	66	6	66	0	0	0	0	0	0
							SB Lake St Off Ramp Lane 1	12	66	0	0	0	0	0	0	0	0
							SB Lake St Off Ramp Lane 2	228	66	30	66	6	57	0	0	0	0
							NB Lake St (N of NB Ramps)	24	50	6	50	0	0	0	0	0	0
							SB Lake St (N of NB Ramps)	18	50	6	50	0	0	0	0	0	0
							NB Lake St (N of SB Ramps) Lane 1	306	50	12	50	0	0	0	0	0	0
							NB Lake St (N of SB Ramps) Lane 2	0	0	0	0	0	0	0	0	0	0
							SB Lake St (N of SB Ramps) Lane 1	18	50	6	50	0	0	0	0	0	0
							SB Lake St (N of SB Ramps) Lane 2	102	50	12	50	12	50	0	0	0	0
							EB Walker Canyon Road	0	0	0	0	0	0	0	0	0	0
							WB Walker Canyon Road	0	0	0	0	0	0	0	0	0	0

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST06.01	Undeveloped	Undeveloped Land	G	3/18/2021 09:37 a.m.	10	60.3	NB I-15 Ln 1 (between Lake Street Ramps)	1272	71	30	71	0	0	0	0	0	0
							NB I-15 Ln 2 (between Lake Street Ramps)	1014	65	72	65	30	58	0	0	0	0
							NB I-15 Ln 3 (between Lake Street Ramps)	372	63	6	63	174	58	0	0	0	0
							SB I-15 Ln 1 (between Lake Street Ramps)	1176	68	12	68	0	0	0	0	0	0
							SB I-15 Ln 2 (between Lake Street Ramps)	984	73	72	73	72	61	0	0	0	0
							SB I-15 Ln 3 (between Lake Street Ramps)	306	62	60	62	282	61	0	0	0	0
							NB Lake St On Ramp	78	63	0	0	12	58	0	0	0	0
							SB Lake St Off Ramp	42	62	0	0	18	61	0	0	0	0
				3/18/2021 09:51 a.m.	10	59.7	NB I-15 Ln 1 (between Lake Street Ramps)	1500	71	30	71	0	0	0	0	6	71
							NB I-15 Ln 2 (between Lake Street Ramps)	1032	68	54	68	60	56	0	0	18	68
							NB I-15 Ln 3 (between Lake Street Ramps)	240	64	102	64	222	56	0	0	0	0
							SB I-15 Ln 1 (between Lake Street Ramps)	978	75	12	75	0	0	0	0	6	75
							SB I-15 Ln 2 (between Lake Street Ramps)	900	72	60	72	36	64	0	0	0	0
							SB I-15 Ln 3 (between Lake Street Ramps)	204	66	30	66	252	64	0	0	0	0
							NB Lake St On Ramp	72	64	6	64	0	0	0	0	0	0
							SB Lake St Off Ramp	114	66	6	66	0	0	0	0	0	0
ST06.02	Undeveloped	Undeveloped Land	G	10/20/2020 12:29 p.m.	10	66.1	Simultaneous with ST05.03 and ST06.03										
				10/20/2020 12:42 p.m.	10	65.1	Simultaneous with ST05.03 and ST06.03										
ST06.03	Undeveloped	Utility	F	10/20/2020 12:29 p.m.	10	63.9	Simultaneous with ST05.03 and ST06.02										
				10/20/2020 12:42 p.m.	10	62.7	Simultaneous with ST05.03 and ST06.02										
ST06.04	Undeveloped	Undeveloped Land	G	9/23/2020 11:56 a.m.	10	70.0	Simultaneous with ST05.04										
				9/23/2020 12:24 p.m.	10	70.7	Simultaneous with ST05.04										
ST07.01	14900 Concordia Ranch Rd, Lake Elsinore, CA 92530 (Coffman Specialties)	Industrial	F	3/16/2021 08:53 a.m.	10	66.3	NB I-15 Ln 1 (between Lake Street Ramps)	1488	77	12	77	0	0	0	0	0	0
							NB I-15 Ln 2 (between Lake Street Ramps)	978	72	66	72	42	58	0	0	6	72
							NB I-15 Ln 3 (between Lake Street Ramps)	150	64	66	64	276	58	0	0	0	0
							SB I-15 Ln 1 (between Lake Street Ramps)	1200	75	18	75	0	0	0	0	0	0
							SB I-15 Ln 2 (between Lake Street Ramps)	822	73	72	73	42	60	0	0	0	0
							SB I-15 Ln 3 (between Lake Street Ramps)	216	69	36	69	162	60	0	0	0	0
							NB Lake St On Ramp	366	64	6	64	24	58	0	0	0	0
							SB Lake St Off Ramp Lane 1	6	69	6	69	0	0	0	0	0	0
							SB Lake St Off Ramp Lane 2	204	69	6	69	0	0	0	0	0	0
							EB Concordia Ranch	0	0	0	0	0	0	0	0	0	0
							WB Concordia Ranch	0	0	0	0	0	0	0	0	0	0
				3/16/2021 09:07 a.m.	10	65.5	NB I-15 Ln 1 (between Lake Street Ramps)	1344	78	0	0	0	0	0	0	0	0
							NB I-15 Ln 2 (between Lake Street Ramps)	1044	69	24	69	18	59	0	0	0	0
							NB I-15 Ln 3 (between Lake Street Ramps)	252	68	42	68	192	59	0	0	0	0
							SB I-15 Ln 1 (between Lake Street Ramps)	1044	73	0	0	6	57	0	0	6	73
							SB I-15 Ln 2 (between Lake Street Ramps)	744	69	36	69	42	57	6	69	0	0
							SB I-15 Ln 3 (between Lake Street Ramps)	150	64	24	64	198	57	0	0	0	0
							NB Lake St On Ramp	462	68	6	68	18	59	0	0	0	0
							SB Lake St Off Ramp Lane 1	18	64	0	0	0	0	0	0	0	0
							SB Lake St Off Ramp Lane 2	180	64	30	64	6	57	0	0	0	0
							EB Concordia Ranch	0	0	0	0	0	0	0	0	0	0
							WB Concordia Ranch	0	0	0	0	0	0	0	0	0	0

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST07.02	Undeveloped	Undeveloped Land	G	9/23/2020 08:57 a.m.	10	73.0	NB I-15 Ln 1 (N of Lake Street Ramps)	1392	74	12	74	0	0	0	0	0	0
							NB I-15 Ln 2 (N of Lake Street Ramps)	1056	69	30	69	18	54	0	0	0	0
							NB I-15 Ln 3 (N of Lake Street Ramps)	366	65	42	65	192	54	0	0	0	0
							SB I-15 Ln 1 (N of Lake Street Ramps)	1056	76	0	0	0	0	6	76	0	0
							SB I-15 Ln 2 (N of Lake Street Ramps)	786	70	60	70	54	54	0	0	6	70
							SB I-15 Ln 3 (N of Lake Street Ramps)	288	65	48	65	234	54	0	0	0	0
							EB Concordia Ranch	0	0	0	0	0	0	0	0	0	0
							WB Concordia Ranch	0	0	0	0	0	0	0	0	0	0
							EB Temescal Canyon (W of Concordia)	54	55	12	55	6	55	0	0	0	0
							WB Temescal Canyon (W of Concordia)	72	55	0	0	6	55	0	0	0	0
				9/23/2020 09:09 a.m.	10	73.8	NB I-15 Ln 1 (N of Lake Street Ramps)	1542	77	0	0	0	0	0	0	0	0
							NB I-15 Ln 2 (N of Lake Street Ramps)	1104	72	66	72	24	53	0	0	0	0
							NB I-15 Ln 3 (N of Lake Street Ramps)	348	69	42	69	246	53	0	0	6	69
							SB I-15 Ln 1 (N of Lake Street Ramps)	1026	75	42	75	0	0	0	0	0	0
							SB I-15 Ln 2 (N of Lake Street Ramps)	804	70	144	70	42	54	6	70	0	0
							SB I-15 Ln 3 (N of Lake Street Ramps)	324	65	102	65	252	54	0	0	0	0
							EB Concordia Ranch	0	0	0	0	0	0	0	0	0	0
							WB Concordia Ranch	0	0	0	0	0	0	0	0	0	0
							EB Temescal Canyon (W of Concordia)	90	55	6	55	12	55	0	0	0	0
							WB Temescal Canyon (W of Concordia)	36	55	6	55	12	55	0	0	0	0
ST07.03	Undeveloped	Undeveloped Land	G	9/23/2020 08:57 a.m.	10	61.3	Simultaneous with ST07.02										
				9/23/2020 09:09 a.m.	10	61.8	Simultaneous with ST07.02										
ST07.04	26340 Lester Cir, Corona, CA 92883 (Salva Equipment Rentals)	Sidewalk	F	9/22/2020 01:19 p.m.	10	59.1	NB I-15 Ln 1 (N of Lake Street Ramps)	1296	80	12	80	0	0	0	0	0	0
							NB I-15 Ln 2 (N of Lake Street Ramps)	972	73	66	73	42	65	0	0	6	73
							NB I-15 Ln 3 (N of Lake Street Ramps)	468	65	48	65	234	65	0	0	0	0
							SB I-15 Ln 1 (N of Lake Street Ramps)	1590	83	6	83	0	0	0	0	0	0
							SB I-15 Ln 2 (N of Lake Street Ramps)	1164	74	24	74	18	58	0	0	0	0
							SB I-15 Ln 3 (N of Lake Street Ramps)	366	60	48	60	150	58	0	0	0	0
							NB Temescal Canyon (S of horsethief)	72	55	12	55	24	55	0	0	6	55
							SB Temescal Canyon (S of horsethief)	120	55	0	0	6	55	0	0	0	0
							NB Temescal Canyon (N of horsethief)	96	55	6	55	24	55	0	0	6	55
							SB Temescal Canyon (N of horsethief)	72	55	0	0	6	55	0	0	0	0
							NB Lester	6	25	0	0	0	0	0	0	0	0
							SB Lester	6	25	0	0	0	0	0	0	0	0
				9/22/2020 01:33 p.m.	10	60.0	NB I-15 Ln 1 (N of Lake Street Ramps)	1380	79	12	79	0	0	0	0	0	0
							NB I-15 Ln 2 (N of Lake Street Ramps)	1038	75	48	75	24	60	0	0	0	0
							NB I-15 Ln 3 (N of Lake Street Ramps)	366	65	84	65	198	60	0	0	0	0
							SB I-15 Ln 1 (N of Lake Street Ramps)	1668	77	0	0	0	0	0	0	24	77
							SB I-15 Ln 2 (N of Lake Street Ramps)	1182	75	60	75	0	0	6	75	0	0
							SB I-15 Ln 3 (N of Lake Street Ramps)	408	65	30	65	156	60	0	0	0	0
							NB Temescal Canyon (S of horsethief)	126	55	6	55	6	55	0	0	0	0
							SB Temescal Canyon (S of horsethief)	114	55	0	0	6	55	0	0	0	0
							NB Temescal Canyon (N of horsethief)	132	55	6	55	6	55	0	0	0	0
							SB Temescal Canyon (N of horsethief)	120	55	0	0	12	55	0	0	0	0
							NB Lester	12	25	0	0	0	0	0	0	0	0
							SB Lester	0	0	0	0	0	0	0	0	0	0
ST07.05	12869 Temescal Canyon Rd, Corona, CA 92883 (commercial parking lot)	Office	E	9/22/2020 01:19 p.m.	10	62.0	Simultaneous with ST07.04 and ST07.06										
				9/22/2020 01:33 p.m.	10	63.1	Simultaneous with ST07.04 and ST07.06										
ST07.06	Undeveloped	Undeveloped Land	G	9/22/2020 01:19 p.m.	10	65.1	Simultaneous with ST07.04 and ST07.05										
				9/22/2020 01:33 p.m.	10	65.1	Simultaneous with ST07.04 and ST07.05										

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST07.07	12250 Temescal Canyon Road, Corona, CA	Cell Tower	F	9/22/2020 08:26 a.m.	10	61.5	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1566	72	0	0	0	0	0	0	0	0
							NB I-15 Ln 2 (between Indian Truck Trail Ramps)	1044	66	54	66	36	57	0	0	0	0
							NB I-15 Ln 3 (between Indian Truck Trail Ramps)	294	63	54	63	144	57	0	0	0	0
							SB I-15 Ln 1 (between Indian Truck Trail Ramps)	1164	75	0	0	0	0	0	0	0	0
							SB I-15 Ln 2 (between Indian Truck Trail Ramps)	804	69	126	69	12	57	6	69	0	0
							SB I-15 Ln 3 (between Indian Truck Trail Ramps)	192	64	66	64	150	57	6	64	0	0
							NB Indian Truck Trail Off Ramp Lane 1	72	63	0	0	0	0	0	0	0	0
							NB Indian Truck Trail Off Ramp Lane 2	36	63	6	63	0	0	0	0	0	0
							NB Indian Truck Trail Off Ramp Lane 3	12	63	0	0	12	57	0	0	0	0
							SB Indian Truck Trail On Ramp	96	64	0	0	30	57	0	0	0	0
							NB Temescal Canyon (S of Indian Truck Trail Ramps) Lane 1	108	55	6	55	36	55	0	0	0	0
							NB Temescal Canyon (S of Indian Truck Trail Ramps) Lane 2	0	0	0	0	0	0	0	0	0	0
							SB Temescal Canyon (S of Indian Truck Trail Ramps)	48	55	12	55	18	55	0	0	0	0
				9/22/2020 08:39 a.m.	10	60.6	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1608	75	0	0	0	0	0	0	12	75
							NB I-15 Ln 2 (between Indian Truck Trail Ramps)	1122	69	60	69	12	52	0	0	6	69
							NB I-15 Ln 3 (between Indian Truck Trail Ramps)	270	65	48	65	174	52	6	65	0	0
							SB I-15 Ln 1 (between Indian Truck Trail Ramps)	1122	75	18	75	0	0	0	0	6	75
							SB I-15 Ln 2 (between Indian Truck Trail Ramps)	840	70	42	70	30	54	12	70	0	0
							SB I-15 Ln 3 (between Indian Truck Trail Ramps)	120	62	138	62	126	54	0	0	0	0
							NB Indian Truck Trail Off Ramp Lane 1	42	65	0	0	0	0	0	0	0	0
							NB Indian Truck Trail Off Ramp Lane 2	54	65	6	65	0	0	0	0	0	0
							NB Indian Truck Trail Off Ramp Lane 3	30	65	0	0	24	52	0	0	0	0
							SB Indian Truck Trail On Ramp	72	62	12	62	30	54	0	0	0	0
							NB Temescal Canyon (S of Indian Truck Trail Ramps) Lane 1	84	55	6	55	24	55	0	0	0	0
							NB Temescal Canyon (S of Indian Truck Trail Ramps) Lane 2	12	55	0	0	0	0	0	0	0	0
							WB Temescal Canyon (S of Indian Truck Trail Ramps)	60	55	0	0	18	55	0	0	0	0

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST07.08	Undeveloped	Undeveloped Land	G	3/17/2021 11: 50 a.m.	10	57.6	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1470	75	6	75	0	0	0	0	0	0
							NB I-15 Ln 2 (between Indian Truck Trail Ramps)	1092	71	18	71	60	58	0	0	6	71
							NB I-15 Ln 3 (between Indian Truck Trail Ramps)	348	64	42	64	222	58	0	0	0	0
							SB I-15 Ln 1 (between Indian Truck Trail Ramps)	1308	74	12	74	0	0	0	0	0	0
							SB I-15 Ln 2 (between Indian Truck Trail Ramps)	924	73	30	73	18	57	0	0	0	0
							SB I-15 Ln 3 (between Indian Truck Trail Ramps)	318	69	12	69	144	57	0	0	0	0
							NB Indian Truck Trail On Ramp Lane 1	204	64	0	0	6	58	0	0	0	0
							NB Indian Truck Trail On Ramp Lane 2	234	64	18	64	6	58	0	0	0	0
							NB Indian Truck Trail Off Ramp Lane 1	66	64	0	0	0	0	0	0	0	0
							NB Indian Truck Trail Off Ramp Lane 2	60	64	0	0	6	58	0	0	0	0
							NB Indian Truck Trail Off Ramp Lane 3	18	64	6	64	12	58	0	0	0	0
							SB Indian Truck Trail On Ramp	120	69	0	0	66	57	0	0	0	0
							SB Indian Truck Trail Off Ramp Lane 1	30	69	0	0	12	57	0	0	0	0
							SB Indian Truck Trail Off Ramp Lane 2	90	69	0	0	0	0	0	0	0	0
							SB Indian Truck Trail Off Ramp Lane 3	228	69	0	0	0	0	6	69	0	0
							EB Indian Truck Trail (E of NB Ramps) Lane 1	12	45	6	45	12	45	0	0	0	0
							EB Indian Truck Trail (E of NB Ramps) Lane 2	30	45	0	0	24	45	0	0	0	0
							EB Indian Truck Trail (E of NB Ramps) Lane 3	36	45	0	0	18	45	0	0	0	0
							WB Indian Truck Trail (E of NB Ramps) Lane 1	24	45	0	0	60	45	0	0	0	0
							WB Indian Truck Trail (E of NB Ramps) Lane 2	48	45	0	0	0	0	0	0	0	0
							WB Indian Truck Trail (E of NB Ramps) Lane 3	108	45	12	45	6	45	0	0	0	0
							EB Indian Truck Trail (between NB & SB Ramps) Lane 1	198	45	0	0	0	0	0	0	0	0
							EB Indian Truck Trail (between NB & SB Ramps) Lane 2	132	45	6	45	0	0	0	0	0	0
							EB Indian Truck Trail (between NB & SB Ramps) Lane 3	48	45	0	0	12	45	0	0	0	0
							EB Indian Truck Trail (between NB & SB Ramps) Lane 4	12	45	0	0	18	45	0	0	0	0
							WB Indian Truck Trail (between NB & SB Ramps) Lane 1	24	45	0	0	66	45	0	0	0	0
							WB Indian Truck Trail (between NB & SB Ramps) Lane 2	120	45	0	0	0	0	0	0	0	0
							WB Indian Truck Trail (between NB & SB Ramps) Lane 3	54	45	0	0	0	0	0	0	0	0
							NB Temescal Canyon (N of Indian Truck Trail) Lane 1	24	55	12	55	6	55	0	0	0	0
							NB Temescal Canyon (N of Indian Truck Trail) Lane 2	42	55	0	0	24	55	0	0	0	0
							SB Temescal Canyon (N of Indian Truck Trail) Lane 1	12	55	0	0	6	55	0	0	0	0
							SB Temescal Canyon (N of Indian Truck Trail) Lane 2	78	55	6	55	48	55	0	0	0	0
							NB Temescal Canyon (S of Indian Truck Trail) Lane 1	108	55	6	55	12	55	0	0	0	0
							NB Temescal Canyon (S of Indian Truck Trail) Lane 2	24	55	0	0	0	0	0	0	0	0
							SB Temescal Canyon (S of Indian Truck Trail)	42	55	0	0	24	55	0	0	0	0

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
				3/17/2021 12: 03 p.m.	10	56.8	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1230	79	0	0	0	0	0	0	6	79
							NB I-15 Ln 2 (between Indian Truck Trail Ramps)	1122	72	24	72	0	0	0	0	0	0
							NB I-15 Ln 3 (between Indian Truck Trail Ramps)	252	62	78	62	216	59	0	0	0	0
							SB I-15 Ln 1 (between Indian Truck Trail Ramps)	1266	74	12	74	0	0	0	0	0	0
							SB I-15 Ln 2 (between Indian Truck Trail Ramps)	984	71	78	71	24	57	0	0	0	0
							SB I-15 Ln 3 (between Indian Truck Trail Ramps)	354	63	54	63	144	57	0	0	0	0
							NB Indian Truck Trail On Ramp Lane 1	138	62	6	62	0	0	0	0	6	62
							NB Indian Truck Trail On Ramp Lane 2	180	62	6	62	0	0	0	0	0	0
							NB Indian Truck Trail Off Ramp Lane 1	102	62	0	0	0	0	0	0	0	0
							NB Indian Truck Trail Off Ramp Lane 2	42	62	0	0	0	0	0	0	0	0
							NB Indian Truck Trail Off Ramp Lane 3	18	62	6	62	30	59	0	0	0	0
							SB Indian Truck Trail On Ramp	156	63	12	63	42	57	0	0	0	0
							SB Indian Truck Trail Off Ramp Lane 1	48	63	6	63	6	57	0	0	0	0
							SB Indian Truck Trail Off Ramp Lane 2	114	63	0	0	0	0	0	0	6	63
							SB Indian Truck Trail Off Ramp Lane 3	144	63	6	63	0	0	0	0	0	0
							EB Indian Truck Trail (E of NB Ramps) Lane 1	54	45	0	0	6	45	0	0	0	0
							EB Indian Truck Trail (E of NB Ramps) Lane 2	30	45	0	0	36	45	0	0	0	0
							EB Indian Truck Trail (E of NB Ramps) Lane 3	36	45	12	45	0	0	0	0	0	0
							WB Indian Truck Trail (E of NB Ramps) Lane 1	48	45	18	45	30	45	0	0	0	0
							WB Indian Truck Trail (E of NB Ramps) Lane 2	6	45	6	45	0	0	0	0	0	0
							WB Indian Truck Trail (E of NB Ramps) Lane 3	90	45	6	45	0	0	0	0	0	0
							EB Indian Truck Trail (between NB & SB Ramps) Lane 1	156	45	0	0	0	0	0	0	6	45
							EB Indian Truck Trail (between NB & SB Ramps) Lane 2	96	45	6	45	0	0	0	0	0	0
							EB Indian Truck Trail (between NB & SB Ramps) Lane 3	90	45	0	0	6	45	0	0	0	0
							EB Indian Truck Trail (between NB & SB Ramps) Lane 4	12	45	0	0	0	0	0	0	0	0
							WB Indian Truck Trail (between NB & SB Ramps) Lane 1	30	45	12	45	42	45	0	0	0	0
							WB Indian Truck Trail (between NB & SB Ramps) Lane 2	78	45	6	45	0	0	0	0	0	0
							WB Indian Truck Trail (between NB & SB Ramps) Lane 3	48	45	6	45	0	0	0	0	0	0
							NB Temescal Canyon (N of Indian Truck Trail) Lane 1	78	55	0	0	6	55	0	0	0	0
							NB Temescal Canyon (N of Indian Truck Trail) Lane 2	54	55	0	0	36	55	0	0	0	0
							SB Temescal Canyon (N of Indian Truck Trail) Lane 1	24	55	0	0	0	0	0	0	0	0
							SB Temescal Canyon (N of Indian Truck Trail) Lane 2	60	55	18	55	30	55	0	0	0	0
							NB Temescal Canyon (S of Indian Truck Trail) Lane 1	84	55	6	55	0	0	0	0	0	0
							NB Temescal Canyon (S of Indian Truck Trail) Lane 2	48	55	0	0	6	55	0	0	0	0
							SB Temescal Canyon (S of Indian Truck Trail)	60	55	12	55	0	0	0	0	0	0

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST08.01	Undeveloped	Undeveloped Land	G	3/16/2021 08:53 a.m.	10	58.8	NB I-15 Ln 1 (between Lake Street Ramps)	1488	77	12	77	0	0	0	0	0	0
							NB I-15 Ln 2 (between Lake Street Ramps)	978	72	66	72	42	58	0	0	6	72
							NB I-15 Ln 3 (between Lake Street Ramps)	150	64	66	64	276	58	0	0	0	0
							SB I-15 Ln 1 (between Lake Street Ramps)	1200	75	18	75	0	0	0	0	0	0
							SB I-15 Ln 2 (between Lake Street Ramps)	822	73	72	73	42	60	0	0	0	0
							SB I-15 Ln 3 (between Lake Street Ramps)	216	69	36	69	162	60	0	0	0	0
							NB Lake St On Ramp	366	64	6	64	24	58	0	0	0	0
							NB Lake St Off Ramp Lane 1	48	64	6	64	6	58	0	0	0	0
							NB Lake St Off Ramp Lane 2	0	0	0	0	6	58	0	0	0	0
							SB Lake St On Ramp	78	69	12	69	0	0	0	0	0	0
							SB Lake St Off Ramp Lane 1	6	69	6	69	0	0	0	0	0	0
							SB Lake St Off Ramp Lane 2	204	69	6	69	0	0	0	0	0	0
							NB Lake St (N of SB Ramps) Lane 1	366	50	6	50	18	50	0	0	0	0
							NB Lake St (N of SB Ramps) Lane 2	6	50	0	0	0	0	0	0	0	0
							SB Lake St (N of SB Ramps) Lane 1	0	0	0	0	0	0	0	0	0	0
							SB Lake St (N of SB Ramps) Lane 2	36	50	12	50	6	50	0	0	0	0
							NB Lake St (S of SB Ramps) Lane 1	324	50	0	0	6	50	0	0	0	0
							NB Lake St (S of SB Ramps) Lane 2	90	50	6	50	0	0	0	0	0	0
							SB Lake St (S of SB Ramps)	240	50	12	50	6	50	0	0	0	0
							EB Temescal Canyon	36	50	6	50	0	0	0	0	0	0
							WB Temescal Canyon Lane 1	84	50	0	0	0	0	0	0	0	0
							WB Temescal Canyon Lane 2	42	50	0	0	0	0	0	0	0	0
				3/16/2021 09:07 a.m.	10	57.8	NB I-15 Ln 1 (between Lake Street Ramps)	1344	78	0	0	0	0	0	0	0	0
							NB I-15 Ln 2 (between Lake Street Ramps)	1044	69	24	69	18	59	0	0	0	0
							NB I-15 Ln 3 (between Lake Street Ramps)	252	68	42	68	192	59	0	0	0	0
							SB I-15 Ln 1 (between Lake Street Ramps)	1044	73	0	0	6	57	0	0	6	73
							SB I-15 Ln 2 (between Lake Street Ramps)	744	69	36	69	42	57	6	69	0	0
							SB I-15 Ln 3 (between Lake Street Ramps)	150	64	24	64	198	57	0	0	0	0
							NB Lake St On Ramp	462	68	6	68	18	59	0	0	0	0
							NB Lake St Off Ramp Lane 1	42	68	18	68	6	59	0	0	0	0
							NB Lake St Off Ramp Lane 2	18	68	0	0	0	0	0	0	0	0
							SB Lake St On Ramp	108	64	6	64	6	57	0	0	0	0
							SB Lake St Off Ramp Lane 1	18	64	0	0	0	0	0	0	0	0
							SB Lake St Off Ramp Lane 2	180	64	30	64	6	57	0	0	0	0
							NB Lake St (N of SB Ramps) Lane 1	456	50	6	50	18	50	0	0	0	0
							NB Lake St (N of SB Ramps) Lane 2	12	50	0	0	0	0	0	0	0	0
							SB Lake St (N of SB Ramps) Lane 1	0	0	6	50	0	0	0	0	0	0
							SB Lake St (N of SB Ramps) Lane 2	36	50	18	50	6	50	0	0	0	0
							NB Lake St (S of SB Ramps) Lane 1	450	50	0	0	24	50	0	0	0	0
							NB Lake St (S of SB Ramps) Lane 2	102	50	0	0	6	50	0	0	0	0
							SB Lake St (S of SB Ramps)	216	50	48	50	12	50	0	0	0	0
							EB Temescal Canyon	66	50	12	50	6	50	0	0	0	0
							WB Temescal Canyon Lane 1	108	50	0	0	0	0	0	0	0	0
							WB Temescal Canyon Lane 2	18	50	0	0	0	0	0	0	0	0

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST08.02	14881 Temescal Canyon Rd, Lake Elsinore, CA 92530 (Jungle Island Paintball)	Undeveloped	G	9/23/2020 09:53 a.m.	10	62.7	NB I-15 Ln 1 (N of Lake Street Ramps)	1524	75	0	0	0	0	0	0	6	75
							NB I-15 Ln 2 (N of Lake Street Ramps)	1038	69	36	69	42	56	0	0	0	0
							NB I-15 Ln 3 (N of Lake Street Ramps)	342	69	66	69	252	56	0	0	0	0
							SB I-15 Ln 1 (N of Lake Street Ramps)	1002	75	0	0	0	0	0	0	0	0
							SB I-15 Ln 2 (N of Lake Street Ramps)	774	70	60	70	24	58	0	0	6	70
							SB I-15 Ln 3 (N of Lake Street Ramps)	282	67	90	67	216	58	0	0	0	0
							EB Temescal Canyon	90	55	6	55	0	0	0	0	0	0
							WB Temescal Canyon	102	55	0	0	12	55	0	0	0	0
				9/23/2020 10:07 a.m.	10	62.5	NB I-15 Ln 1 (N of Lake Street Ramps)	1426	76	12	76	0	0	0	0	18	76
							NB I-15 Ln 2 (N of Lake Street Ramps)	994	73	36	73	54	57	0	0	0	0
							NB I-15 Ln 3 (N of Lake Street Ramps)	294	64	48	64	216	57	0	0	0	0
							SB I-15 Ln 1 (N of Lake Street Ramps)	904	75	18	75	0	0	0	0	0	0
							SB I-15 Ln 2 (N of Lake Street Ramps)	809	71	48	71	36	52	6	71	6	71
							SB I-15 Ln 3 (N of Lake Street Ramps)	198	66	90	66	222	52	0	0	0	0
							EB Temescal Canyon	120	55	6	55	0	0	0	0	0	0
							WB Temescal Canyon	114	55	6	55	12	55	0	0	0	0
ST08.03	Vacant lot next to residence at 14360 Temescal Canyon Rd, Corona, CA 92883	Industrial	F	9/22/2020 03:04 p.m.	10	64.2	NB I-15 Ln 1 (N of Lake Street Ramps)	1482	78	0	0	0	0	0	0	6	78
							NB I-15 Ln 2 (N of Lake Street Ramps)	1080	75	30	75	42	55	0	0	6	75
							NB I-15 Ln 3 (N of Lake Street Ramps)	402	59	120	59	186	55	0	0	0	0
							SB I-15 Ln 1 (N of Lake Street Ramps)	1890	80	6	80	0	0	0	0	6	80
							SB I-15 Ln 2 (N of Lake Street Ramps)	1428	73	42	73	36	55	0	0	6	73
							SB I-15 Ln 3 (N of Lake Street Ramps)	1002	63	30	63	84	55	0	0	6	63
							NB Temescal Canyon (S of Hostettler) Lane 1	54	55	0	0	0	0	0	0	0	0
							NB Temescal Canyon (S of Hostettler) Lane 2	144	55	0	0	0	0	0	0	18	55
							SB Temescal Canyon (S of Hostettler)	180	55	12	55	0	0	0	0	0	0
							NB Temescal Canyon (N of Hostettler)	162	55	0	0	0	0	0	0	18	55
							SB Temescal Canyon (N of Hostettler)	120	55	6	55	0	0	0	0	0	0
							EB Hostettler	108	25	6	25	0	0	0	0	0	0
							WB Hostettler	72	25	0	0	0	0	0	0	0	0
				9/22/2020 03:17 p.m.	10	62.9	NB I-15 Ln 1 (N of Lake Street Ramps)	1398	83	18	83	0	0	0	0	0	0
							NB I-15 Ln 2 (N of Lake Street Ramps)	1146	71	24	71	54	55	0	0	0	0
							NB I-15 Ln 3 (N of Lake Street Ramps)	486	62	102	62	168	55	0	0	0	0
							SB I-15 Ln 1 (N of Lake Street Ramps)	1956	82	12	82	0	0	0	0	6	82
							SB I-15 Ln 2 (N of Lake Street Ramps)	1482	73	42	73	36	58	0	0	12	73
							SB I-15 Ln 3 (N of Lake Street Ramps)	972	63	30	63	60	58	0	0	0	0
							NB Temescal Canyon (S of Hostettler) Lane 1	54	55	0	0	6	55	0	0	0	0
							NB Temescal Canyon (S of Hostettler) Lane 2	90	55	0	0	0	0	0	0	0	0
							SB Temescal Canyon (S of Hostettler)	198	55	6	55	0	0	0	0	0	0
							NB Temescal Canyon (N of Hostettler)	102	55	0	0	0	0	0	0	0	0
							SB Temescal Canyon (N of Hostettler)	156	55	0	0	0	0	0	0	0	0
							EB Hostettler	60	25	6	25	0	0	0	0	0	0
							WB Hostettler	60	25	0	0	6	25	0	0	0	0
ST08.04	26678 Hostettler Rd, Corona, CA 92883	Residential	B	9/22/2020 03:04 p.m.	10	62.3	Simultaneous with ST08.03										
				9/22/2020 03:17 p.m.	10	61.9	Simultaneous with ST08.03										

Table A-1. Validation Traffic Volumes for TNM Modeling

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST08.05 (LT08.01)	Undeveloped	Undeveloped Land	G	9/22/2020 11:54 a.m.	10	65.5	NB I-15 Ln 1 (N of Lake Street Ramps)	1470	83	6	83	0	0	0	0	0	0
							NB I-15 Ln 2 (N of Lake Street Ramps)	924	77	78	77	54	60	0	0	0	0
							NB I-15 Ln 3 (N of Lake Street Ramps)	240	73	72	73	186	60	0	0	0	0
							SB I-15 Ln 1 (N of Lake Street Ramps)	1230	80	24	80	0	0	0	0	6	80
							SB I-15 Ln 2 (N of Lake Street Ramps)	1020	78	72	78	24	55	0	0	12	78
							SB I-15 Ln 3 (N of Lake Street Ramps)	360	60	42	60	186	55	0	0	0	0
				9/22/2020 12:06 p.m.	10	64.8	NB I-15 Ln 1 (N of Lake Street Ramps)	1524	80	0	0	0	0	0	0	12	80
							NB I-15 Ln 2 (N of Lake Street Ramps)	816	76	90	76	78	55	0	0	0	0
							NB I-15 Ln 3 (N of Lake Street Ramps)	276	63	60	63	222	55	0	0	0	0
							SB I-15 Ln 1 (N of Lake Street Ramps)	1284	83	0	0	0	0	0	0	0	0
							SB I-15 Ln 2 (N of Lake Street Ramps)	840	70	54	70	42	60	6	70	6	70
							SB I-15 Ln 3 (N of Lake Street Ramps)	282	60	72	60	168	60	12	60	0	0
ST08.06	26320 Horsethief Canyon Rd, Corona, CA 92883	Residential	B	3/17/2021 10:07 a.m.	10	65.8	NB I-15 Ln 1 (N of Lake Street Ramps)	1488	77	6	77	0	0	0	0	12	77
							NB I-15 Ln 2 (N of Lake Street Ramps)	1134	71	72	71	6	54	0	0	0	0
							NB I-15 Ln 3 (N of Lake Street Ramps)	366	63	54	63	198	54	0	0	0	0
							SB I-15 Ln 1 (N of Lake Street Ramps)	1086	74	30	74	6	56	0	0	0	0
							SB I-15 Ln 2 (N of Lake Street Ramps)	792	71	54	71	66	56	0	0	0	0
							SB I-15 Ln 3 (N of Lake Street Ramps)	234	65	54	65	210	56	0	0	0	0
							NB De Palma	216	55	0	0	0	0	0	0	0	0
							SB De Palma	78	55	0	0	6	55	0	0	0	0
							EB Horsethief (E of De Palma)	144	40	0	0	0	0	0	0	0	0
							WB Horsethief (E of De Palma)	60	40	0	0	6	40	0	0	0	0
							EB Horsethief (W of De Palma) Left Turn Lane	228	40	0	0	0	0	0	0	0	0
							EB Horsethief (W of De Palma) Lane 1	120	40	0	0	0	0	0	0	0	0
							WB Horsethief (W of De Palma)	108	40	0	0	12	40	0	0	0	0
				3/17/2021 10:21 a.m.	10	66	NB I-15 Ln 1 (N of Lake Street Ramps)	1524	77	12	77	0	0	0	0	0	0
							NB I-15 Ln 2 (N of Lake Street Ramps)	1056	71	48	71	12	59	6	71	0	0
							NB I-15 Ln 3 (N of Lake Street Ramps)	312	67	78	67	240	59	0	0	0	0
							SB I-15 Ln 1 (N of Lake Street Ramps)	1026	71	18	71	0	0	0	0	6	71
							SB I-15 Ln 2 (N of Lake Street Ramps)	912	69	60	69	24	55	6	69	0	0
							SB I-15 Ln 3 (N of Lake Street Ramps)	306	63	72	63	204	55	0	0	0	0
							NB De Palma	150	55	0	0	0	0	0	0	6	55
							SB De Palma	138	55	6	55	6	55	0	0	0	0
							EB Horsethief (E of De Palma)	78	40	12	40	0	0	0	0	0	0
							WB Horsethief (E of De Palma)	36	40	0	0	6	40	0	0	0	0
							EB Horsethief (W of De Palma) Left Turn Lane	132	40	0	0	0	0	0	0	6	40
							EB Horsethief (W of De Palma) Lane 1	78	40	6	40	0	0	0	0	0	40
							WB Horsethief (W of De Palma)	156	40	6	40	6	40	0	0	6	40
ST08.07	13005 De Palma Rd, Corona, CA 92883	Residential	B	3/17/2021 10:07 a.m.	10	64.5	Simultaneous with ST08.06										
				3/17/2021 10:21 a.m.	10	65.7	Simultaneous with ST08.06										

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST08.08	Undeveloped	Undeveloped Land	G	3/17/2021 08:41 a.m.	10	70.4	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1788	73	0	0	0	0	0	0	0	0
							NB I-15 Ln 2 (between Indian Truck Trail Ramps)	1014	68	36	68	48	55	0	0	12	68
							NB I-15 Ln 3 (between Indian Truck Trail Ramps)	408	63	12	63	186	55	0	0	6	63
							SB I-15 Ln 1 (between Indian Truck Trail Ramps)	1404	68	18	68	0	0	0	0	0	0
							SB I-15 Ln 2 (between Indian Truck Trail Ramps)	798	68	48	68	42	54	0	0	0	0
							SB I-15 Ln 3 (between Indian Truck Trail Ramps)	222	61	60	61	198	54	0	0	0	0
							NB Indian Truck Trail On Ramp Lane 1	216	63	0	0	0	0	0	0	0	0
							NB Indian Truck Trail On Ramp Lane 2	222	63	0	0	0	0	0	0	6	63
							NB Indian Truck Trail Off Ramp Lane 1	48	63	0	0	0	0	0	0	0	0
							NB Indian Truck Trail Off Ramp Lane 2	48	63	6	63	0	0	0	0	0	0
							NB Indian Truck Trail Off Ramp Lane 3	48	63	6	63	12	55	0	0	0	0
							SB Indian Truck Trail On Ramp	102	61	12	61	30	54	0	0	0	0
							SB Indian Truck Trail Off Ramp Lane 1	18	61	0	0	0	0	0	0	0	0
							SB Indian Truck Trail Off Ramp Lane 2	54	61	6	61	6	54	0	0	0	0
							SB Indian Truck Trail Off Ramp Lane 3	150	61	0	0	0	0	0	0	0	0
							EB Indian Truck Trail (between NB & SB Ramps) Lane 1	222	50	0	0	0	0	0	0	0	0
							EB Indian Truck Trail (between NB & SB Ramps) Lane 2	144	50	0	0	0	0	0	0	6	50
							EB Indian Truck Trail (between NB & SB Ramps) Lane 3	18	50	0	0	0	0	0	0	0	0
							EB Indian Truck Trail (between NB & SB Ramps) Lane 4	0	0	0	0	0	0	0	0	0	0
							WB Indian Truck Trail (between NB & SB Ramps) Lane 1	36	50	0	0	30	50	0	0	0	0
							WB Indian Truck Trail (between NB & SB Ramps) Lane 2	90	50	6	50	6	50	0	0	0	0
							WB Indian Truck Trail (between NB & SB Ramps) Lane 3	30	50	0	0	6	50	0	0	0	0
							EB Indian Truck Trail (W of SB Ramps) Lane 1	210	50	0	0	0	0	0	0	0	0
							EB Indian Truck Trail (W of SB Ramps) Lane 2	120	50	0	0	0	0	0	0	6	50
							EB Indian Truck Trail (W of SB Ramps) Lane 3	6	50	0	0	0	0	0	0	0	0
							EB Indian Truck Trail (W of SB Ramps) Lane 4	72	50	6	50	0	0	0	0	0	0
							WB Indian Truck Trail (W of SB Ramps) Lane 1	168	50	0	0	0	0	0	0	0	0
							WB Indian Truck Trail (W of SB Ramps) Lane 2	78	50	6	50	18	50	0	0	0	0
							WB Indian Truck Trail (W of SB Ramps) Lane 3	66	50	0	0	0	0	0	0	0	0
							NB Campbell Ranch Rd (N of Indian Truck Trail) Lane 1	72	45	0	0	0	0	0	0	0	0
							NB Campbell Ranch Rd (N of Indian Truck Trail) Lane 2	36	45	6	45	0	0	0	0	0	0
							SB Campbell Ranch Rd (N of Indian Truck Trail) Lane 1	84	45	0	0	0	0	0	0	0	0
							SB Campbell Ranch Rd (N of Indian Truck Trail) Lane 2	48	45	6	45	0	0	0	0	6	45
							SB Campbell Ranch Rd (N of Indian Truck Trail) Lane 3	36	45	0	0	0	0	0	0	0	0
							SB Campbell Ranch Rd (N of Indian Truck Trail) Lane 4	12	45	0	0	0	0	0	0	0	0
							NB De Palma (N of Santiago Cnyn) Lane 1	0	0	0	0	0	0	0	0	0	0
							NB De Palma (N of Santiago Cnyn) Lane 2	42	50	0	0	0	0	0	0	0	0
							NB De Palma (N of Santiago Cnyn) Lane 3	6	50	6	50	0	0	0	0	0	0
							NB De Palma (N of Santiago Cnyn) Lane 4	288	50	0	0	6	50	0	0	0	0
							SB De Palma (N of Santiago Cnyn) Lane 1	204	50	0	0	0	0	0	0	0	0
							SB De Palma (N of Santiago Cnyn) Lane 2	90	50	6	50	18	50	0	0	0	0
							NB De Palma (S of Santiago Cnyn)	168	50	0	0	0	0	0	0	0	0
							SB De Palma (S of Santiago Cnyn)	108	50	0	0	6	50	0	0	0	0

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
				3/17/2021 08:54 a.m.	10	69.9	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1476	74	6	74	0	0	0	0	0	0
							NB I-15 Ln 2 (between Indian Truck Trail Ramps)	906	69	54	69	12	57	0	0	0	0
							NB I-15 Ln 3 (between Indian Truck Trail Ramps)	294	68	48	68	180	57	0	0	12	68
							SB I-15 Ln 1 (between Indian Truck Trail Ramps)	1092	69	18	69	0	0	0	0	0	0
							SB I-15 Ln 2 (between Indian Truck Trail Ramps)	780	68	48	68	24	55	0	0	0	0
							SB I-15 Ln 3 (between Indian Truck Trail Ramps)	132	63	66	63	132	55	0	0	0	0
							NB Indian Truck Trail On Ramp Lane 1	180	68	6	68	0	0	0	0	0	0
							NB Indian Truck Trail On Ramp Lane 2	216	68	0	0	6	57	0	0	0	0
							NB Indian Truck Trail Off Ramp Lane 1	60	68	0	0	0	0	0	0	0	0
							NB Indian Truck Trail Off Ramp Lane 2	48	68	6	68	0	0	0	0	0	0
							NB Indian Truck Trail Off Ramp Lane 3	48	68	0	0	0	0	0	0	0	0
							SB Indian Truck Trail On Ramp	84	63	0	0	18	55	0	0	0	0
							SB Indian Truck Trail Off Ramp Lane 1	36	63	18	63	6	55	0	0	0	0
							SB Indian Truck Trail Off Ramp Lane 2	72	63	0	0	0	0	0	0	0	0
							SB Indian Truck Trail Off Ramp Lane 3	84	63	6	63	6	55	0	0	0	0
							EB Indian Truck Trail (between NB & SB Ramps) Lane 1	180	50	6	50	0	0	0	0	0	0
							EB Indian Truck Trail (between NB & SB Ramps) Lane 2	90	50	0	0	0	0	0	0	0	0
							EB Indian Truck Trail (between NB & SB Ramps) Lane 3	30	50	12	50	18	50	0	0	0	0
							EB Indian Truck Trail (between NB & SB Ramps) Lane 4	12	50	0	0	0	0	0	0	0	0
							WB Indian Truck Trail (between NB & SB Ramps) Lane 1	6	50	0	0	18	50	0	0	0	0
							WB Indian Truck Trail (between NB & SB Ramps) Lane 2	72	50	0	0	6	50	0	0	0	0
							WB Indian Truck Trail (between NB & SB Ramps) Lane 3	24	50	6	50	0	0	0	0	0	0
							EB Indian Truck Trail (W of SB Ramps) Lane 1	180	50	6	50	0	0	0	0	0	0
							EB Indian Truck Trail (W of SB Ramps) Lane 2	96	50	0	0	0	0	0	0	0	0
							EB Indian Truck Trail (W of SB Ramps) Lane 3	6	50	0	0	12	50	0	0	0	0
							EB Indian Truck Trail (W of SB Ramps) Lane 4	78	50	0	0	0	0	0	0	0	0
							WB Indian Truck Trail (W of SB Ramps) Lane 1	156	50	0	0	0	0	0	0	0	0
							WB Indian Truck Trail (W of SB Ramps) Lane 2	60	50	6	50	12	50	0	0	0	0
							WB Indian Truck Trail (W of SB Ramps) Lane 3	42	50	6	50	0	0	0	0	0	0
							NB Campbell Ranch Rd (N of Indian Truck Trail) Lane 1	42	45	0	0	0	0	0	0	0	0
							NB Campbell Ranch Rd (N of Indian Truck Trail) Lane 2	72	45	6	45	0	0	0	0	0	0
							SB Campbell Ranch Rd (N of Indian Truck Trail) Lane 1	42	45	0	0	0	0	0	0	0	0
							SB Campbell Ranch Rd (N of Indian Truck Trail) Lane 2	24	45	0	0	0	0	0	0	0	0
							SB Campbell Ranch Rd (N of Indian Truck Trail) Lane 3	72	45	0	0	0	0	0	0	0	0
							SB Campbell Ranch Rd (N of Indian Truck Trail) Lane 4	24	45	0	0	0	0	0	0	0	0
							NB De Palma (N of Santiago Cnyn) Lane 1	0	0	0	0	0	0	0	0	0	0
							NB De Palma (N of Santiago Cnyn) Lane 2	30	50	0	0	0	0	0	0	0	0
							NB De Palma (N of Santiago Cnyn) Lane 3	36	50	0	0	0	0	0	0	0	0
							NB De Palma (N of Santiago Cnyn) Lane 4	258	50	0	0	12	50	0	0	0	0
							SB De Palma (N of Santiago Cnyn) Lane 1	228	50	0	0	0	0	0	0	0	0
							SB De Palma (N of Santiago Cnyn) Lane 2	84	50	6	50	12	50	0	0	0	0
							NB De Palma (S of Santiago Cnyn)	216	50	0	0	0	0	0	0	0	0
							SB De Palma (S of Santiago Cnyn)	132	50	6	50	6	50	0	0	0	0

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST08.09	25999 Glen Eden Rd, Temescal Valley, CA 92883 (Glen Eden Sun Club, RV Storage)	Recreational Vehicle Storage	F	9/22/2020 10:50 a.m.	10	59.5	NB I-15 Ln 1 (N of Lake Street Ramps)	1326	79	48	79	0	0	0	0	0	0
							NB I-15 Ln 2 (N of Lake Street Ramps)	1020	68	84	68	18	62	0	0	0	0
							NB I-15 Ln 3 (N of Lake Street Ramps)	240	65	36	65	264	62	0	0	0	0
							SB I-15 Ln 1 (N of Lake Street Ramps)	1284	74	36	74	12	60	0	0	6	74
							SB I-15 Ln 2 (N of Lake Street Ramps)	900	73	60	73	36	60	0	0	6	73
							SB I-15 Ln 3 (N of Lake Street Ramps)	246	68	48	68	240	60	0	0	0	0
							NB De Palma (N of Glen Eden)	192	55	6	55	0	0	0	0	0	0
							SB De Palma (N of Glen Eden)	186	55	6	55	12	55	0	0	0	0
							NB De Palma (S of Glen Eden)	156	55	6	55	0	0	0	0	0	0
							SB De Palma (S of Glen Eden)	180	55	6	55	6	55	0	0	0	0
							EB Glen Eden	48	25	0	0	0	0	0	0	0	0
							WB Glen Eden	18	25	0	0	6	25	0	0	0	0
				9/22/2020 11:04 a.m.	10	59.3	NB I-15 Ln 1 (N of Lake Street Ramps)	1182	79	6	79	0	0	0	0	12	79
							NB I-15 Ln 2 (N of Lake Street Ramps)	792	73	96	73	66	58	0	0	6	73
							NB I-15 Ln 3 (N of Lake Street Ramps)	288	60	36	60	270	58	0	0	0	0
							SB I-15 Ln 1 (N of Lake Street Ramps)	1050	79	0	0	0	0	6	79	24	79
							SB I-15 Ln 2 (N of Lake Street Ramps)	948	64	72	64	18	58	0	0	6	64
							SB I-15 Ln 3 (N of Lake Street Ramps)	282	62	42	62	228	58	0	0	0	0
							NB De Palma (N of Glen Eden)	132	55	6	55	12	55	0	0	0	0
							SB De Palma (N of Glen Eden)	216	55	6	55	0	0	6	55	0	0
							NB De Palma (S of Glen Eden)	108	55	0	0	0	0	0	0	0	0
							SB De Palma (S of Glen Eden)	198	55	0	0	0	0	6	55	0	0
							EB Glen Eden	30	25	6	25	12	25	0	0	0	0
							WB Glen Eden	24	25	6	25	0	0	0	0	0	0
ST08.10	11882 De Palma Rd, Corona, CA 92883 (T's Tavern and Sports Grill, outdoor dining)	Outdoor dining	E	9/22/2020 09:23 a.m.	10	63.9	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1486	77	0	0	0	0	0	0	0	0
							NB I-15 Ln 2 (between Indian Truck Trail Ramps)	1012	71	42	71	66	58	0	0	0	0
							NB I-15 Ln 3 (between Indian Truck Trail Ramps)	258	62	84	62	234	58	0	0	6	62
							SB I-15 Ln 1 (between Indian Truck Trail Ramps)	1092	72	18	72	0	0	0	0	12	72
							SB I-15 Ln 2 (between Indian Truck Trail Ramps)	696	69	102	69	60	55	0	0	0	0
							SB I-15 Ln 3 (between Indian Truck Trail Ramps)	210	67	78	67	174	55	0	0	0	0
							NB Indian Truck Trail Off Ramp	108	62	0	0	66	58	0	0	6	62
							SB Indian Truck Trail On Ramp	108	67	0	0	18	55	0	0	0	0
							NB De Palma (N of Santiago Canyon Rd)	240	50	0	0	0	0	6	50	0	0
							SB De Palma (N of Santiago Canyon Rd)	270	50	12	50	0	0	0	0	0	0
							NB De Palma (S of Santiago Canyon Rd)	144	50	0	0	0	0	6	50	0	0
							SB De Palma (S of Santiago Canyon Rd)	126	50	6	50	0	0	0	0	0	0
				9/22/2020 09:36 a.m.	10	63.3	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1422	72	30	72	0	0	0	0	0	0
							NB I-15 Ln 2 (between Indian Truck Trail Ramps)	1092	71	30	71	6	54	0	0	6	71
							NB I-15 Ln 3 (between Indian Truck Trail Ramps)	324	65	54	65	174	54	0	0	0	0
							SB I-15 Ln 1 (between Indian Truck Trail Ramps)	1074	73	12	73	0	0	0	0	0	0
							SB I-15 Ln 2 (between Indian Truck Trail Ramps)	768	71	54	71	42	56	0	0	0	0
							SB I-15 Ln 3 (between Indian Truck Trail Ramps)	150	66	54	66	150	56	0	0	0	0
							NB Indian Truck Trail Off Ramp	96	65	0	0	6	54	0	0	0	0
							SB Indian Truck Trail On Ramp	180	66	0	0	36	56	0	0	0	0
							NB De Palma (N of Santiago Canyon Rd)	354	50	0	0	0	0	0	0	0	0
							SB De Palma (N of Santiago Canyon Rd)	282	50	0	0	6	50	0	0	0	0
							NB De Palma (S of Santiago Canyon Rd)	204	50	0	0	0	0	0	0	0	0
							SB De Palma (S of Santiago Canyon Rd)	156	50	0	0	6	50	0	0	0	0
ST08.11	Near 11762 De Palma Rd #1A, Corona, CA 92883 (outdoor seating)	Outdoor seating	E	3/17/2021 08:41 a.m.	10	60.7	Simultaneous with ST08.08										
				3/17/2021 08:54 a.m.	10	60.1	Simultaneous with ST08.08										

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST09.01	Undeveloped	Undeveloped Land	G	3/17/2021 11:50 a.m.	10	69.1	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1470	75	6	75	0	0	0	0	0	0
							NB I-15 Ln 2 (between Indian Truck Trail Ramps)	1092	71	18	71	60	58	0	0	6	71
							NB I-15 Ln 3 (between Indian Truck Trail Ramps)	348	64	42	64	222	58	0	0	0	0
							SB I-15 Ln 1 (between Indian Truck Trail Ramps)	1308	74	12	74	0	0	0	0	0	0
							SB I-15 Ln 2 (between Indian Truck Trail Ramps)	924	73	30	73	18	57	0	0	0	0
							SB I-15 Ln 3 (between Indian Truck Trail Ramps)	318	69	12	69	144	57	0	0	0	0
							NB Indian Truck Trail On Ramp Lane 1	204	64	0	0	6	58	0	0	0	0
							NB Indian Truck Trail On Ramp Lane 2	234	64	18	64	6	58	0	0	0	0
							NB Indian Truck Trail Off Ramp Lane 1	66	64	0	0	0	0	0	0	0	0
							NB Indian Truck Trail Off Ramp Lane 2	60	64	0	0	6	58	0	0	0	0
							NB Indian Truck Trail Off Ramp Lane 3	18	64	6	64	12	58	0	0	0	0
							SB Indian Truck Trail On Ramp	120	69	0	0	66	57	0	0	0	0
							SB Indian Truck Trail Off Ramp Lane 1	30	69	0	0	12	57	0	0	0	0
							SB Indian Truck Trail Off Ramp Lane 2	90	69	0	0	0	0	0	0	0	0
							SB Indian Truck Trail Off Ramp Lane 3	228	69	0	0	0	0	6	69	0	0
							NB Temescal Canyon Rd Lane 1 (north of Indian Truck Trail)	24	55	12	55	6	55	0	0	0	0
							NB Temescal Canyon Rd Lane 2 (north of Indian Truck Trail)	42	55	0	0	24	55	0	0	0	0
							SB Temescal Canyon Rd Lane 1 (north of Indian Truck Trail)	12	55	0	0	6	55	0	0	0	0
							SB Temescal Canyon Rd Lane 2 (north of Indian Truck Trail)	78	55	6	55	48	55	0	0	0	0
				3/17/2021 12:03 p.m.	10	68.6	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1230	79	0	0	0	0	0	0	6	79
							NB I-15 Ln 2 (between Indian Truck Trail Ramps)	1122	72	24	72	0	0	0	0	0	0
							NB I-15 Ln 3 (between Indian Truck Trail Ramps)	252	62	78	62	216	59	0	0	0	0
							SB I-15 Ln 1 (between Indian Truck Trail Ramps)	1266	74	12	74	0	0	0	0	0	0
							SB I-15 Ln 2 (between Indian Truck Trail Ramps)	984	71	78	71	24	57	0	0	0	0
							SB I-15 Ln 3 (between Indian Truck Trail Ramps)	354	63	54	63	144	57	0	0	0	0
							NB Indian Truck Trail On Ramp Lane 1	138	62	6	62	0	0	0	0	6	62
							NB Indian Truck Trail On Ramp Lane 2	180	62	6	62	0	0	0	0	0	0
							NB Indian Truck Trail Off Ramp Lane 1	102	62	0	0	0	0	0	0	0	0
							NB Indian Truck Trail Off Ramp Lane 2	42	62	0	0	0	0	0	0	0	0
							NB Indian Truck Trail Off Ramp Lane 3	18	62	6	62	30	59	0	0	0	0
							SB Indian Truck Trail On Ramp	156	63	12	63	42	57	0	0	0	0
							SB Indian Truck Trail Off Ramp Lane 1	48	63	6	63	6	57	0	0	0	0
							SB Indian Truck Trail Off Ramp Lane 2	114	63	0	0	0	0	0	0	6	63
							SB Indian Truck Trail Off Ramp Lane 3	144	63	6	63	0	0	0	0	0	0
							NB Temescal Canyon Rd Lane 1 (north of Indian Truck Trail)	78	55	0	0	6	55	0	0	0	0
							NB Temescal Canyon Rd Lane 2 (north of Indian Truck Trail)	54	55	0	0	36	55	0	0	0	0
							SB Temescal Canyon Rd Lane 1 (north of Indian Truck Trail)	24	55	0	0	0	0	0	0	0	0
							SB Temescal Canyon Rd Lane 2 (north of Indian Truck Trail)	60	55	18	55	30	55	0	0	0	0
ST09.02	Undeveloped	Undeveloped Land	G	3/17/2021 12:48 p.m.	10	67.2	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1524	76	18	76	0	0	0	0	6	76
							NB I-15 Ln 2 (between Indian Truck Trail Ramps)	1038	71	108	71	48	58	0	0	0	0
							NB I-15 Ln 3 (between Indian Truck Trail Ramps)	456	68	54	68	138	58	6	68	12	68
							SB I-15 Ln 1 (between Indian Truck Trail Ramps)	1338	74	0	0	6	58	0	0	6	74
							SB I-15 Ln 2 (between Indian Truck Trail Ramps)	1086	71	30	71	0	0	6	71	0	0
							SB I-15 Ln 3 (between Indian Truck Trail Ramps)	444	66	60	66	180	58	0	0	6	66
				3/17/2021 01:02 p.m.	10	67.5	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1548	75	18	75	0	0	0	0	6	75
							NB I-15 Ln 2 (between Indian Truck Trail Ramps)	1158	70	96	70	42	57	0	0	0	0
							NB I-15 Ln 3 (between Indian Truck Trail Ramps)	468	68	126	68	180	57	0	0	12	68
							SB I-15 Ln 1 (between Indian Truck Trail Ramps)	1614	73	6	73	0	0	0	0	12	73
							SB I-15 Ln 2 (between Indian Truck Trail Ramps)	1194	72	48	72	24	58	0	0	0	0
							SB I-15 Ln 3 (between Indian Truck Trail Ramps)	492	67	84	67	198	58	6	67	0	0
ST09.03	Undeveloped	Undeveloped Land	G	9/16/2020 08:56 a.m.	10	66.1	Simultaneous with ST09.02										
				9/16/2020 09:09 a.m.	10	66.0	Simultaneous with ST09.02										

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST09.04	Undeveloped	Undeveloped Land	G	9/17/2020 1:31 p.m.	10	69.4	NB I-15 Ln 1 (N of Indian Truck Trail Ramps)	1458	75	48	75	0	0	0	0	18	75
							NB I-15 Ln 2 (N of Indian Truck Trail Ramps)	1158	71	42	71	60	61	18	71	12	71
							NB I-15 Ln 3 (N of Indian Truck Trail Ramps)	318	62	54	62	204	61	0	0	0	0
							SB I-15 Ln 1 (N of Indian Truck Trail Ramps)	1860	74	18	74	0	0	6	74	12	74
							SB I-15 Ln 2 (N of Indian Truck Trail Ramps)	1236	70	48	70	60	62	6	70	6	70
							SB I-15 Ln 3 (N of Indian Truck Trail Ramps)	624	63	102	63	120	62	6	63	0	0
				9/17/2020 1:44 p.m.	10	69.4	NB I-15 Ln 1 (N of Indian Truck Trail Ramps)	1458	74	30	74	6	60	0	0	6	74
							NB I-15 Ln 2 (N of Indian Truck Trail Ramps)	1194	69	54	69	60	60	6	69	12	69
							NB I-15 Ln 3 (N of Indian Truck Trail Ramps)	378	66	96	66	204	60	0	0	0	0
							SB I-15 Ln 1 (N of Indian Truck Trail Ramps)	1926	71	48	71	0	0	0	0	6	71
							SB I-15 Ln 2 (N of Indian Truck Trail Ramps)	1182	70	108	70	48	63	0	0	0	0
							SB I-15 Ln 3 (N of Indian Truck Trail Ramps)	636	64	84	64	156	63	6	64	6	64
ST09.05	Undeveloped	Undeveloped Land	G	9/16/2020 3:12 p.m.	10	67.5	NB I-15 Ln 1 (N of Indian Truck Trail Ramps)	1692	75	36	75	0	0	6	75	0	0
							NB I-15 Ln 2 (N of Indian Truck Trail Ramps)	1290	71	60	71	48	57	0	0	12	71
							NB I-15 Ln 3 (N of Indian Truck Trail Ramps)	450	68	48	68	252	57	0	0	0	0
							SB I-15 Ln 1 (N of Indian Truck Trail Ramps)	2052	75	36	75	0	0	0	0	12	75
							SB I-15 Ln 2 (N of Indian Truck Trail Ramps)	1542	72	72	72	6	63	0	0	6	72
							SB I-15 Ln 3 (N of Indian Truck Trail Ramps)	816	63	42	63	84	63	6	63	0	0
							EB Temescal Canyon (E of Mayhew)	54	55	0	0	18	55	0	0	0	0
							WB Temescal Canyon (E of Mayhew)	78	55	12	55	6	55	0	0	0	0
							EB Temescal Canyon (E of Campbell Ranch)	60	55	0	0	18	55	0	0	0	0
							WB Temescal Canyon (E of Campbell Ranch)	84	55	6	55	6	55	0	0	0	0
							NB Mayhew	6	25	0	0	0	0	0	0	0	0
							SB Mayhew	0	0	0	0	0	0	0	0	0	0
							NB Campbell Ranch	168	45	0	0	0	0	0	0	0	0
							SB Campbell Ranch	276	45	6	45	0	0	0	0	0	0
				9/16/2020 3:24 p.m.	10	67.8	NB I-15 Ln 1 (N of Indian Truck Trail Ramps)	1566	73	18	73	0	0	0	0	0	0
							NB I-15 Ln 2 (N of Indian Truck Trail Ramps)	1230	71	54	71	6	63	0	0	6	71
							NB I-15 Ln 3 (N of Indian Truck Trail Ramps)	372	80	72	80	210	63	0	0	0	0
							SB I-15 Ln 1 (N of Indian Truck Trail Ramps)	1998	75	66	75	0	0	0	0	18	75
							SB I-15 Ln 2 (N of Indian Truck Trail Ramps)	1536	68	60	68	12	48	0	0	0	0
							SB I-15 Ln 3 (N of Indian Truck Trail Ramps)	756	66	72	66	72	48	0	0	6	66
							EB Temescal Canyon (E of Mayhew)	42	55	0	0	6	55	0	0	0	0
							WB Temescal Canyon (E of Mayhew)	78	55	12	55	12	55	0	0	0	0
							EB Temescal Canyon (E of Campbell Ranch)	42	55	0	0	6	55	0	0	0	0
							WB Temescal Canyon (E of Campbell Ranch)	66	55	12	55	12	55	0	0	0	0
							NB Mayhew	0	0	0	0	0	0	0	0	0	0
							SB Mayhew	0	0	0	0	0	0	0	0	0	0
							NB Campbell Ranch	102	45	0	0	0	0	0	0	6	45
							SB Campbell Ranch	252	45	0	0	0	0	0	0	0	0

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST10.01	25430 Temescal Valley Ln, Corona, CA 92883	Residential	B	9/16/2020 11:48 a.m.	10	55.8	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1446	72	6	72	0	0	0	0	6	72
							NB I-15 Ln 2 (between Indian Truck Trail Ramps)	714	67	114	67	126	51	12	67	6	67
							NB I-15 Ln 3 (between Indian Truck Trail Ramps)	210	61	90	61	300	51	0	0	0	0
							SB I-15 Ln 1 (between Indian Truck Trail Ramps)	1326	73	0	0	0	0	0	0	0	0
							SB I-15 Ln 2 (between Indian Truck Trail Ramps)	906	69	36	69	30	53	6	69	0	0
							SB I-15 Ln 3 (between Indian Truck Trail Ramps)	306	62	72	62	114	53	6	62	0	0
							SB Indian Truck Trail Off Ramp	258	62	6	62	30	53	0	0	0	0
							NB Indian Truck Trail On Ramp	372	61	24	61	12	51	0	0	0	0
							EB Woodstock	18	25	0	0	0	0	0	0	0	0
							WB Woodstock	12	25	0	0	0	0	0	0	0	0
							NB Campbell Ranch Rd (S of Woodstock)	156	45	0	0	0	0	0	0	0	0
							SB Campbell Ranch Rd (S of Woodstock)	234	45	0	0	0	0	0	0	0	0
							NB Campbell Ranch Rd (N of Woodstock)	174	45	0	0	0	0	0	0	0	0
							SB Campbell Ranch Rd (N of Woodstock)	204	45	0	0	0	0	0	0	0	0
							NB Holly Hill	0	0	0	0	0	0	0	0	0	0
							SB Holly Hill	0	0	0	0	0	0	0	0	0	0
							NB Temescal Valley Lane (S of Holly Hill)	0	0	0	0	0	0	0	0	0	0
							SB Temescal Valley Lane (S of Holly Hill)	0	0	0	0	0	0	0	0	0	0
							NB Temescal Valley Lane (N of Holly Hill)	0	0	0	0	0	0	0	0	0	0
							SB Temescal Valley Lane (N of Holly Hill)	0	0	0	0	0	0	0	0	0	0
				9/16/2020 12:02 p.m.	10	56	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1104	73	12	73	6	58	0	0	0	0
							NB I-15 Ln 2 (between Indian Truck Trail Ramps)	852	68	66	68	42	58	0	0	0	0
							NB I-15 Ln 3 (between Indian Truck Trail Ramps)	282	62	48	62	150	58	0	0	0	0
							SB I-15 Ln 1 (between Indian Truck Trail Ramps)	1302	75	0	0	12	49	6	75	0	0
							SB I-15 Ln 2 (between Indian Truck Trail Ramps)	876	69	24	69	12	49	0	0	6	69
							SB I-15 Ln 3 (between Indian Truck Trail Ramps)	186	63	84	63	120	49	6	63	6	63
							SB Indian Truck Trail Off Ramp	324	63	12	63	18	49	0	0	0	0
							NB Indian Truck Trail On Ramp	240	62	6	62	24	58	6	62	0	0
							EB Woodstock	18	25	0	0	0	0	0	0	0	0
							WB Woodstock	0	0	6	25	0	0	0	0	0	0
							NB Campbell Ranch Rd (S of Woodstock)	138	45	0	0	6	45	0	0	0	0
							SB Campbell Ranch Rd (S of Woodstock)	162	45	0	0	0	0	0	0	0	0
							NB Campbell Ranch Rd (N of Woodstock)	144	45	0	0	0	0	0	0	0	0
							SB Campbell Ranch Rd (N of Woodstock)	144	45	0	0	0	0	0	0	0	0
							NB Holly Hill	0	0	0	0	6	25	0	0	0	0
							SB Holly Hill	6	25	0	0	0	0	0	0	0	0
							NB Temescal Valley Lane (S of Holly Hill)	6	25	0	0	6	25	0	0	0	0
							SB Temescal Valley Lane (S of Holly Hill)	0	0	0	0	6	25	0	0	0	0
							NB Temescal Valley Lane (N of Holly Hill)	0	0	0	0	6	25	0	0	0	0
							SB Temescal Valley Lane (N of Holly Hill)	0	0	0	0	0	0	0	0	0	0
ST10.02	25310 Campbell Ranch Rd, Corona, CA 92883 (Fire Station 64)	Emergency Services	F	9/16/2020 11:48 a.m.	10	59.9	Simultaneous with ST10.01										
				9/16/2020 12:02 p.m.	10	60.4	Simultaneous with ST10.01										

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST10.03	11512 Magnolia St, Corona, CA 92883	Residential	B	9/16/2020 10:27 a.m.	10	52.6	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1386	70	18	70	0	0	0	0	6	70
							NB I-15 Ln 2 (between Indian Truck Trail Ramps)	1074	65	36	65	30	51	0	0	0	0
							NB I-15 Ln 3 (between Indian Truck Trail Ramps)	324	56	30	56	144	51	24	56	0	0
							SB I-15 Ln 1 (between Indian Truck Trail Ramps)	1272	74	18	74	0	0	6	74	6	74
							SB I-15 Ln 2 (between Indian Truck Trail Ramps)	810	68	90	68	36	53	0	0	6	68
							SB I-15 Ln 3 (between Indian Truck Trail Ramps)	282	61	54	61	162	53	0	0	0	0
							SB Indian Truck Trail Off Ramp	246	61	6	61	12	53	0	0	0	0
							NB Indian Truck Trail On Ramp	384	56	0	0	6	51	0	0	0	0
							EB Mayhew Canyon	96	35	0	0	0	0	0	0	0	0
							WB Mayhew Canyon	78	35	0	0	0	0	0	0	0	0
							NB Campbell Ranch Road (S of Mayhew Cyn)	192	45	0	0	0	0	0	0	0	0
							SB Campbell Ranch Road (S of Mayhew Cyn)	156	45	0	0	0	0	0	0	0	0
							NB Campbell Ranch Road (N of Mayhew Cyn)	120	45	0	0	0	0	0	0	0	0
							SB Campbell Ranch Road (N of Mayhew Cyn)	66	45	0	0	0	0	0	0	0	0
							EB Chinaberry	12	25	0	0	0	0	0	0	0	0
							WB Chinaberry	0	0	0	0	0	0	0	0	0	0
							NB Magnolia St (S of Chinaberry)	0	0	0	0	0	0	0	0	0	0
							SB Magnolia St (S of Chinaberry)	6	25	0	0	0	0	0	0	0	0
							NB Magnolia St (N of Chinaberry)	6	25	0	0	0	0	0	0	0	0
							SB Magnolia St (N of Chinaberry)	0	0	0	0	0	0	0	0	0	0
				9/16/2020 10:40 a.m.	10	52.6	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1380	71	0	0	0	0	0	0	6	71
							NB I-15 Ln 2 (between Indian Truck Trail Ramps)	840	66	90	66	54	53	6	66	0	0
							NB I-15 Ln 3 (between Indian Truck Trail Ramps)	252	65	30	65	240	53	6	65	0	0
							SB I-15 Ln 1 (between Indian Truck Trail Ramps)	1212	74	6	74	6	53	0	0	0	0
							SB I-15 Ln 2 (between Indian Truck Trail Ramps)	942	70	42	70	30	53	6	70	0	0
							SB I-15 Ln 3 (between Indian Truck Trail Ramps)	192	59	48	59	150	53	6	59	0	0
							NB Indian Truck Trail On Ramp	432	65	6	65	0	0	0	0	0	0
							SB Indian Truck Trail Off Ramp	246	59	18	59	24	53	0	0	0	0
							EB Mayhew Canyon	78	35	0	0	0	0	0	0	0	0
							WB Mayhew Canyon	96	35	0	0	0	0	0	0	0	0
							NB Campbell Ranch Road (S of Mayhew Cyn)	150	45	0	0	0	0	0	0	0	0
							SB Campbell Ranch Road (S of Mayhew Cyn)	156	45	0	0	0	0	0	0	0	0
							NB Campbell Ranch Road (N of Mayhew Cyn)	72	45	0	0	0	0	0	0	0	0
							SB Campbell Ranch Road (N of Mayhew Cyn)	102	45	0	0	0	0	0	0	0	0
							EB Chinaberry	12	25	0	0	0	0	0	0	0	0
							WB Chinaberry	12	25	0	0	0	0	0	0	0	0
							NB Magnolia St (S of Chinaberry)	0	0	0	0	0	0	0	0	0	0
							SB Magnolia St (S of Chinaberry)	12	25	0	0	0	0	0	0	0	0
							NB Magnolia St (N of Chinaberry)	0	0	0	0	0	0	0	0	0	0
							SB Magnolia St (N of Chinaberry)	12	25	0	0	0	0	0	0	0	0
ST10.04	11360 Magnolia St, Corona, CA 92883	Residential	B	9/16/2020 10:27 a.m.	10	55.7	Simultaneous with ST10.03										
				9/16/2020 10:40 a.m.	10	55.8	Simultaneous with ST10.03										

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST10.05	11268 Pinecone St, Corona, CA 92883	Residential	B	9/17/2020 09:05 a.m.	10	60.2	NB I-15 Ln 1 (N of Indian Truck Trail Ramps)	1596	79	18	79	0	0	0	0	12	79
							NB I-15 Ln 2 (N of Indian Truck Trail Ramps)	1140	70	102	70	30	57	0	0	0	0
							NB I-15 Ln 3 (N of Indian Truck Trail Ramps)	348	64	72	64	162	57	12	64	6	64
							SB I-15 Ln 1 (N of Indian Truck Trail Ramps)	1008	77	18	77	0	0	0	0	0	0
							SB I-15 Ln 2 (N of Indian Truck Trail Ramps)	840	73	84	73	24	58	0	0	0	0
							SB I-15 Ln 3 (N of Indian Truck Trail Ramps)	312	65	72	65	156	58	0	0	0	0
							NB Campbell Ranch (N of SoapBerry)	54	45	12	45	0	0	0	0	0	0
							SB Campbell Ranch (N of SoapBerry)	90	45	0	0	0	0	0	0	0	0
							NB Campbell Ranch (S of SoapBerry)	60	45	12	45	0	0	0	0	0	0
							SB Campbell Ranch (S of SoapBerry)	96	45	0	0	0	0	0	0	0	0
							EB SoapBerry	18	25	0	0	0	0	0	0	0	0
							WB SoapBerry	18	25	0	0	0	0	0	0	0	0
							NB Pinecone (N of SoapBerry)	18	25	0	0	0	0	0	0	0	0
							SB Pinecone (N of SoapBerry)	12	25	0	0	0	0	0	0	0	0
							NB Pinecone (S of SoapBerry)	6	25	0	0	0	0	0	0	0	0
							SB Pinecone (S of SoapBerry)	0	0	0	0	0	0	0	0	0	0
							NB Coral Canyon	24	25	0	0	0	0	0	0	0	0
							SB Coral Canyon	66	25	0	0	0	0	0	0	0	0
							NB Campbell Ranch (N of Mayhew Canyon)	150	45	24	45	0	0	0	0	0	0
							SB Campbell Ranch (N of Mayhew Canyon)	114	45	0	0	0	0	0	0	0	0
							EB Mayhew Canyon	120	35	6	35	0	0	0	0	0	0
							WB Mayhew Canyon	42	35	0	0	0	0	0	0	0	0
							NB Whitebark	0	0	0	0	0	0	0	0	0	0
							SB Whitebark	0	0	0	0	0	0	0	0	0	0
				9/17/2020 09:19 a.m.	10	59	NB I-15 Ln 1 (N of Indian Truck Trail Ramps)	1812	76	12	76	0	0	0	0	0	0
							NB I-15 Ln 2 (N of Indian Truck Trail Ramps)	1254	72	78	72	36	56	6	72	6	72
							NB I-15 Ln 3 (N of Indian Truck Trail Ramps)	438	68	84	68	234	56	0	0	0	0
							SB I-15 Ln 1 (N of Indian Truck Trail Ramps)	1074	80	48	80	0	0	0	0	6	80
							SB I-15 Ln 2 (N of Indian Truck Trail Ramps)	780	73	84	73	60	58	0	0	0	0
							SB I-15 Ln 3 (N of Indian Truck Trail Ramps)	276	70	84	70	228	58	0	0	0	0
							NB Campbell Ranch (N of SoapBerry)	78	45	0	0	0	0	0	0	0	0
							SB Campbell Ranch (N of SoapBerry)	78	45	0	0	0	0	0	0	0	0
							NB Campbell Ranch (S of SoapBerry)	96	45	0	0	0	0	0	0	0	0
							SB Campbell Ranch (S of SoapBerry)	90	45	0	0	0	0	0	0	0	0
							EB SoapBerry	12	25	0	0	0	0	0	0	0	0
							WB SoapBerry	18	25	0	0	0	0	0	0	0	0
							NB Pinecone (N of SoapBerry)	18	25	0	0	0	0	0	0	0	0
							SB Pinecone (N of SoapBerry)	6	25	0	0	0	0	0	0	0	0
							NB Pinecone (S of SoapBerry)	6	25	0	0	0	0	0	0	0	0
							SB Pinecone (S of SoapBerry)	0	0	0	0	0	0	0	0	0	0
							NB Coral Canyon	30	25	0	0	0	0	0	0	0	0
							SB Coral Canyon	24	25	0	0	0	0	0	0	0	0
							NB Campbell Ranch (N of Mayhew Canyon)	120	45	0	0	0	0	0	0	0	0
							SB Campbell Ranch (N of Mayhew Canyon)	132	45	0	0	6	45	0	0	0	0
							EB Mayhew Canyon	54	35	0	0	0	0	0	0	0	0
							WB Mayhew Canyon	66	35	0	0	6	35	0	0	0	0
							NB Whitebark	0	0	0	0	0	0	0	0	0	0
							SB Whitebark	6	25	0	0	0	0	0	0	0	0
ST10.06	11118 Whitebark Ln, Corona, CA 92883	Residential	B	9/17/2020 09:05 a.m.	10	55.9	Simultaneous with ST10.05 and ST10.07										
				9/17/2020 09:19 a.m.	10	55.4	Simultaneous with ST10.05 and ST10.07										
ST10.07	24848 Cassia St, Corona, CA 92883	Residential	B	9/17/2020 09:05 a.m.	10	54.5	Simultaneous with ST10.05 and ST10.06										
				9/17/2020 09:19 a.m.	10	53.6	Simultaneous with ST10.05 and ST10.06										

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST10.08	Undeveloped	Undeveloped Land	G	9/16/2020 3:12 p.m.	10	67.4	Simultaneous with ST09.05										
				9/16/2020 3:24 p.m.	10	66.6	Simultaneous with ST09.05										
ST11.02	10671 Orange Grove Place, Corona, CA 92883	Industrial	F	9/17/2020 11:37 a.m.	10	61.1	NB I-15 Ln 1 (N of Indian Truck Trail Ramps)	1410	79	18	79	0	0	0	0	6	79
							NB I-15 Ln 2 (N of Indian Truck Trail Ramps)	1104	72	54	72	42	66	0	0	0	0
							NB I-15 Ln 3 (N of Indian Truck Trail Ramps)	366	67	42	67	204	66	24	67	0	0
							SB I-15 Ln 1 (N of Indian Truck Trail Ramps)	1356	76	36	76	0	0	0	0	6	76
							SB I-15 Ln 2 (N of Indian Truck Trail Ramps)	996	72	54	72	24	62	6	72	0	0
							SB I-15 Ln 3 (N of Indian Truck Trail Ramps)	408	64	78	64	144	62	0	0	0	0
							EB Mayhew	0	0	0	0	0	0	0	0	0	0
							WB Mayhew	0	0	0	0	0	0	0	0	0	0
							NB Whitecrown (S of Kenosha)	18	0	0	0	0	0	0	0	0	0
							SB Whitecrown (S of Kenosha)	0	0	0	0	0	0	0	0	0	0
				9/17/2020 11:52 a.m.	10	61.8	NB I-15 Ln 1 (N of Indian Truck Trail Ramps)	1398	78	6	78	0	0	0	0	6	78
							NB I-15 Ln 2 (N of Indian Truck Trail Ramps)	1068	65	78	65	48	61	12	65	0	0
							NB I-15 Ln 3 (N of Indian Truck Trail Ramps)	450	60	48	60	210	61	0	0	12	60
							SB I-15 Ln 1 (N of Indian Truck Trail Ramps)	1482	73	0	0	0	0	0	0	12	73
							SB I-15 Ln 2 (N of Indian Truck Trail Ramps)	1074	67	84	67	48	61	0	0	0	0
							SB I-15 Ln 3 (N of Indian Truck Trail Ramps)	462	64	96	64	174	61	0	0	0	0
							EB Mayhew	0	0	0	0	0	0	0	0	0	0
							WB Mayhew	0	0	0	0	0	0	0	0	0	0
							NB Whitecrown (S of Kenosha)	0	0	0	0	0	0	0	0	0	0
							SB Whitecrown (S of Kenosha)	0	0	0	0	0	0	0	0	0	0
ST11.03	Vacant Land	Undeveloped Land	G	9/15/2020 10:17 a.m.	10	59.4	NB I-15 Ln 1 (between Temescal Canyon Ramps)	1362	72	6	72	0	0	0	0	12	72
							NB I-15 Ln 2 (between Temescal Canyon Ramps)	1008	64	12	64	48	52	0	0	0	0
							NB I-15 Ln 3 (between Temescal Canyon Ramps)	246	56	54	56	186	52	0	0	0	0
							SB I-15 Ln 1 (between Temescal Canyon Ramps)	1206	72	6	72	0	0	0	0	0	0
							SB I-15 Ln 2 (between Temescal Canyon Ramps)	828	69	36	69	66	55	0	0	12	69
							SB I-15 Ln 3 (between Temescal Canyon Ramps)	216	62	18	62	174	55	0	0	0	0
							NB Temescal Canyon On Ramp	252	56	24	56	126	52	0	0	0	0
							NB Temescal Canyon Off Ramp	126	56	6	56	24	52	0	0	0	0
							SB Temescal Canyon On Ramp	96	62	6	62	12	55	0	0	0	0
							SB Temescal Canyon Off Ramp	84	62	18	62	12	55	0	0	0	0
							NB Temescal Canyon (S of SB Ramps)	324	40	0	0	102	40	0	0	6	40
							SB Temescal Canyon (S of SB Ramps)	300	40	30	40	108	40	0	0	0	0
							NB Temescal Canyon (S of NB Ramps)	342	40	36	40	132	40	0	0	6	40
							SB Temescal Canyon (S of NB Ramps)	150	40	18	40	6	40	0	0	0	0
				9/15/2020 10:30 a.m.	10	59.6	NB I-15 Ln 1 (between Temescal Canyon Ramps)	1356	68	24	68	0	0	0	0	0	0
							NB I-15 Ln 2 (between Temescal Canyon Ramps)	1080	66	42	66	54	54	0	0	0	0
							NB I-15 Ln 3 (between Temescal Canyon Ramps)	348	65	12	65	180	54	0	0	0	0
							SB I-15 Ln 1 (between Temescal Canyon Ramps)	1212	71	6	71	0	0	0	0	0	0
							SB I-15 Ln 2 (between Temescal Canyon Ramps)	840	66	12	66	36	52	0	0	6	66
							SB I-15 Ln 3 (between Temescal Canyon Ramps)	180	60	24	60	180	52	0	0	6	60
							NB Temescal Canyon On Ramp	330	65	30	65	108	54	0	0	6	65
							NB Temescal Canyon Off Ramp	108	65	0	0	30	54	0	0	0	0
							SB Temescal Canyon On Ramp	102	60	6	60	18	52	0	0	0	0
							SB Temescal Canyon Off Ramp	108	60	0	0	18	52	0	0	0	0
							NB Temescal Canyon (S of SB Ramps)	288	40	12	40	60	40	0	0	6	40
							SB Temescal Canyon (S of SB Ramps)	324	40	6	40	102	40	0	0	0	0
							NB Temescal Canyon (S of NB Ramps)	360	40	24	40	120	40	0	0	6	40
							SB Temescal Canyon (S of NB Ramps)	162	40	6	40	30	40	0	0	0	0

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST12.01	10653 Wrangler Way, Corona, CA 92883	Residential	B	9/17/2020 10:34 a.m.	10	61.6	NB I-15 Ln 1 (N of Indian Truck Trail Ramps)	1638	81	30	81	0	0	0	0	12	81
							NB I-15 Ln 2 (N of Indian Truck Trail Ramps)	1110	79	120	79	42	63	0	0	6	79
							NB I-15 Ln 3 (N of Indian Truck Trail Ramps)	420	63	66	63	216	63	0	0	12	63
							SB I-15 Ln 1 (N of Indian Truck Trail Ramps)	1308	80	30	80	0	0	0	0	12	80
							SB I-15 Ln 2 (N of Indian Truck Trail Ramps)	936	80	54	80	24	56	0	0	0	0
							SB I-15 Ln 3 (N of Indian Truck Trail Ramps)	432	72	96	72	150	56	0	0	0	0
							NB Wrangler	6	25	0	0	0	0	0	0	0	0
							SB Wrangler	0	0	0	0	0	0	0	0	0	0
							EB Stageline	0	0	0	0	0	0	0	0	0	0
							WB Stageline	6	25	0	0	0	0	0	0	0	0
							NB Whitecrown (N of Mojeska Summit)	0	0	0	0	0	0	0	0	0	0
							SB Whitecrown (N of Mojeska Summit)	0	0	0	0	0	0	0	0	0	0
							NB Whitecrown (S of Mojeska Summit)	0	0	0	0	0	0	0	0	0	0
							SB Whitecrown (S of Mojeska Summit)	0	0	0	0	0	0	0	0	0	0
							EB Mojeska Summit	0	0	0	0	0	0	0	0	0	0
							WB Mojeska Summit	0	0	0	0	0	0	0	0	0	0
				9/17/2020 10:47 a.m.	10	62	NB I-15 Ln 1 (N of Indian Truck Trail Ramps)	1548	81	18	81	0	0	0	0	6	81
							NB I-15 Ln 2 (N of Indian Truck Trail Ramps)	1002	75	78	75	54	60	0	0	6	75
							NB I-15 Ln 3 (N of Indian Truck Trail Ramps)	306	62	66	62	324	60	0	0	0	0
							SB I-15 Ln 1 (N of Indian Truck Trail Ramps)	1338	79	12	79	0	0	0	0	0	0
							SB I-15 Ln 2 (N of Indian Truck Trail Ramps)	888	76	54	76	42	64	0	0	0	0
							SB I-15 Ln 3 (N of Indian Truck Trail Ramps)	414	72	108	72	252	64	0	0	0	0
							NB Wrangler	6	25	0	0	0	0	0	0	0	0
							SB Wrangler	0	0	0	0	0	0	0	0	0	0
							EB Stageline	0	0	0	0	0	0	0	0	0	0
							WB Stageline	12	25	0	0	0	0	0	0	0	0
							NB Whitecrown (N of Mojeska Summit)	6	25	0	0	0	0	0	0	0	0
							SB Whitecrown (N of Mojeska Summit)	0	0	0	0	0	0	0	0	0	0
							NB Whitecrown (S of Mojeska Summit)	6	25	0	0	0	0	0	0	0	0
							SB Whitecrown (S of Mojeska Summit)	0	0	0	0	0	0	0	0	0	0
							EB Mojeska Summit	6	25	0	0	0	0	0	0	0	0
							WB Mojeska Summit	6	25	0	0	0	0	0	0	0	0
ST12.02	Near 10348 Whitecrown Cir, Corona, CA 92883 (Taken at Cul-De-Sac)	Sidewalk	F	3/17/2021 03:19 p.m.	10	54.4	NB I-15 Ln 1 (N of Indian Truck Trail Ramps)	1716	70	36	70	0	0	6	70	12	70
							NB I-15 Ln 2 (N of Indian Truck Trail Ramps)	1302	67	102	67	30	56	0	0	12	67
							NB I-15 Ln 3 (N of Indian Truck Trail Ramps)	540	60	42	60	204	56	0	0	0	0
							SB I-15 Ln 1 (N of Indian Truck Trail Ramps)	2034	69	54	69	0	0	0	0	24	69
							SB I-15 Ln 2 (N of Indian Truck Trail Ramps)	1674	67	30	67	12	56	6	67	0	0
							SB I-15 Ln 3 (N of Indian Truck Trail Ramps)	816	59	78	59	126	56	6	59	6	59
							NB Whitecrown (N of Kenosha)	0	0	0	0	0	0	0	0	0	0
							SB Whitecrown (N of Kenosha)	6	25	0	0	0	0	0	0	0	0
							NB Whitecrown (S of Kenosha)	6	25	0	0	0	0	0	0	0	0
							SB Whitecrown (S of Kenosha)	6	25	0	0	0	0	0	0	0	0
							EB Kenosha	0	0	0	0	0	0	0	0	0	0
							WB Kenosha	0	0	0	0	0	0	0	0	0	0
				3/17/2021 03:32 p.m.	10	54.9	NB I-15 Ln 1 (N of Indian Truck Trail Ramps)	1626	71	18	71	0	0	6	71	12	71
							NB I-15 Ln 2 (N of Indian Truck Trail Ramps)	1290	68	36	68	12	56	0	0	6	68
							NB I-15 Ln 3 (N of Indian Truck Trail Ramps)	474	60	90	60	156	56	0	0	0	0
							SB I-15 Ln 1 (N of Indian Truck Trail Ramps)	2010	69	42	69	0	0	0	0	24	69
							SB I-15 Ln 2 (N of Indian Truck Trail Ramps)	1590	66	72	66	24	55	0	0	6	66
							SB I-15 Ln 3 (N of Indian Truck Trail Ramps)	960	59	84	59	72	55	0	0	6	59
							NB Whitecrown (N of Kenosha)	6	25	0	0	0	0	0	0	0	0
							SB Whitecrown (N of Kenosha)	18	25	0	0	0	0	0	0	0	0
							NB Whitecrown (S of Kenosha)	6	25	0	0	0	0	0	0	0	0
							SB Whitecrown (S of Kenosha)	12	25	0	0	0	0	0	0	0	0
							EB Kenosha	12	25	0	0	0	0	0	0	0	0
							WB Kenosha	6	25	0	0	0	0	0	0	0	0

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST12.03	10498 Whitecrown Cir, Corona, CA 92883	Residential	B	9/17/2020 10:34 a.m.	10	60.1	Simultaneous with ST12.01										
				9/17/2020 10:47 a.m.	10	60	Simultaneous with ST12.01										
ST12.04	10438 Whitecrown Cir, Corona, CA 92883	Residential	B	9/17/2020 11:37 a.m.	10	60	Simultaneous with ST11.02										
				9/17/2020 11:52 a.m.	10	58.8	Simultaneous with ST11.02										
ST12.05	10346 Whitecrown Cir, Corona, CA 92883	Residential	B	9/15/2020 1:06 p.m.	10	63.5	NB I-15 Ln 1 (S of Temescal Canyon Ramps)	1728	75	12	75	0	0	0	0	0	0
							NB I-15 Ln 2 (S of Temescal Canyon Ramps)	1152	71	114	71	72	59	0	0	0	0
							NB I-15 Ln 3 (S of Temescal Canyon Ramps)	342	63	48	63	276	59	12	63	0	0
							SB I-15 Ln 1 (S of Temescal Canyon Ramps)	1602	73	6	73	12	65	0	0	6	73
							SB I-15 Ln 2 (S of Temescal Canyon Ramps)	1110	68	78	68	42	65	0	0	0	0
							SB I-15 Ln 3 (S of Temescal Canyon Ramps)	510	66	72	66	162	65	0	0	6	66
							NB Icefield	0	0	0	0	0	0	0	0	0	0
							SB Icefield	0	0	0	0	0	0	0	0	0	0
							NB Whitecrown (N of Baldy)	0	0	0	0	0	0	0	0	0	0
							SB Whitecrown (N of Baldy)	6	25	0	0	0	0	0	0	0	0
				9/15/2020 1:20 p.m.	10	62.9	NB I-15 Ln 1 (S of Temescal Canyon Ramps)	1632	75	18	75	0	0	0	0	6	75
							NB I-15 Ln 2 (S of Temescal Canyon Ramps)	1194	72	132	72	54	64	0	0	0	0
							NB I-15 Ln 3 (S of Temescal Canyon Ramps)	396	70	114	70	246	64	0	0	0	0
							SB I-15 Ln 1 (S of Temescal Canyon Ramps)	1620	71	6	71	0	0	0	0	6	71
							SB I-15 Ln 2 (S of Temescal Canyon Ramps)	1068	72	96	72	12	61	0	0	0	0
							SB I-15 Ln 3 (S of Temescal Canyon Ramps)	468	60	72	60	168	61	0	0	0	0
							NB Icefield	6	25	0	0	0	0	0	0	0	0
							SB Icefield	6	25	0	0	0	0	0	0	0	0
							NB Whitecrown (N of Baldy)	0	0	0	0	0	0	0	0	0	0
							SB Whitecrown (N of Baldy)	6	25	0	0	0	0	0	0	0	0
ST12.06	1028 Icefield Ct, Corona, CA 92883	Residential	B	9/15/2020 1:06 p.m.	10	54.5	Simultaneous with ST12.05										
				9/15/2020 1:20 p.m.	10	55.1	Simultaneous with ST12.05										
ST12.07	23900 Temescal Canyon Rd, Temescal Valley, CA 92883 (Tom's Farms)	Amusement Area (Carousel)	C	9/15/2020 11:26 a.m.	10	58.9	NB I-15 Ln 1 (between Temescal Canyon Ramps)	1464	68	12	68	0	0	0	0	0	0
							NB I-15 Ln 2 (between Temescal Canyon Ramps)	906	64	36	64	72	55	0	0	6	64
							NB I-15 Ln 3 (between Temescal Canyon Ramps)	228	56	42	56	246	55	0	0	0	0
							SB I-15 Ln 1 (between Temescal Canyon Ramps)	1398	71	0	0	0	0	0	0	0	0
							SB I-15 Ln 2 (between Temescal Canyon Ramps)	864	65	48	65	36	56	0	0	6	65
							SB I-15 Ln 3 (between Temescal Canyon Ramps)	210	62	36	62	156	56	0	0	0	0
							SB Temescal Canyon On Ramp	66	62	6	62	24	56	0	0	0	0
							NB Temescal Canyon Off Ramp	138	56	24	56	24	55	0	0	0	0
							NB Temescal Cyn (S of NB Ramps)	336	40	6	40	90	40	0	0	0	0
							SB Temescal Cyn (S of NB Ramps)	432	40	0	0	126	40	0	0	12	40
							NB Temescal Canyon	384	40	6	40	84	40	0	0	0	0
							SB Temescal Canyon	342	40	0	0	108	40	0	0	12	40
				9/15/2020 11:39 a.m.	10	59.3	NB I-15 Ln 1 (between Temescal Canyon Ramps)	1350	68	6	68	0	0	0	0	0	0
							NB I-15 Ln 2 (between Temescal Canyon Ramps)	1032	60	54	60	42	54	0	0	6	60
							NB I-15 Ln 3 (between Temescal Canyon Ramps)	264	70	30	70	240	54	0	0	0	0
							SB I-15 Ln 1 (between Temescal Canyon Ramps)	1374	71	6	71	0	0	0	0	6	71
							SB I-15 Ln 2 (between Temescal Canyon Ramps)	990	67	18	67	42	57	0	0	0	0
							SB I-15 Ln 3 (between Temescal Canyon Ramps)	300	62	42	62	126	57	0	0	0	0
							SB Temescal Canyon On Ramp	114	62	0	0	24	57	0	0	0	0
							NB Temescal Canyon Off Ramp	126	70	12	70	24	54	0	0	0	0
							NB Temescal Cyn (S of NB Ramps)	336	40	12	40	84	40	0	0	0	0
							SB Temescal Cyn (S of NB Ramps)	456	40	18	40	108	40	0	0	0	0
							NB Temescal Canyon	342	40	6	40	102	40	0	0	0	0
							SB Temescal Canyon	396	40	12	40	96	40	0	0	0	0

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST12.08	23900 Temescal Canyon Rd, Temescal Valley, CA 92883 (Tom's Farms)	Outdoor seating area	E	9/15/2020 11:26 a.m.	10	61.6	Simultaneous with ST12.07										
				9/15/2020 11:39 a.m.	10	61.8	Simultaneous with ST12.07										
ST12.09	23740 Temescal Canyon Rd, Corona, CA 92883 (Carl's Junior)	Parking Lot	F	9/15/2020 10:17 a.m.	10	66	Simultaneous with ST11.03										
				9/15/2020 10:30 a.m.	10	66.3	Simultaneous with ST11.03										
ST13.01	23255 Temescal Canyon, Corona, CA 92883 (Shell Gas Station)	Outdoor seating area	E	9/29/2020 09:13 a.m.	10	65	NB I-15 Ln 1 (between Temescal Canyon Ramps)	1602	76	0	0	0	0	0	0	12	76
							NB I-15 Ln 2 (between Temescal Canyon Ramps)	1146	71	60	71	24	60	0	0	6	71
							NB I-15 Ln 3 (between Temescal Canyon Ramps)	330	72	30	72	228	60	0	0	0	0
							SB I-15 Ln 1 (between Temescal Canyon Ramps)	1158	71	30	71	0	0	0	0	6	71
							SB I-15 Ln 2 (between Temescal Canyon Ramps)	750	70	54	70	36	52	6	70	0	0
							SB I-15 Ln 3 (between Temescal Canyon Ramps)	150	59	66	59	180	52	0	0	0	0
							NB Temescal Canyon Off Ramp	132	72	6	72	24	60	0	0	0	0
							NB Temescal Canyon On Ramp	288	72	24	72	132	60	0	0	0	0
							SB Temescal Canyon On Ramp	114	59	12	59	12	52	0	0	0	0
							SB Temescal Canyon Off Ramp	216	59	12	59	96	52	0	0	0	0
							NB Temescal (N of NB Ramps)	168	40	12	40	60	40	0	0	0	0
							SB Temescal (N of NB Ramps)	102	40	24	40	6	40	0	0	0	0
							NB Temescal (S of NB Ramps)	324	40	30	40	120	40	0	0	0	0
							SB Temescal (S of NB Ramps)	156	40	30	40	6	40	0	0	0	0
				9/29/2020 09:27 a.m.	10	64.6	NB I-15 Ln 1 (between Temescal Canyon Ramps)	1728	80	12	80	0	0	0	0	24	80
							NB I-15 Ln 2 (between Temescal Canyon Ramps)	1122	74	30	74	12	56	0	0	0	0
							NB I-15 Ln 3 (between Temescal Canyon Ramps)	426	62	48	62	258	56	0	0	0	0
							SB I-15 Ln 1 (between Temescal Canyon Ramps)	1200	70	24	70	0	0	0	0	0	0
							SB I-15 Ln 2 (between Temescal Canyon Ramps)	834	64	66	64	24	53	0	0	0	0
							SB I-15 Ln 3 (between Temescal Canyon Ramps)	162	60	66	60	216	53	0	0	0	0
							NB Temescal Canyon Off Ramp	102	62	6	62	18	56	0	0	0	0
							NB Temescal Canyon On Ramp	276	62	6	62	84	56	0	0	0	0
							SB Temescal Canyon On Ramp	126	60	12	60	12	53	0	0	0	0
							SB Temescal Canyon Off Ramp	234	60	18	60	126	53	0	0	0	0
							NB Temescal (N of NB Ramps)	204	40	12	40	60	40	0	0	0	0
							SB Temescal (N of NB Ramps)	72	40	12	40	30	40	0	0	0	0
							NB Temescal (S of NB Ramps)	372	40	24	40	96	40	0	0	0	0
							SB Temescal (S of NB Ramps)	126	40	6	40	30	40	0	0	0	0
ST13.02	23100 Temescal Canyon, Corona, CA 92883 (Temescal Canyon Driving Range)	Driving Range	C	9/29/2020 10:24 a.m.	10	63.1	NB I-15 Ln 1 (between Temescal Canyon Ramps)	1314	81	0	0	0	0	0	0	0	0
							NB I-15 Ln 2 (between Temescal Canyon Ramps)	1074	75	42	75	48	56	0	0	0	0
							NB I-15 Ln 3 (between Temescal Canyon Ramps)	414	68	42	68	114	56	0	0	6	68
							SB I-15 Ln 1 (between Temescal Canyon Ramps)	984	70	6	70	0	0	6	70	0	0
							SB I-15 Ln 2 (between Temescal Canyon Ramps)	768	68	72	68	42	58	0	0	0	0
							SB I-15 Ln 3 (between Temescal Canyon Ramps)	210	63	66	63	144	58	0	0	0	0
							NB Temescal Canyon On Ramp	276	68	18	68	72	56	0	0	0	0
							SB Temescal Canyon Off Ramp	216	63	36	63	168	58	0	0	0	0
							NB Temescal Canyon to EB Dawson Turn Lane	18	35	18	35	78	35	0	0	0	0
							EB Dawson to NB Temescal Canyon Turn Lane	18	35	0	0	0	0	0	0	0	0
							EB Dawson Cyn Road	30	35	12	35	0	0	0	0	0	0
							WB Dawson Cyn Road	42	35	0	0	48	35	0	0	0	0
							NB Temescal Cyn (S of Dawson)	120	45	0	0	18	45	0	0	0	0
							SB Temescal Cyn (S of Dawson)	120	45	6	45	48	45	0	0	0	0
							NB Temescal Cyn (N of Dawson)	108	45	0	0	18	45	0	0	0	0
							SB Temescal Cyn (N of Dawson)	108	45	24	45	0	0	0	0	0	0

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
				9/29/2020 10:37 a.m.	10	62.5	NB I-15 Ln 1 (between Temescal Canyon Ramps)	1488	82	12	82	0	0	0	0	0	0
							NB I-15 Ln 2 (between Temescal Canyon Ramps)	1146	73	60	73	30	64	0	0	12	73
							NB I-15 Ln 3 (between Temescal Canyon Ramps)	342	66	60	66	186	64	0	0	0	0
							SB I-15 Ln 1 (between Temescal Canyon Ramps)	1224	72	6	72	0	0	0	0	0	0
							SB I-15 Ln 2 (between Temescal Canyon Ramps)	918	67	66	67	18	58	0	0	0	0
							SB I-15 Ln 3 (between Temescal Canyon Ramps)	198	67	42	67	168	58	0	0	6	67
							NB Temescal Canyon On Ramp	216	66	0	0	138	64	0	0	0	0
							SB Temescal Canyon Off Ramp	228	67	54	67	132	58	0	0	0	0
							NB Temescal Canyon to EB Dawson Turn Lane	30	35	6	35	78	35	0	0	0	0
							EB Dawson to NB Temescal Canyon Turn Lane	6	35	6	35	0	0	0	0	0	0
							EB Dawson Cyn Road	30	35	0	0	0	0	0	0	0	0
							WB Dawson Cyn Road	12	35	6	35	72	35	0	0	0	0
							NB Temescal Cyn (S of Dawson)	108	45	6	45	0	0	0	0	0	0
							SB Temescal Cyn (S of Dawson)	102	45	0	0	72	45	0	0	0	0
							NB Temescal Cyn (N of Dawson)	108	45	12	45	0	0	0	0	0	0
							SB Temescal Cyn (N of Dawson)	120	45	0	0	0	0	0	0	0	0
ST13.03	Near 22440 Temescal Canyon, Corona, CA 92883	Industrial/ commercial	F	9/29/2020 3:28 p.m.	10	66.4	NB I-15 Ln 1 (N of Temescal Canyon Ramps)	1662	81	96	81	0	0	0	0	0	0
							NB I-15 Ln 2 (N of Temescal Canyon Ramps)	1098	74	144	74	78	63	0	0	0	0
							NB I-15 Ln 3 (N of Temescal Canyon Ramps)	540	73	0	0	216	63	0	0	0	0
							SB I-15 Ln 1 (N of Temescal Canyon Ramps)	1860	80	54	80	12	50	0	0	6	80
							SB I-15 Ln 2 (N of Temescal Canyon Ramps)	1578	75	66	75	30	50	0	0	12	75
							SB I-15 Ln 3 (N of Temescal Canyon Ramps)	834	68	36	68	150	50	0	0	0	0
							NB Temescal Cyn	162	45	18	45	24	45	0	0	0	0
							SB Temescal Cyn	324	45	12	45	6	45	0	0	6	45
							NB Temescal Cyn (N of Pulsar) Lane 1	132	45	0	0	0	0	0	0	0	0
							NB Temescal Cyn (N of Pulsar) Lane 2	204	45	12	45	18	45	0	0	0	0
							SB Temescal Cyn (N of Pulsar) Lane 1	12	45	0	0	0	0	0	0	0	0
							SB Temescal Cyn (N of Pulsar) Lane 2	162	45	0	0	0	0	0	0	6	45
							SB Temescal Cyn (N of Pulsar) Lane 3	36	45	0	0	0	0	0	0	0	0
							NB Temescal Cyn (S of Pulsar) Lane 1	126	45	0	0	0	0	0	0	0	0
							NB Temescal Cyn (S of Pulsar) Lane 2	192	45	12	45	30	45	0	0	0	0
							SB Temescal Cyn (S of Pulsar) Lane 1	162	45	0	0	0	0	0	0	6	45
							SB Temescal Cyn (S of Pulsar) Lane 2	66	45	6	45	0	0	0	0	0	0
							EB Pulsar	24	25	0	0	12	25	0	0	0	0
							WB Pulsar	48	25	0	0	0	0	0	0	0	0
				9/29/2020 3:41 p.m.	10	66.8	NB I-15 Ln 1 (N of Temescal Canyon Ramps)	1824	80	12	80	0	0	0	0	0	0
							NB I-15 Ln 2 (N of Temescal Canyon Ramps)	1152	72	84	72	42	53	0	0	0	0
							NB I-15 Ln 3 (N of Temescal Canyon Ramps)	462	53	72	53	168	53	0	0	0	0
							SB I-15 Ln 1 (N of Temescal Canyon Ramps)	2232	80	90	80	0	0	0	0	6	80
							SB I-15 Ln 2 (N of Temescal Canyon Ramps)	1686	71	84	71	24	63	0	0	6	71
							SB I-15 Ln 3 (N of Temescal Canyon Ramps)	828	55	42	55	156	63	0	0	6	55
							NB Temescal Cyn	156	45	6	45	6	45	0	0	12	45
							SB Temescal Cyn	354	45	18	45	24	45	0	0	0	0
							NB Temescal Cyn (N of Pulsar) Lane 1	132	45	0	0	12	45	0	0	12	45
							NB Temescal Cyn (N of Pulsar) Lane 2	162	45	12	45	0	0	0	0	0	0
							SB Temescal Cyn (N of Pulsar) Lane 1	30	45	0	0	0	0	0	0	0	0
							SB Temescal Cyn (N of Pulsar) Lane 2	234	45	12	45	6	45	0	0	0	0
							SB Temescal Cyn (N of Pulsar) Lane 3	96	45	0	0	12	45	0	0	0	0
							NB Temescal Cyn (S of Pulsar) Lane 1	102	45	0	0	12	45	0	0	12	45
							NB Temescal Cyn (S of Pulsar) Lane 2	126	45	12	45	0	0	0	0	0	0
							SB Temescal Cyn (S of Pulsar) Lane 1	234	45	12	45	6	45	0	0	0	0
							SB Temescal Cyn (S of Pulsar) Lane 2	30	45	0	0	0	0	0	0	0	0
							EB Pulsar	30	25	0	0	0	0	0	0	0	0
							WB Pulsar	90	25	0	0	6	25	0	0	0	0
ST13.04	Near 9022 Pulsar Ct, Corona, CA 92883 (Hunnys Café and Pizzeria)	Outdoor Dining	E	9/29/2020 3:28 p.m.	10	67.8	Simultaneous with ST13.03										
				9/29/2020 3:41 p.m.	10	68	Simultaneous with ST13.03										

Table A-1. Validation Traffic Volumes for TNM Modeling

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST13.05	9010 Leroy Rd, Corona, CA 92883	Residential	B	3/18/2021 02:01 p.m.	10	58.2	NB I-15 Ln 1 (N of Temescal Canyon Ramps)	1776	68	42	68	0	0	0	0	6	68
							NB I-15 Ln 2 (N of Temescal Canyon Ramps)	1110	63	90	63	84	49	0	0	6	63
							NB I-15 Ln 3 (N of Temescal Canyon Ramps)	480	55	84	55	252	49	12	55	0	0
							SB I-15 Ln 1 (N of Temescal Canyon Ramps)	1944	66	18	66	0	0	0	0	12	66
							SB I-15 Ln 2 (N of Temescal Canyon Ramps)	1518	63	60	63	54	50	6	63	0	0
							SB I-15 Ln 3 (N of Temescal Canyon Ramps)	594	56	138	56	240	50	0	0	0	0
							NB Temescal Cyn Lane 1 (N of Leroy)	354	45	6	45	18	45	6	45	0	0
							NB Temescal Cyn Lane 2 (N of Leroy)	174	45	18	45	30	45	0	0	0	0
							SB Temescal Cyn Lane 1 (N of Leroy)	0	0	0	0	6	45	0	0	0	0
							SB Temescal Cyn Lane 2 (N of Leroy)	132	45	18	45	18	45	0	0	0	0
							SB Temescal Cyn Lane 3 (N of Leroy)	114	45	6	45	6	45	0	0	0	0
							NB Temescal Cyn Lane 1 (S of Leroy)	354	45	6	45	18	45	6	45	0	0
							NB Temescal Cyn Lane 2 (S of Leroy)	180	45	18	45	30	45	0	0	0	0
							SB Temescal Cyn Lane 1 (S of Leroy)	132	45	18	45	18	45	0	0	0	0
							SB Temescal Cyn Lane 2 (S of Leroy)	114	45	6	45	6	45	0	0	0	0
							EB Leroy	6	25	0	0	6	25	0	0	0	0
							WB Leroy	0	0	0	0	0	0	0	0	0	0
							NB Knabe Lane 1 (N of Evonvale)	114	50	0	0	0	0	0	0	0	0
							NB Knabe Lane 2 (N of Evonvale)	198	50	0	0	0	0	0	0	0	0
							SB Knabe Lane 1 (N of Evonvale)	240	50	0	0	0	0	0	0	0	0
							SB Knabe Lane 2 (N of Evonvale)	318	50	0	0	0	0	0	0	0	0
							NB Knabe Lane 1 (S of Evonvale)	0	0	0	0	0	0	0	0	0	0
							NB Knabe Lane 2 (S of Evonvale)	108	50	0	0	0	0	0	0	0	0
							NB Knabe Lane 3 (S of Evonvale)	192	50	0	0	0	0	0	0	0	0
							SB Knabe Lane 1 (S of Evonvale)	228	50	0	0	0	0	0	0	0	0
							SB Knabe Lane 2 (S of Evonvale)	324	50	0	0	0	0	0	0	0	0
							EB Evonvale	12	25	0	0	0	0	0	0	0	0
							WB Evonvale	24	25	0	0	0	0	0	0	0	0
							NB Hayworth (N of Evonvale)	12	25	0	0	0	0	0	0	0	0
							SB Hayworth (N of Evonvale)	6	25	0	0	0	0	0	0	0	0
							NB Hayworth (S of Evonvale)	6	25	0	0	0	0	0	0	0	0
							SB Hayworth (S of Evonvale)	6	25	0	0	0	0	0	0	0	0

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
				3/18/2021 02:12 p.m.	10	58.1	NB I-15 Ln 1 (N of Temescal Canyon Ramps)	1944	66	24	66	0	0	0	0	0	0
							NB I-15 Ln 2 (N of Temescal Canyon Ramps)	1428	62	138	62	66	49	6	62	0	0
							NB I-15 Ln 3 (N of Temescal Canyon Ramps)	474	55	96	55	222	49	0	0	6	55
							SB I-15 Ln 1 (N of Temescal Canyon Ramps)	2106	66	30	66	0	0	0	0	12	66
							SB I-15 Ln 2 (N of Temescal Canyon Ramps)	1566	63	42	63	30	50	6	63	0	0
							SB I-15 Ln 3 (N of Temescal Canyon Ramps)	648	56	60	56	198	50	6	56	0	0
							NB Temescal Cyn Lane 1 (N of Leroy)	258	45	0	0	0	0	0	0	0	0
							NB Temescal Cyn Lane 2 (N of Leroy)	150	45	24	45	12	45	0	0	0	0
							SB Temescal Cyn Lane 1 (N of Leroy)	0	0	12	45	0	0	0	0	0	0
							SB Temescal Cyn Lane 2 (N of Leroy)	150	45	18	45	12	45	0	0	0	0
							SB Temescal Cyn Lane 3 (N of Leroy)	102	45	6	45	6	45	0	0	0	0
							NB Temescal Cyn Lane 1 (S of Leroy)	258	45	0	0	0	0	0	0	0	0
							NB Temescal Cyn Lane 2 (S of Leroy)	150	45	24	45	12	45	0	0	0	0
							SB Temescal Cyn Lane 1 (S of Leroy)	150	45	24	45	18	45	0	0	0	0
							SB Temescal Cyn Lane 2 (S of Leroy)	102	45	6	45	6	45	0	0	0	0
							EB Leroy	0	0	6	25	0	0	0	0	0	0
							WB Leroy	0	0	0	0	6	25	0	0	0	0
							NB Knabe Lane 1 (N of Evonvale)	168	50	0	0	0	0	0	0	6	50
							NB Knabe Lane 2 (N of Evonvale)	216	50	0	0	0	0	0	0	0	0
							SB Knabe Lane 1 (N of Evonvale)	198	50	0	0	0	0	0	0	6	50
							SB Knabe Lane 2 (N of Evonvale)	240	50	0	0	0	0	0	0	0	0
							NB Knabe Lane 1 (S of Evonvale)	0	0	0	0	0	0	0	0	0	0
							NB Knabe Lane 2 (S of Evonvale)	168	50	0	0	0	0	0	0	6	50
							NB Knabe Lane 3 (S of Evonvale)	216	50	0	0	0	0	0	0	0	0
							SB Knabe Lane 1 (S of Evonvale)	198	50	0	0	0	0	0	0	6	50
							SB Knabe Lane 2 (S of Evonvale)	234	50	0	0	0	0	0	0	0	0
							EB Evonvale	6	25	0	0	0	0	0	0	0	0
							WB Evonvale	12	25	0	0	0	0	0	0	0	0
							NB Hayworth (N of Evonvale)	6	25	0	0	0	0	0	0	0	0
							SB Hayworth (N of Evonvale)	6	25	0	0	0	0	0	0	0	0
							NB Hayworth (S of Evonvale)	0	0	0	0	0	0	0	0	0	0
							SB Hayworth (S of Evonvale)	0	0	0	0	0	0	0	0	0	0

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST13.06	Vacant lot next to 8920 Foster Rd, Corona, CA 92883	Undeveloped Lands	G	9/30/2020 1:51 p.m.	10	62.6	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1404	80	18	80	0	0	0	0	0	0
							NB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1026	70	132	70	114	57	0	0	0	0
							NB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	318	68	78	68	300	57	0	0	0	0
							SB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1614	72	24	72	0	0	0	0	24	72
							SB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1356	68	42	68	42	56	0	0	18	68
							SB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	486	66	66	66	174	56	0	0	0	0
							NB Dos Lagos Off Ramp	102	68	6	68	0	0	0	0	0	0
							SB Weirick On Ramp	126	66	0	0	0	0	0	0	0	0
							EB Foster Rd	6	25	0	0	0	0	0	0	0	0
							WB Foster Rd	6	25	0	0	0	0	0	0	0	0
							NB Temescal Cyn Rd (North of Foster)	162	45	6	45	30	45	0	0	0	0
							SB Temescal Cyn Rd (North of Foster)	258	45	12	45	18	45	0	0	0	0
							NB Temescal Cyn Rd (South of Foster)	156	45	6	45	30	45	0	0	0	0
							SB Temescal Cyn Rd (South of Foster)	252	45	12	45	18	45	0	0	0	0
				9/30/2020 2:03 p.m.	10	61	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1608	77	6	77	0	0	0	0	18	77
							NB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1008	71	84	71	84	57	0	0	6	71
							NB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	516	66	54	66	186	57	0	0	0	0
							SB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1974	67	12	67	0	0	0	0	6	67
							SB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1422	64	42	64	48	55	0	0	0	0
							SB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	582	61	102	61	138	55	0	0	0	0
							NB Dos Lagos Off Ramp	108	66	6	66	0	0	0	0	0	0
							SB Weirick On Ramp	84	61	0	0	0	0	0	0	0	0
							EB Foster Rd	6	25	0	0	0	0	0	0	0	0
							WB Foster Rd	6	25	0	0	0	0	0	0	0	0
							NB Temescal Cyn Rd (North of Foster)	216	45	6	45	18	45	0	0	0	0
							SB Temescal Cyn Rd (North of Foster)	114	45	12	45	0	0	0	0	0	0
							NB Temescal Cyn Rd (South of Foster)	204	45	6	45	18	45	0	0	0	0
							SB Temescal Cyn Rd (South of Foster)	96	45	12	45	0	0	0	0	0	0
ST13.07	Near 21705 Temescal Canyon Rd, Corona, CA 92883	Driveway	F	9/30/2020 1:51 p.m.	10	64.5	Simultaneous with ST13.06										
				9/30/2020 2:03 p.m.	10	63.9	Simultaneous with ST13.06										
ST13.08	21653 Temescal Canyon Rd APT. E, Corona, CA 92883	Residential	B	10/01/2020 09:04 a.m.	10	68.4	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1854	72	0	0	0	0	0	0	6	72
							NB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1206	68	66	68	66	54	0	0	6	68
							NB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	372	62	12	62	372	54	0	0	0	0
							SB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1308	73	18	73	6	56	0	0	6	73
							SB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	900	69	126	69	36	56	6	69	6	69
							SB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	144	61	78	61	270	56	0	0	0	0
							NB Dos Lagos Off Ramp Lane 1	36	62	0	0	0	0	0	0	0	0
							NB Dos Lagos Off Ramp Lane 2	6	62	0	0	0	0	0	0	0	0
							NB Dos Lagos Off Ramp Lane 3	36	62	12	62	0	0	0	0	0	0
							SB Weirick On Ramp Lane 1	24	61	0	0	0	0	0	0	0	0
							SB Weirick On Ramp Lane 2	66	61	0	0	0	0	0	0	0	0
							NB Temescal Cyn Road	192	45	6	45	6	45	0	0	0	0
							SB Temescal Cyn Road	150	45	24	45	12	45	0	0	0	0
				10/01/2020 09:17 a.m.	10	68	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1710	76	18	76	0	0	0	0	12	76
							NB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1296	68	66	68	42	52	0	0	6	68
							NB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	366	65	48	65	252	52	0	0	0	0
							SB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1104	73	18	73	0	0	0	0	0	0
							SB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	876	69	84	69	78	54	0	0	0	0
							SB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	180	63	42	63	276	54	0	0	0	0
							NB Dos Lagos Off Ramp Lane 1	24	65	0	0	6	52	0	0	0	0
							NB Dos Lagos Off Ramp Lane 2	0	0	0	0	0	0	0	0	0	0
							NB Dos Lagos Off Ramp Lane 3	72	65	6	65	0	0	0	0	0	0
							SB Weirick On Ramp Lane 1	36	63	0	0	0	0	0	0	0	0
							SB Weirick On Ramp Lane 2	36	63	6	63	0	0	0	0	0	0
							NB Temescal Cyn Road	180	45	24	45	18	45	0	0	0	0
							SB Temescal Cyn Road	120	45	6	45	12	45	0	0	0	0

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST14.01	Undeveloped land near 23299 Lawson Rd, Corona, CA 92883	Undeveloped Lands	G	3/17/2021 02:23 p.m.	10	63.5	NB I-15 Ln 1 (N of Temescal Canyon Ramps)	1662	76	6	76	0	0	0	0	6	76
							NB I-15 Ln 2 (N of Temescal Canyon Ramps)	1170	71	114	71	18	57	0	0	0	0
							NB I-15 Ln 3 (N of Temescal Canyon Ramps)	432	65	72	65	168	57	0	0	0	0
							SB I-15 Ln 1 (N of Temescal Canyon Ramps)	1980	69	18	69	0	0	0	0	0	0
							SB I-15 Ln 2 (N of Temescal Canyon Ramps)	1380	67	48	67	18	56	0	0	12	67
							SB I-15 Ln 3 (N of Temescal Canyon Ramps)	528	67	60	67	84	56	0	0	0	0
							NB Temescal Canyon On Ramp Lane 1	264	65	12	65	96	57	0	0	0	0
							NB Temescal Canyon On Ramp Lane 2	78	65	6	65	60	57	0	0	0	0
							SB Temescal Canyon Off Ramp Lane 1	36	67	0	0	36	56	0	0	0	0
							SB Temescal Canyon Off Ramp Lane 2	378	67	6	67	30	56	0	0	0	0
							NB Nickelaus (N of Scotty)	6	25	0	0	0	0	0	0	0	0
							SB Nickelaus (N of Scotty)	24	25	0	0	0	0	0	0	0	0
							NB Nickelaus (S of Scotty)	6	25	0	0	0	0	0	0	0	0
							SB Nickelaus (S of Scotty)	6	25	0	0	0	0	0	0	0	0
							EB Scotty	6	25	0	0	0	0	0	0	0	0
							WB Scotty	0	0	0	0	0	0	0	0	0	0
				3/17/2021 02:35 p.m.	10	62.6	NB I-15 Ln 1 (N of Temescal Canyon Ramps)	1788	76	0	0	0	0	0	0	0	0
							NB I-15 Ln 2 (N of Temescal Canyon Ramps)	1302	70	60	70	12	57	0	0	12	70
							NB I-15 Ln 3 (N of Temescal Canyon Ramps)	384	65	48	65	222	57	0	0	0	0
							SB I-15 Ln 1 (N of Temescal Canyon Ramps)	1890	67	12	67	0	0	0	0	6	67
							SB I-15 Ln 2 (N of Temescal Canyon Ramps)	1386	66	72	66	24	57	0	0	0	0
							SB I-15 Ln 3 (N of Temescal Canyon Ramps)	546	66	36	66	126	57	0	0	6	66
							NB Temescal Canyon On Ramp Lane 1	294	65	18	65	42	57	0	0	0	0
							NB Temescal Canyon On Ramp Lane 2	90	65	36	65	24	57	0	0	0	0
							SB Temescal Canyon Off Ramp Lane 1	36	66	12	66	24	57	0	0	0	0
							SB Temescal Canyon Off Ramp Lane 2	342	66	12	66	30	57	0	0	0	0
							NB Nickelaus (N of Scotty)	0	0	0	0	0	0	0	0	0	0
							SB Nickelaus (N of Scotty)	18	25	0	0	0	0	0	0	0	0
							NB Nickelaus (S of Scotty)	0	0	0	0	0	0	0	0	0	0
							SB Nickelaus (S of Scotty)	6	25	0	0	0	0	0	0	0	0
							EB Scotty	6	25	0	0	0	0	0	0	0	0
							WB Scotty	0	0	0	0	0	0	0	0	0	0
ST14.02	9553 Stone Canyon Rd, Corona, CA 92883	Residential	B	9/29/2020 11:45 a.m. (Run 2)	10	62.3	NB I-15 Ln 1 (between Temescal Canyon Ramps)	1482	78	24	78	0	0	0	0	0	0
							NB I-15 Ln 2 (between Temescal Canyon Ramps)	1158	71	84	71	120	57	6	71	6	71
							NB I-15 Ln 3 (between Temescal Canyon Ramps)	360	67	42	67	324	57	0	0	0	0
							SB I-15 Ln 1 (between Temescal Canyon Ramps)	1380	71	24	71	12	56	0	0	0	0
							SB I-15 Ln 2 (between Temescal Canyon Ramps)	1050	68	60	68	84	56	0	0	0	0
							SB I-15 Ln 3 (between Temescal Canyon Ramps)	306	67	30	67	312	56	0	0	0	0
							EB Palm Canyon	0	0	0	0	0	0	0	0	0	0
							WB Palm Canyon	6	25	0	0	0	0	0	0	0	0
							EB Stone Canyon	6	25	0	0	0	0	0	0	0	0
							WB Stone Canyon	0	0	0	0	0	0	0	0	0	0
				9/29/2020 11:58 a.m. (Run 3)	10	62.4	NB I-15 Ln 1 (between Temescal Canyon Ramps)	1590	78	24	78	0	0	0	0	0	0
							NB I-15 Ln 2 (between Temescal Canyon Ramps)	1080	71	72	71	66	58	0	0	0	0
							NB I-15 Ln 3 (between Temescal Canyon Ramps)	282	67	42	67	294	58	0	0	0	0
							SB I-15 Ln 1 (between Temescal Canyon Ramps)	1632	71	6	71	0	0	0	0	6	71
							SB I-15 Ln 2 (between Temescal Canyon Ramps)	1134	68	60	68	66	57	0	0	0	0
							SB I-15 Ln 3 (between Temescal Canyon Ramps)	330	65	60	65	294	57	0	0	0	0
							EB Palm Canyon	0	0	0	0	0	0	0	0	0	0
							WB Palm Canyon	0	0	0	0	0	0	0	0	0	0
							EB Stone Canyon	0	0	0	0	0	0	0	0	0	0
							WB Stone Canyon	0	0	0	0	0	0	0	0	0	0

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST14.03	9294 Scotty Way, Corona, CA 92883	Residential	B	9/29/2020 2:23 p.m.	10	53.7	NB I-15 Ln 1 (N of Temescal Canyon Ramps)	1674	78	30	78	0	0	0	0	6	78
							NB I-15 Ln 2 (N of Temescal Canyon Ramps)	1158	72	102	72	78	55	0	0	0	0
							NB I-15 Ln 3 (N of Temescal Canyon Ramps)	498	63	12	63	210	55	0	0	0	0
							SB I-15 Ln 1 (N of Temescal Canyon Ramps)	1980	82	12	82	0	0	0	0	18	82
							SB I-15 Ln 2 (N of Temescal Canyon Ramps)	1434	73	30	73	60	55	0	0	12	73
							SB I-15 Ln 3 (N of Temescal Canyon Ramps)	558	60	114	60	180	55	0	0	0	0
							NB Hannah (N of Scotty)	0	0	0	0	0	0	0	0	0	0
							SB Hannah (N of Scotty)	0	0	0	0	0	0	0	0	0	0
							NB Hannah (S of Scotty)	0	0	0	0	0	0	0	0	0	0
							SB Hannah (S of Scotty)	0	0	0	0	0	0	0	0	0	0
							EB Scotty	0	0	0	0	0	0	0	0	0	0
							WB Scotty	0	0	0	0	0	0	0	0	0	0
							NB Knabe (N of Claystone) Lane 1	168	50	6	50	0	0	0	0	0	0
							NB Knabe (N of Claystone) Lane 2	138	50	0	0	0	0	0	0	0	0
							SB Knabe (N of Claystone) Lane 1	42	50	0	0	0	0	0	0	0	0
							SB Knabe (N of Claystone) Lane 2	162	50	6	50	0	0	0	0	0	0
							SB Knabe (N of Claystone) Lane 3	174	50	0	0	0	0	0	0	0	0
				9/29/2020 2:35 p.m.	10	53.8	NB I-15 Ln 1 (N of Temescal Canyon Ramps)	1752	82	36	82	0	0	0	0	6	82
							NB I-15 Ln 2 (N of Temescal Canyon Ramps)	1068	76	120	76	96	63	0	0	0	0
							NB I-15 Ln 3 (N of Temescal Canyon Ramps)	408	68	42	68	246	63	0	0	0	0
							SB I-15 Ln 1 (N of Temescal Canyon Ramps)	2070	82	0	0	18	58	0	0	24	82
							SB I-15 Ln 2 (N of Temescal Canyon Ramps)	1530	73	66	73	24	58	0	0	6	73
							SB I-15 Ln 3 (N of Temescal Canyon Ramps)	600	63	84	63	186	58	0	0	0	0
							NB Hannah (N of Scotty)	30	25	0	0	0	0	0	0	0	0
							SB Hannah (N of Scotty)	6	25	0	0	0	0	0	0	0	0
							NB Hannah (S of Scotty)	18	25	0	0	0	0	0	0	0	0
							SB Hannah (S of Scotty)	6	25	0	0	0	0	0	0	0	0
							EB Scotty	18	25	0	0	0	0	0	0	0	0
							WB Scotty	12	25	0	0	0	0	0	0	0	0
							NB Knabe (N of Claystone) Lane 1	132	50	0	0	0	0	0	0	0	0
							NB Knabe (N of Claystone) Lane 2	174	50	12	50	0	0	0	0	0	0
							SB Knabe (N of Claystone) Lane 1	54	50	0	0	0	0	0	0	0	0
							SB Knabe (N of Claystone) Lane 2	132	50	0	0	0	0	0	0	0	0
							SB Knabe (N of Claystone) Lane 3	120	50	0	0	0	0	0	0	0	0
ST14.04	9538 Palm Canyon Dr, Corona, CA 92883	Residential	B	9/29/2020 11:33 a.m. (Run 1)	10	56.4	NB I-15 Ln 1 (between Temescal Canyon Ramps)	1626	77	0	0	0	0	0	0	12	77
							NB I-15 Ln 2 (between Temescal Canyon Ramps)	1032	71	96	71	84	54	0	0	0	0
							NB I-15 Ln 3 (between Temescal Canyon Ramps)	378	66	48	66	282	54	0	0	12	66
							SB I-15 Ln 1 (between Temescal Canyon Ramps)	1428	71	30	71	0	0	0	0	6	71
							SB I-15 Ln 2 (between Temescal Canyon Ramps)	1008	68	78	68	72	58	0	0	0	0
							SB I-15 Ln 3 (between Temescal Canyon Ramps)	330	67	42	67	294	58	0	0	6	67
							EB Palm Canyon	0	0	0	0	0	0	0	0	0	0
							WB Palm Canyon	0	0	0	0	0	0	0	0	0	0
							EB Stone Canyon	0	0	0	0	0	0	0	0	0	0
							WB Stone Canyon	0	0	0	0	0	0	0	0	0	0
				9/29/2020 11:45 a.m. (Run 2)	10	57.5	Simultaneous with ST14.02 Run 2										
ST14.05	Near 9439 & 9424 Lapis Ct, Corona, CA 92883 (Taken at Cul-De-Sac)	Sidewalk	F	3/17/2021 02:23 p.m.	10	55.3	Simultaneous with ST14.01										
				3/17/2021 02:35 p.m.	10	54.3	Simultaneous with ST14.01										

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST14.06	22806 Hannah Ct, Corona, CA 92883	Residential	B	9/29/2020 1:12 p.m.	10	56	NB I-15 Ln 1 (N of Temescal Canyon Ramps)	1638	83	36	83	0	0	0	0	6	83
							NB I-15 Ln 2 (N of Temescal Canyon Ramps)	954	75	96	75	72	58	0	0	6	75
							NB I-15 Ln 3 (N of Temescal Canyon Ramps)	378	70	42	70	282	58	0	0	6	70
							SB I-15 Ln 1 (N of Temescal Canyon Ramps)	1428	82	0	0	0	0	0	0	0	0
							SB I-15 Ln 2 (N of Temescal Canyon Ramps)	1062	73	54	73	18	55	6	73	6	73
							SB I-15 Ln 3 (N of Temescal Canyon Ramps)	624	63	84	63	216	55	0	0	12	63
							NB Nickelaus (N of Hannah)	6	25	0	0	0	0	0	0	0	0
							SB Nickelaus (N of Hannah)	18	25	0	0	0	0	0	0	0	0
							NB Nickelaus (S of Hannah)	12	25	0	0	0	0	0	0	0	0
							SB Nickelaus (S of Hannah)	18	25	0	0	0	0	0	0	0	0
							NB Hannah	6	25	0	0	0	0	0	0	0	0
							SB Hannah	0	0	0	0	0	0	0	0	0	0
				9/29/2020 1:25 p.m.	10	55.6	NB I-15 Ln 1 (N of Temescal Canyon Ramps)	1686	78	54	78	0	0	0	0	0	0
							NB I-15 Ln 2 (N of Temescal Canyon Ramps)	1254	75	84	75	96	55	0	0	0	0
							NB I-15 Ln 3 (N of Temescal Canyon Ramps)	402	70	36	70	318	55	0	0	0	0
							SB I-15 Ln 1 (N of Temescal Canyon Ramps)	1560	85	24	85	0	0	0	0	0	0
							SB I-15 Ln 2 (N of Temescal Canyon Ramps)	1122	74	60	74	48	59	0	0	6	74
							SB I-15 Ln 3 (N of Temescal Canyon Ramps)	468	60	54	60	216	59	0	0	6	60
							NB Nickelaus (N of Hannah)	42	68	18	68	6	59	0	0	0	0
							SB Nickelaus (N of Hannah)	18	68	0	0	0	0	0	0	0	0
							NB Nickelaus (S of Hannah)	78	69	12	69	0	0	0	0	0	0
							SB Nickelaus (S of Hannah)	6	25	0	0	0	0	0	0	0	0
							NB Hannah	0	0	0	0	0	0	0	0	0	0
							SB Hannah	366	50	6	50	18	50	0	0	0	0
ST14.07	22706 Hannah Ct, Corona, CA 92883	Residential	B	9/29/2020 2:23 p.m.	10	60.1	Simultaneous with ST14.03	6	50	0	0	0	0	0	0	0	0
				9/29/2020 2:35 p.m.	10	60.7	Simultaneous with ST14.03	0	0	0	0	0	0	0	0	0	0

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST14.08	22517 Silver Dollar St, Corona, CA 92883	Residential	B	9/30/2020 09:03 a.m.	10	48.6	NB I-15 Ln 1 (N of Temescal Canyon Ramps)	36	50	12	50	6	50	0	0	0	0
							NB I-15 Ln 2 (N of Temescal Canyon Ramps)	324	50	0	0	6	50	0	0	0	0
							NB I-15 Ln 3 (N of Temescal Canyon Ramps)	90	50	6	50	0	0	0	0	0	0
							SB I-15 Ln 1 (N of Temescal Canyon Ramps)	240	50	12	50	6	50	0	0	0	0
							SB I-15 Ln 2 (N of Temescal Canyon Ramps)	36	50	6	50	0	0	0	0	0	0
							SB I-15 Ln 3 (N of Temescal Canyon Ramps)	84	50	0	0	0	0	0	0	0	0
							NB Knabe (N of Desert Acacia) Lane 1	42	50	0	0	0	0	0	0	0	0
							NB Knabe (N of Desert Acacia) Lane 2	1344	78	0	0	0	0	0	0	0	0
							SB Knabe (N of Desert Acacia) Lane 1	1044	69	24	69	18	59	0	0	0	0
							SB Knabe (N of Desert Acacia) Lane 2	252	68	42	68	192	59	0	0	0	0
							NB Knabe (S of Desert Acacia) Lane 1	1044	73	0	0	6	57	0	0	6	73
							NB Knabe (S of Desert Acacia) Lane 2	744	69	36	69	42	57	6	69	0	0
							SB Knabe (S of Desert Acacia) Lane 1	150	64	24	64	198	57	0	0	0	0
							SB I-15 Ln 3 (N of Temescal Canyon Ramps)	462	68	6	68	18	59	0	0	0	0
							NB Nickelaus (N of Hannah)	42	68	18	68	6	59	0	0	0	0
							SB Nickelaus (N of Hannah)	18	68	0	0	0	0	0	0	0	0
							NB Nickelaus (S of Hannah)	108	64	6	64	6	57	0	0	0	0
							SB Nickelaus (S of Hannah)	18	64	0	0	0	0	0	0	0	0
							NB Hannah	180	64	30	64	6	57	0	0	0	0
							SB Hannah	456	50	6	50	18	50	0	0	0	0
							Simultaneous with ST14.03	12	50	0	0	0	0	0	0	0	0
							Simultaneous with ST14.03	0	0	6	50	0	0	0	0	0	0
							NB I-15 Ln 1 (N of Temescal Canyon Ramps)	36	50	18	50	6	50	0	0	0	0
							NB I-15 Ln 2 (N of Temescal Canyon Ramps)	450	50	0	0	24	50	0	0	0	0
							NB I-15 Ln 3 (N of Temescal Canyon Ramps)	102	50	0	0	6	50	0	0	0	0
							SB I-15 Ln 1 (N of Temescal Canyon Ramps)	216	50	48	50	12	50	0	0	0	0
							SB I-15 Ln 2 (N of Temescal Canyon Ramps)	66	50	12	50	6	50	0	0	0	0
							SB I-15 Ln 3 (N of Temescal Canyon Ramps)	108	50	0	0	0	0	0	0	0	0
							NB Knabe (N of Desert Acacia) Lane 1	18	50	0	0	0	0	0	0	0	0
				9/30/2020 09:15 a.m.	10	48.9	NB I-15 Ln 1 (N of Temescal Canyon Ramps)	1896	75	36	75	0	0	0	0	6	75
							NB I-15 Ln 2 (N of Temescal Canyon Ramps)	1146	78	72	78	90	58	0	0	0	0
							NB I-15 Ln 3 (N of Temescal Canyon Ramps)	366	58	6	58	372	58	0	0	0	0
							SB I-15 Ln 1 (N of Temescal Canyon Ramps)	1302	85	36	85	12	55	0	0	6	85
							SB I-15 Ln 2 (N of Temescal Canyon Ramps)	786	75	54	75	72	55	0	0	6	75
							SB I-15 Ln 3 (N of Temescal Canyon Ramps)	342	67	66	67	300	55	0	0	0	0
							NB Knabe (N of Desert Acacia) Lane 1	234	50	0	0	0	0	0	0	0	0
							NB Knabe (N of Desert Acacia) Lane 2	174	50	6	50	0	0	0	0	0	0
							SB Knabe (N of Desert Acacia) Lane 1	72	50	0	0	0	0	0	0	0	0
							SB Knabe (N of Desert Acacia) Lane 2	90	50	0	0	0	0	0	0	0	0
							NB Knabe (S of Desert Acacia) Lane 1	234	50	0	0	0	0	0	0	0	0
							NB Knabe (S of Desert Acacia) Lane 2	174	50	6	50	0	0	0	0	0	0
							SB Knabe (S of Desert Acacia) Lane 1	72	50	0	0	0	0	0	0	0	0
							SB Knabe (S of Desert Acacia) Lane 2	84	50	0	0	0	0	0	0	0	0
							NB Silver Dollar (S of Desert Acacia)	0	0	0	0	0	0	0	0	0	0
							SB Silver Dollar (S of Desert Acacia)	6	25	0	0	0	0	0	0	0	0
							EB Desert Acacia (E of Silver Dollar)	0	0	0	0	0	0	0	0	0	0
							WB Desert Acacia (E of Silver Dollar)	6	25	0	0	0	0	0	0	0	0
							EB Desert Acacia (W of Silver Dollar)	0	0	0	0	0	0	0	0	0	0
							WB Desert Acacia (W of Silver Dollar)	0	0	0	0	0	0	0	0	0	0
							NB Silver Dollar (N of Sydney Blue)	0	0	0	0	0	0	0	0	0	0
							SB Silver Dollar (N of Sydney Blue)	6	25	0	0	0	0	0	0	0	0
							NB Silver Dollar (S of Sydney Blue)	0	0	0	0	0	0	0	0	0	0
							SB Silver Dollar (S of Sydney Blue)	0	0	0	0	0	0	0	0	0	0
							EB Sydney Blue	0	0	0	0	0	0	0	0	0	0
							WB Sydney Blue	6	25	0	0	0	0	0	0	0	0

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST14.09	9056 Patina Ct, Corona, CA 92883	Residential	B	9/30/2020 10:40 a.m.	10	51.6	NB I-15 Ln 1 (N of Temescal Canyon Ramps)	1734	78	12	78	0	0	0	0	0	0
							NB I-15 Ln 2 (N of Temescal Canyon Ramps)	1146	78	72	78	144	63	0	0	0	0
							NB I-15 Ln 3 (N of Temescal Canyon Ramps)	330	73	54	73	366	63	0	0	0	0
							SB I-15 Ln 1 (N of Temescal Canyon Ramps)	1404	83	6	83	0	0	0	0	12	83
							SB I-15 Ln 2 (N of Temescal Canyon Ramps)	882	78	96	78	48	60	0	0	6	78
							SB I-15 Ln 3 (N of Temescal Canyon Ramps)	384	68	54	68	252	60	0	0	6	68
							NB Hayworth (N of Evonvale)	0	0	0	0	0	0	0	0	0	0
							SB Hayworth (N of Evonvale)	0	0	0	0	0	0	0	0	0	0
							NB Hayworth (S of Evonvale)	0	0	0	0	0	0	0	0	0	0
							SB Hayworth (S of Evonvale)	6	25	0	0	0	0	0	0	0	0
							EB Evonvale	0	0	0	0	0	0	0	0	0	0
							WB Evonvale	6	25	0	0	0	0	0	0	0	0
							NB Knabe (N of Evonvale)	366	50	12	50	0	0	0	0	0	0
							SB Knabe (N of Evonvale)	240	50	12	50	0	0	0	0	0	0
							NB Knabe (S of Evonvale)	372	50	12	50	0	0	0	0	0	0
							SB Knabe (S of Evonvale)	234	50	12	50	0	0	0	0	0	0
				9/30/2020 10:53 a.m.	10	52.3	NB I-15 Ln 1 (N of Temescal Canyon Ramps)	1482	74	6	74	0	0	0	0	0	0
							NB I-15 Ln 2 (N of Temescal Canyon Ramps)	1014	74	60	74	60	58	0	0	6	74
							NB I-15 Ln 3 (N of Temescal Canyon Ramps)	306	70	42	70	288	58	0	0	0	0
							SB I-15 Ln 1 (N of Temescal Canyon Ramps)	1332	83	0	0	6	61	0	0	6	83
							SB I-15 Ln 2 (N of Temescal Canyon Ramps)	870	77	72	77	36	61	0	0	6	77
							SB I-15 Ln 3 (N of Temescal Canyon Ramps)	282	70	48	70	306	61	0	0	0	0
							NB Hayworth (N of Evonvale)	0	0	0	0	0	0	0	0	0	0
							SB Hayworth (N of Evonvale)	0	0	0	0	0	0	0	0	0	0
							NB Hayworth (S of Evonvale)	0	0	0	0	0	0	0	0	0	0
							SB Hayworth (S of Evonvale)	0	0	0	0	0	0	0	0	0	0
							EB Evonvale	0	0	0	0	0	0	0	0	0	0
							WB Evonvale	0	0	0	0	0	0	0	0	0	0
							NB Knabe (N of Evonvale)	348	50	0	0	0	0	0	0	0	0
							SB Knabe (N of Evonvale)	234	50	0	0	0	0	0	0	0	0
							NB Knabe (S of Evonvale)	348	50	0	0	0	0	0	0	0	0
							SB Knabe (S of Evonvale)	234	50	0	0	0	0	0	0	0	0
ST14.10	22480 Silver Dollar St, Corona, CA 92883	Residential	B	9/30/2020 09:03 a.m.	10	60.7	Simultaneous with ST14.08										
				9/30/2020 09:15 a.m.	10	60.3	Simultaneous with ST14.08										

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST14.11	22430 Silver Dollar St, Corona, CA 92883	Residential	B	9/30/2020 09:47 a.m.	10	61.9	NB I-15 Ln 1 (N of Temescal Canyon Ramps)	1710	82	12	82	0	0	0	0	0	0
							NB I-15 Ln 2 (N of Temescal Canyon Ramps)	1146	73	102	73	114	58	0	0	0	0
							NB I-15 Ln 3 (N of Temescal Canyon Ramps)	348	70	84	70	336	58	0	0	0	0
							SB I-15 Ln 1 (N of Temescal Canyon Ramps)	1068	84	30	84	0	0	0	0	6	84
							SB I-15 Ln 2 (N of Temescal Canyon Ramps)	846	75	54	75	30	63	0	0	0	0
							SB I-15 Ln 3 (N of Temescal Canyon Ramps)	258	68	90	68	246	63	0	0	0	0
							NB Knabe (N of White Sage)	318	50	0	0	0	0	0	0	0	0
							SB Knabe (N of White Sage)	216	50	12	50	0	0	0	0	0	0
							NB Knabe (S of White Sage)	312	50	0	0	0	0	0	0	0	0
							SB Knabe (S of White Sage)	192	50	12	50	0	0	0	0	0	0
							NB White Sage (N of Silver Dollar)	30	25	0	0	0	0	0	0	0	0
							SB White Sage (N of Silver Dollar)	12	25	0	0	0	0	0	0	0	0
							NB White Sage (S of Silver Dollar)	24	25	0	0	0	0	0	0	0	0
							SB White Sage (S of Silver Dollar)	6	25	0	0	0	0	0	0	0	0
							NB Silver Dollar	18	25	0	0	0	0	0	0	0	0
							SB Silver Dollar	6	25	0	0	0	0	0	0	0	0
				9/30/2020 10:00 a.m.	10	61.6	NB I-15 Ln 1 (N of Temescal Canyon Ramps)	1662	75	30	75	0	0	0	0	6	75
							NB I-15 Ln 2 (N of Temescal Canyon Ramps)	1050	70	114	70	66	55	0	0	0	0
							NB I-15 Ln 3 (N of Temescal Canyon Ramps)	366	70	90	70	228	55	0	0	12	70
							SB I-15 Ln 1 (N of Temescal Canyon Ramps)	1158	83	48	83	0	0	0	0	18	83
							SB I-15 Ln 2 (N of Temescal Canyon Ramps)	738	77	156	77	48	58	6	77	0	0
							SB I-15 Ln 3 (N of Temescal Canyon Ramps)	276	70	48	70	294	58	0	0	0	0
							NB Knabe (N of White Sage)	348	50	0	0	0	0	0	0	0	0
							SB Knabe (N of White Sage)	240	50	6	50	6	50	0	0	0	0
							NB Knabe (S of White Sage)	330	50	0	0	0	0	0	0	0	0
							SB Knabe (S of White Sage)	240	50	6	50	6	50	0	0	0	0
							NB White Sage (N of Silver Dollar)	0	0	0	0	0	0	0	0	0	0
							SB White Sage (N of Silver Dollar)	18	25	0	0	0	0	0	0	0	0
							NB White Sage (S of Silver Dollar)	0	0	0	0	0	0	0	0	0	0
							SB White Sage (S of Silver Dollar)	12	25	0	0	0	0	0	0	0	0
							NB Silver Dollar	6	25	0	0	0	0	0	0	0	0
							SB Silver Dollar	0	0	0	0	0	0	0	0	0	0
ST14.12	22312 Hayworth Ct, Corona, CA 92883	Residential	B	3/18/2021 02:01 p.m.	10	62.9	Simultaneous with ST13.05										
				3/18/2021 02:12 p.m.	10	N/A	Simultaneous with ST13.05										

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST14.13	22079 Knabe Rd, Corona, CA 92883 (Corona Clay)	Outdoor seating	E	3/16/2021 1:13 p.m.	10	67.4	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1608	62	18	62	0	0	0	0	0	0
							NB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1188	67	60	67	120	56	0	0	6	67
							NB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	414	72	24	72	234	56	0	0	0	0
							SB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1632	71	30	71	0	0	0	0	6	71
							SB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1296	70	30	70	30	58	6	70	0	0
							SB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	414	67	66	67	144	58	6	67	0	0
							NB Dos Lagos Off Ramp Lane 1	12	72	0	0	0	0	0	0	0	0
							NB Dos Lagos Off Ramp Lane 2	6	72	0	0	0	0	0	0	0	0
							NB Dos Lagos Off Ramp Lane 3	90	72	0	0	0	0	0	0	0	0
							SB Weirick On Ramp Lane 1	120	67	0	0	0	0	0	0	0	0
							SB Weirick On Ramp Lane 2	12	67	0	0	0	0	0	0	0	0
							NB Knabe Lane 1 (N of Bedford Motor)	132	50	0	0	6	50	0	0	0	0
							NB Knabe Lane 2 (N of Bedford Motor)	312	50	0	0	0	0	0	0	0	0
							SB Knabe Lane 1 (N of Bedford Motor)	210	50	0	0	0	0	0	0	0	0
							SB Knabe Lane 2 (N of Bedford Motor)	228	50	6	50	6	50	0	0	0	0
							NB Knabe Lane 1 (S of Bedford Motor)	132	50	6	50	6	50	0	0	0	0
							NB Knabe Lane 2 (S of Bedford Motor)	312	50	0	0	0	0	0	0	0	0
							SB Knabe Lane 1 (S of Bedford Motor)	210	50	0	0	0	0	0	0	0	0
							SB Knabe Lane 2 (S of Bedford Motor)	222	50	6	50	6	50	0	0	0	0
							EB Bedford Motor Way	0	0	0	0	0	0	0	0	0	0
							WB Bedford Motor Way	6	25	6	25	0	0	0	0	0	0
				3/16/2021 1:26 p.m.	10	66.6	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1626	59	24	59	0	0	0	0	12	59
							NB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1032	67	102	67	78	57	0	0	0	0
							NB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	522	72	54	72	210	57	6	72	0	0
							SB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1548	72	0	0	0	0	0	0	12	72
							SB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1254	69	78	69	24	57	0	0	0	0
							SB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	360	68	60	68	192	57	6	68	0	0
							NB Dos Lagos Off Ramp Lane 1	48	72	6	72	0	0	0	0	0	0
							NB Dos Lagos Off Ramp Lane 2	0	0	0	0	0	0	0	0	0	0
							NB Dos Lagos Off Ramp Lane 3	90	72	6	72	0	0	0	0	0	0
							SB Weirick On Ramp Lane 1	120	68	0	0	0	0	0	0	0	0
							SB Weirick On Ramp Lane 2	24	68	0	0	0	0	0	0	0	0
							NB Knabe Lane 1 (N of Bedford Motor)	96	50	6	50	0	0	0	0	0	0
							NB Knabe Lane 2 (N of Bedford Motor)	348	50	0	0	6	50	0	0	6	50
							SB Knabe Lane 1 (N of Bedford Motor)	204	50	0	0	0	0	0	0	0	0
							SB Knabe Lane 2 (N of Bedford Motor)	252	50	12	50	0	0	0	0	0	0
							NB Knabe Lane 1 (S of Bedford Motor)	90	50	6	50	0	0	0	0	0	0
							NB Knabe Lane 2 (S of Bedford Motor)	348	50	0	0	6	50	0	0	6	50
							SB Knabe Lane 1 (S of Bedford Motor)	222	50	0	0	0	0	0	0	0	0
							SB Knabe Lane 2 (S of Bedford Motor)	234	50	12	50	0	0	0	0	0	0
							EB Bedford Motor Way	12	25	0	0	0	0	0	0	0	0
							WB Bedford Motor Way	18	25	0	0	0	0	0	0	0	0
ST14.14	Vacant lot near 8590 Bedford Motorway, Corona, CA 92883 (Kumar's Ranch)	Driveway	F	3/16/2021 1:13 p.m.	10	65.7	Simultaneous with ST14.13										
				3/16/2021 1:26 p.m.	10	66.8	Simultaneous with ST14.13										

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST14.15	21634 Retreat Pkwy, Corona, CA 92883 (Riverside Medical Clinic)	Medical facilities outdoor seating	C	10/01/2020 09:04 a.m.	10	68.5	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1854	72	0	0	0	0	0	0	6	72
							NB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1206	68	66	68	66	54	0	0	6	68
							NB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	372	62	12	62	372	54	0	0	0	0
							SB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1308	73	18	73	6	56	0	0	6	73
							SB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	900	69	126	69	36	56	6	69	6	69
							SB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	144	61	78	61	270	56	0	0	0	0
							NB Dos Lagos Off Ramp	78	62	12	62	0	0	0	0	0	0
							SB Weirick On Ramp	90	61	0	0	0	0	0	0	0	0
							NB Knabe Rd	450	50	6	50	12	50	0	0	0	0
							SB Knabe Rd	264	50	24	50	6	50	0	0	0	0
				10/01/2020 09:17 a.m.	10	68.7	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1710	76	18	76	0	0	0	0	12	76
							NB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1296	68	66	68	42	52	0	0	6	68
							NB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	366	65	48	65	252	52	0	0	0	0
							SB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1104	73	18	73	0	0	0	0	0	0
							SB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	876	69	84	69	78	54	0	0	0	0
							SB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	180	63	42	63	276	54	0	0	0	0
							NB Dos Lagos Off Ramp	96	65	6	65	6	52	0	0	0	0
							SB Weirick On Ramp	72	63	6	63	0	0	0	0	0	0
							NB Knabe Rd	534	50	12	50	6	50	0	0	0	0
							SB Knabe Rd	258	50	42	50	12	50	0	0	6	50
ST15.01	2836 Fashion Dr, Corona, CA 92883 (Between Units 102 & 103)	Residential	B	10/01/2020 12:50 p.m.	10	58.1	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1512	74	42	74	0	0	0	0	0	0
							NB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1044	67	96	67	90	57	0	0	0	0
							NB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	390	64	42	64	288	57	0	0	0	0
							SB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1464	70	0	0	0	0	0	0	6	70
							SB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1224	67	24	67	24	55	0	0	0	0
							SB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	312	68	108	68	258	55	0	0	0	0
							NB Dos Lagos Off Ramp	126	64	0	0	0	0	0	0	0	0
							NB Dos Lagos On Ramp	558	64	18	64	18	57	0	0	6	64
							SB Weirick Off Ramp	594	68	6	68	12	55	0	0	6	68
							SB Weirick On Ramp	120	68	0	0	0	0	0	0	0	0
							EB Weirick (W of NB Ramps)	642	35	12	35	6	35	0	0	6	35
							WB Weirick (W of NB Ramps)	252	35	0	0	6	35	0	0	0	0
							EB Dos Lagos (E of NB Ramps)	426	35	18	35	6	35	0	0	6	35
							WB Dos Lagos (E of NB Ramps)	450	35	24	35	24	35	0	0	6	35
				10/01/2020 1:02 p.m.	10	59	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1704	73	0	0	0	0	0	0	0	0
							NB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1032	69	84	69	84	54	0	0	0	0
							NB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	258	63	144	63	270	54	0	0	0	0
							SB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1746	73	18	73	0	0	0	0	0	0
							SB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1296	69	36	69	78	56	0	0	0	0
							SB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	366	65	102	65	234	56	0	0	0	0
							NB Dos Lagos Off Ramp	78	63	6	63	6	54	0	0	0	0
							NB Dos Lagos On Ramp	636	63	12	63	24	54	0	0	0	0
							SB Weirick Off Ramp	552	65	30	65	18	56	0	0	0	0
							SB Weirick On Ramp	150	65	6	65	0	0	0	0	0	0
							EB Weirick (W of NB Ramps)	636	35	30	35	18	35	0	0	0	0
							WB Weirick (W of NB Ramps)	270	35	12	35	0	0	0	0	0	0
							EB Dos Lagos (E of NB Ramps)	270	35	36	35	12	35	0	0	0	0
							WB Dos Lagos (E of NB Ramps)	462	35	24	35	12	35	0	0	0	0

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST15.02	Between 2744 & 2732 Fashion Dr, Corona, CA 92883	Residential	B	3/16/2021 11:58 a.m.	10	52.3	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1548	72	24	72	0	0	0	0	0	0
							NB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1098	67	60	67	84	57	0	0	0	0
							NB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	252	58	30	58	282	57	0	0	0	0
							SB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1470	71	18	71	0	0	0	0	6	71
							SB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1104	69	36	69	102	57	6	69	0	0
							SB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	348	63	60	63	306	57	0	0	0	0
							NB Dos Lagos On Ramp Lane 1	174	58	0	0	0	0	0	0	0	0
							NB Dos Lagos On Ramp Lane 2	414	58	18	58	48	57	0	0	6	58
							SB Weirick Off Ramp Lane 1	198	63	18	63	12	57	0	0	0	0
							SB Weirick Off Ramp Lane 2	102	63	6	63	18	57	0	0	0	0
							SB Weirick Off Ramp Lane 3	216	63	6	63	0	0	0	0	0	0
							NB Nob Hill	0	0	0	0	0	0	0	0	0	0
							SB Nob Hill	0	0	0	0	0	0	0	0	0	0
				3/16/2021 12:15 p.m.	10	53.8	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1764	72	42	72	0	0	0	0	0	0
							NB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1068	69	96	69	84	57	12	69	0	0
							NB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	450	61	54	61	264	57	12	61	0	0
							SB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1410	72	6	72	0	0	0	0	0	0
							SB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1062	70	84	70	84	59	0	0	0	0
							SB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	318	67	60	67	270	59	12	67	0	0
							NB Dos Lagos On Ramp Lane 1	246	61	0	0	6	57	0	0	6	61
							NB Dos Lagos On Ramp Lane 2	456	61	6	61	12	57	0	0	0	0
							SB Weirick Off Ramp Lane 1	252	67	6	67	18	59	0	0	0	0
							SB Weirick Off Ramp Lane 2	240	67	6	67	0	0	0	0	0	0
							SB Weirick Off Ramp Lane 3	228	67	0	0	0	0	0	0	0	0
							NB Nob Hill	6	35	0	0	0	0	0	0	0	0
							SB Nob Hill	12	35	0	0	0	0	0	0	0	0
ST15.03	2844 Fashion Dr, Corona, CA 92883	Residential	B	10/01/2020 11:32 a.m.	10	60.4	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1584	73	6	73	12	53	0	0	6	73
							NB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1158	68	90	68	84	53	0	0	0	0
							NB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	366	64	54	64	282	53	0	0	0	0
							SB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1386	72	12	72	6	57	0	0	6	72
							SB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1026	70	60	70	54	57	0	0	0	0
							SB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	294	62	60	62	216	57	0	0	0	0
							NB Dos Lagos Off Ramp	114	64	0	0	6	53	0	0	0	0
							NB Dos Lagos On Ramp	732	64	12	64	60	53	0	0	6	64
							SB Dos Lagos On Ramp	102	62	0	0	6	57	0	0	0	0
							SB Dos Lagos Off Ramp	618	62	6	62	24	57	0	0	0	0
							EB Weirick (W of NB Ramps)	612	35	0	0	36	35	0	0	0	0
							WB Weirick (W of NB Ramps)	198	35	0	0	6	35	0	0	0	0
							EB Weirick (E of NB Ramps)	372	35	0	0	30	35	0	0	0	0
							WB Weirick (E of NB Ramps)	408	35	12	35	54	35	0	0	6	35
				10/01/2020 11:47 a.m.	10	60.8	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1296	74	12	74	0	0	0	0	12	74
							NB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	978	70	48	70	48	56	6	70	0	0
							NB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	282	64	18	64	234	56	0	0	0	0
							SB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1452	71	0	0	18	55	0	0	0	0
							SB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	942	67	54	67	114	55	0	0	0	0
							SB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	306	63	96	63	252	55	0	0	0	0
							NB Dos Lagos Off Ramp	102	64	6	64	0	0	0	0	0	0
							NB Dos Lagos On Ramp	624	64	12	64	18	56	0	0	0	0
							SB Dos Lagos On Ramp	108	63	0	0	0	0	0	0	0	0
							SB Dos Lagos Off Ramp	474	63	24	63	0	0	0	0	6	63
							EB Weirick (W of NB Ramps)	714	35	24	35	6	35	0	0	0	0
							WB Weirick (W of NB Ramps)	162	35	6	35	0	0	0	0	0	0
							EB Weirick (E of NB Ramps)	402	35	12	35	0	0	0	0	0	0
							WB Weirick (E of NB Ramps)	414	35	0	0	12	35	0	0	0	0

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST15.04	Near 2785 Cabot Dr #101, Corona, CA 92883 (RA Sushi Bar, Outdoor Dining)	Restaurant outdoor dining	E	10/06/2020 09:55 a.m.	10	54.1	NB I-15 Ln 1 (between Cajalco Off Ramp and Cajalco On Loop)	1362	68	84	68	0	0	0	0	6	68
							NB I-15 Ln 2 (between Cajalco Off Ramp and Cajalco On Loop)	1038	65	42	65	96	50	0	0	6	65
							NB I-15 Ln 3 (between Cajalco Off Ramp and Cajalco On Loop)	534	55	48	55	180	50	0	0	6	55
							SB I-15 Ln 1 (S of Cajalco Rd Ramps)	870	74	24	74	0	0	0	0	6	74
							SB I-15 Ln 2 (S of Cajalco Rd Ramps)	1152	66	42	66	60	50	0	0	18	66
							SB I-15 Ln 3 (S of Cajalco Rd Ramps)	750	59	138	59	330	50	0	0	0	0
							NB Cajalco Off Ramp	186	55	12	55	54	50	0	0	0	0
							NB Blue Springs Drive	18	25	0	0	0	0	0	0	0	0
							SB Blue Springs Drive	0	0	0	0	0	0	0	0	0	0
							EB Lakeshore Drive S of Blue Springs Drive	12	25	0	0	0	0	0	0	0	0
							SB Lakeshore Drive S of Blue Springs Drive	0	0	0	0	0	0	0	0	0	0
							NB Lakeshore Drive N of Driveway	12	15	0	0	0	0	0	0	0	0
							SB Lakeshore Drive N of Driveway	0	0	0	0	0	0	0	0	0	0
							NB Lakeshore Drive S of Driveway Lane 1	0	0	0	0	0	0	0	0	0	0
							NB Lakeshore Drive S of Driveway Lane 2	36	15	0	0	0	0	0	0	0	0
							SB Lakeshore Drive S of Driveway	12	15	0	0	0	0	0	0	0	0
				10/06/2020 10:27 a.m.	10	55.5	NB I-15 Ln 1 (between Cajalco Off Ramp and Cajalco On Loop)	1692	64	60	64	0	0	0	0	6	64
							NB I-15 Ln 2 (between Cajalco Off Ramp and Cajalco On Loop)	1098	57	66	57	114	52	0	0	6	57
							NB I-15 Ln 3 (between Cajalco Off Ramp and Cajalco On Loop)	528	55	102	55	240	52	0	0	0	0
							SB I-15 Ln 1 (S of Cajalco Rd Ramps)	1068	78	36	78	0	0	0	0	0	0
							SB I-15 Ln 2 (S of Cajalco Rd Ramps)	1140	66	72	66	72	51	6	66	6	66
							SB I-15 Ln 3 (S of Cajalco Rd Ramps)	858	60	96	60	306	51	0	0	0	0
							NB Cajalco Off Ramp	228	55	6	55	48	52	0	0	0	0
							NB Blue Springs Drive	12	25	0	0	0	0	0	0	0	0
							SB Blue Springs Drive	12	25	0	0	0	0	0	0	0	0
							EB Lakeshore Drive S of Blue Springs Drive	12	25	0	0	0	0	0	0	0	0
							SB Lakeshore Drive S of Blue Springs Drive	6	25	6	25	0	0	0	0	0	0
							NB Lakeshore Drive N of Driveway	18	15	0	0	0	0	0	0	0	0
							SB Lakeshore Drive N of Driveway	0	0	6	15	0	0	0	0	0	0
							NB Lakeshore Drive S of Driveway Lane 1	18	15	0	0	0	0	0	0	0	0
							NB Lakeshore Drive S of Driveway Lane 2	30	15	0	0	0	0	0	0	0	0
							SB Lakeshore Drive S of Driveway	6	15	6	15	6	15	0	0	0	0
ST15.05	2708 Blue Springs Dr, Corona, CA 92883 (Near Unit 101, Bldg 2724)	Residential	B	10/06/2020 09:55 a.m.	10	51	Simultaneous with ST15.04										
				10/06/2020 10:27 a.m.	10	52.1	Simultaneous with ST15.04										

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST15.06	2708 Blue Springs Dr, Corona, CA 92883 (3rd floor. Near Unit 301. Bldg 2728)	Residential	B	10/06/2020 11:05 a.m.	10	54.6	NB I-15 Ln 1 (between Cajalco Off Ramp and Cajalco On Loop)	1728	58	0	0	0	0	0	0	6	58
							NB I-15 Ln 2 (between Cajalco Off Ramp and Cajalco On Loop)	1104	55	102	55	186	41	0	0	0	0
							NB I-15 Ln 3 (between Cajalco Off Ramp and Cajalco On Loop)	714	51	96	51	240	41	0	0	0	0
							SB I-15 Ln 1 (S of Cajalco Rd Ramps)	906	78	12	78	0	0	6	78	6	78
							SB I-15 Ln 2 (S of Cajalco Rd Ramps)	1314	71	72	71	54	56	0	0	0	0
							SB I-15 Ln 3 (S of Cajalco Rd Ramps)	876	62	150	62	360	56	0	0	0	0
							NB Cajalco Off Ramp Lane 1	36	51	12	51	0	0	0	0	0	0
							NB Cajalco Off Ramp Lane 2	66	51	0	0	24	41	0	0	0	0
							NB Cajalco Off Ramp Lane 3	114	51	0	0	12	41	0	0	0	0
							NB Cajalco Off Ramp Lane 4	90	51	0	0	12	41	0	0	0	0
							SB Cajalco Loop On Ramp Lane 1	48	62	0	0	0	0	0	0	0	0
							SB Cajalco Loop On Ramp Lane 2	174	62	12	62	42	56	0	0	0	0
							NB Blue Springs Drive	24	25	0	0	0	0	0	0	0	0
							SB Blue Springs Drive	30	25	0	0	0	0	0	0	0	0
							NB Lakeshore Drive S of Blue Springs Drive	6	25	0	0	0	0	0	0	0	0
							SB Lakeshore Drive S of Blue Springs Drive	18	25	0	0	0	0	0	0	0	0
				10/06/2020 11:19 a.m.	10	55.8	NB I-15 Ln 1 (between Cajalco Off Ramp and Cajalco On Loop)	1824	70	24	70	0	0	0	0	12	70
							NB I-15 Ln 2 (between Cajalco Off Ramp and Cajalco On Loop)	1248	58	66	58	150	50	0	0	6	58
							NB I-15 Ln 3 (between Cajalco Off Ramp and Cajalco On Loop)	456	51	108	51	240	50	0	0	0	0
							SB I-15 Ln 1 (S of Cajalco Rd Ramps)	1104	78	30	78	0	0	0	0	6	78
							SB I-15 Ln 2 (S of Cajalco Rd Ramps)	1338	69	42	69	84	52	0	0	6	69
							SB I-15 Ln 3 (S of Cajalco Rd Ramps)	1050	62	102	62	360	52	0	0	0	0
							NB Cajalco Off Ramp Lane 1	24	51	6	51	0	0	0	0	0	0
							NB Cajalco Off Ramp Lane 2	60	51	0	0	18	50	0	0	0	0
							NB Cajalco Off Ramp Lane 3	78	51	0	0	6	50	0	0	0	0
							NB Cajalco Off Ramp Lane 4	60	51	0	0	30	50	0	0	0	0
							SB Cajalco Loop On Ramp Lane 1	36	62	0	0	0	0	0	0	0	0
							SB Cajalco Loop On Ramp Lane 2	288	62	6	62	48	52	0	0	0	0
							NB Blue Springs Drive	6	25	6	25	0	0	0	0	0	0
							SB Blue Springs Drive	42	25	0	0	0	0	0	0	0	0
							NB Lakeshore Drive S of Blue Springs Drive	24	25	6	25	0	0	0	0	0	0
							SB Lakeshore Drive S of Blue Springs Drive	24	25	0	0	0	0	0	0	0	0
ST15.07	2731 Blue Springs Dr, Corona, CA 92883 (Staybridge Suites Corona South)	Hotel pool	E	10/06/2020 11:05 a.m.	10	51.3	Simultaneous with ST15.06										
				10/06/2020 11:19 a.m.	10	52.8	Simultaneous with ST15.06										

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST15.08	Undeveloped	Undeveloped Land	G	3/16/2021 10:42 a.m.	10	65.5	NB I-15 Ln 1 (between Cajalco Off Ramp and Cajalco On Loop)	1734	65	18	65	0	0	0	0	0	0
							NB I-15 Ln 2 (between Cajalco Off Ramp and Cajalco On Loop)	1356	59	60	59	102	54	0	0	0	0
							NB I-15 Ln 3 (between Cajalco Off Ramp and Cajalco On Loop)	726	56	72	56	210	54	0	0	0	0
							SB I-15 Ln 1 (S of Cajalco Rd Ramps)	852	73	6	73	0	0	0	0	0	0
							SB I-15 Ln 2 (S of Cajalco Rd Ramps)	1302	65	36	65	42	53	0	0	6	65
							SB I-15 Ln 3 (S of Cajalco Rd Ramps)	882	57	126	57	264	53	0	0	0	0
							NB Cajalco Off Ramp Lane 1	30	56	0	0	0	0	0	0	0	0
							NB Cajalco Off Ramp Lane 2	78	56	0	0	0	0	0	0	0	0
							NB Cajalco Off Ramp Lane 3	114	56	0	0	18	56	0	0	0	0
							NB Cajalco Off Ramp Lane 4	54	56	6	56	12	56	0	0	0	0
							SB Cajalco On Loop Ramp Lane 1	54	57	0	0	0	0	0	0	0	0
							SB Cajalco On Loop Ramp Lane 2	144	57	0	0	24	57	0	0	0	0
				3/16/2021 10:56 a.m.	10	66.5	NB I-15 Ln 1 (between Cajalco Off Ramp and Cajalco On Loop)	1872	65	0	0	0	0	0	0	0	0
							NB I-15 Ln 2 (between Cajalco Off Ramp and Cajalco On Loop)	1260	62	84	62	96	54	0	0	0	0
							NB I-15 Ln 3 (between Cajalco Off Ramp and Cajalco On Loop)	612	57	126	57	198	54	0	0	0	0
							SB I-15 Ln 1 (S of Cajalco Rd Ramps)	996	75	0	0	0	0	0	0	0	0
							SB I-15 Ln 2 (S of Cajalco Rd Ramps)	1272	69	48	69	12	55	0	0	0	0
							SB I-15 Ln 3 (S of Cajalco Rd Ramps)	996	63	96	63	240	55	0	0	0	0
							NB Cajalco Off Ramp Lane 1	18	57	0	0	0	0	0	0	0	0
							NB Cajalco Off Ramp Lane 2	84	57	0	0	0	0	0	0	0	0
							NB Cajalco Off Ramp Lane 3	90	57	6	57	6	57	0	0	0	0
							NB Cajalco Off Ramp Lane 4	126	57	6	57	12	57	0	0	0	0
							SB Cajalco On Loop Ramp Lane 1	54	63	6	63	0	0	0	0	0	0
							SB Cajalco On Loop Ramp Lane 2	156	63	6	63	12	63	0	0	0	0
ST15.09	Near 2724 Fashion Dr, Bldg #20, Corona, CA 92883 (Outdoor seating-Ground floor)	Residential	B	1/26/2022 11:10 a.m.	10	55.2	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1368	70	0	0	0	0	0	0	6	70
							NB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1122	68	30	68	72	60	0	0	6	68
							NB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	420	60	42	60	210	60	0	0	0	0
							SB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1548	73	12	73	0	0	0	0	1	73
							SB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1044	65	24	65	78	55	0	0	0	0
							SB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	342	60	54	60	306	55	0	0	0	0
							NB Dos Lagos On Ramp Lane 1	258	60	0	0	0	0	0	0	0	0
							NB Dos Lagos On Ramp Lane 2	516	60	30	60	12	60	0	0	0	0
							SB Weirick Off Ramp Lane 1	234	60	12	60	24	55	0	0	12	60
							SB Weirick Off Ramp Lane 2	96	60	0	0	0	0	0	0	0	0
							SB Weirick Off Ramp Lane 3	186	60	0	0	6	55	0	0	0	0
				1/26/2022 11:20 a.m.	10	55.2	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1764	68	0	0	0	0	0	0	6	68
							NB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1026	65	84	65	102	58	0	0	0	0
							NB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	318	60	42	60	288	58	0	0	0	0
							SB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1410	73	12	73	0	0	0	0	12	73
							SB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	972	65	30	65	84	55	0	0	18	65
							SB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	294	60	60	60	270	55	0	0	0	0
							NB Dos Lagos On Ramp Lane 1	198	60	0	0	0	0	0	0	0	0
							NB Dos Lagos On Ramp Lane 2	402	60	18	60	24	58	6	60	0	0
							SB Weirick Off Ramp Lane 1	138	60	12	60	18	55	0	0	0	0
							SB Weirick Off Ramp Lane 2	150	60	0	0	6	55	0	0	0	0
							SB Weirick Off Ramp Lane 3	264	60	6	60	0	0	6	60	0	0
ST15.10	2724 Fashion Dr, #20-206, Corona, CA 92883	Residential	B	1/26/2022 11:10 a.m.	10	56.5	Simultaneous with ST15.09										
				1/26/2022 11:20 a.m.	10	56.6	Simultaneous with ST15.09										

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST15.11	2724 Fashion Dr, #20-307, Corona, CA 92883	Residential	B	1/26/2022 11:50 a.m.	10	59.6	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1512	70	12	70	0	0	0	0	12	70
							NB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	954	65	66	65	138	65	0	0	0	0
							NB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	306	65	18	65	318	65	0	0	0	0
							SB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1338	78	0	0	0	0	0	0	6	78
							SB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1074	68	12	68	42	55	0	0	0	0
							SB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	330	58	72	58	192	55	0	0	0	0
							NB Dos Lagos On Ramp Lane 1	216	65	0	0	0	0	0	0	0	0
							NB Dos Lagos On Ramp Lane 2	330	65	18	65	12	65	6	65	0	0
							SB Weirick Off Ramp Lane 1	240	58	12	58	12	55	0	0	0	0
							SB Weirick Off Ramp Lane 2	174	58	0	0	0	0	0	0	0	0
							SB Weirick Off Ramp Lane 3	198	58	0	0	0	0	0	0	0	0
				1/26/2022 12:00 p.m.	10	60.1	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1560	70	12	70	0	0	0	0	0	0
							NB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	864	70	96	70	102	63	0	0	0	0
							NB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	330	65	36	65	282	63	0	0	0	0
							SB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1494	78	12	78	0	0	0	0	6	68
							SB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1002	68	54	68	120	55	0	0	0	0
							SB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	330	58	66	58	234	55	0	0	0	0
							NB Dos Lagos On Ramp Lane 1	246	65	0	0	0	0	0	0	6	65
							NB Dos Lagos On Ramp Lane 2	534	65	12	65	6	63	0	0	0	0
							SB Weirick Off Ramp Lane 1	246	58	0	0	18	55	0	0	0	0
							SB Weirick Off Ramp Lane 2	126	58	12	58	6	55	0	0	0	0
							SB Weirick Off Ramp Lane 3	186	58	0	0	0	0	0	0	0	0
ST15.12	2724 Fashion Dr, #20-407, Corona, CA 92883	Residential	B	1/26/2022 11:50 a.m.	10	62.3	Simultaneous with ST15.11										
				1/26/2022 12:00 p.m.	10	63.1	Simultaneous with ST15.11										
ST16.01	8440 Weirick Rd, Corona, CA 92883 (St. Mary Magdalene Catholic Church)	Place of Worship	C	3/16/2021 11:58 a.m.	10	59	Simultaneous with ST15.02										
				3/16/2021 12:15 p.m.	10	59.7	Simultaneous with ST15.02										
ST16.02	8530 Nob Hill Rd, Corona, CA 92883	Residential	B	10/07/2020 1:33 p.m.	10	64.2	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1638	74	24	74	0	0	0	0	6	74
							NB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1074	67	102	67	114	55	0	0	0	0
							NB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	366	68	108	68	240	55	0	0	0	0
							SB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1986	72	18	72	0	0	0	0	0	0
							SB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1236	68	60	68	66	58	12	68	6	68
							SB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	354	62	84	62	264	58	6	62	12	62
							NB Weirick On Ramp	552	68	18	68	12	55	0	0	0	0
							SB Weirick Off Ramp	540	62	18	62	24	58	0	0	0	0
							EB Nob Hill (N of Intersection)	0	0	0	0	0	0	0	0	0	0
							WB Nob Hill (N of Intersection)	0	0	0	0	0	0	0	0	0	0
							EB Nob Hill (S of Intersection)	0	0	0	0	0	0	0	0	0	0
							WB Nob Hill (S of Intersection)	0	0	0	0	0	0	0	0	0	0
				10/07/2020 1:45 p.m.	10	63.6	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1590	74	18	74	0	0	0	0	0	0
							NB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1020	68	90	68	78	56	0	0	6	68
							NB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	348	62	54	62	276	56	0	0	0	0
							SB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1944	72	24	72	0	0	0	0	6	72
							SB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1428	68	30	68	54	55	0	0	0	0
							SB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	498	62	72	62	270	55	0	0	0	0
							NB Weirick On Ramp	696	62	6	62	12	56	0	0	0	0
							SB Weirick Off Ramp	546	62	12	62	12	55	0	0	0	0
							EB Nob Hill (N of Intersection)	6	0	0	0	0	0	0	0	0	0
							WB Nob Hill (N of Intersection)	0	0	0	0	0	0	0	0	0	0
							EB Nob Hill (S of Intersection)	0	0	0	0	0	0	0	0	0	0
							WB Nob Hill (S of Intersection)	0	0	0	0	0	0	0	0	0	0

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST16.03	8580 Glen Rd, Corona, CA 92883	Residential	B	10/06/2020 1:48 p.m.	10	66.23	NB I-15 Ln 1 (between Cajalco Off Ramp and Cajalco On Loop)	1680	70	0	0	0	0	0	0	6	70
							NB I-15 Ln 2 (between Cajalco Off Ramp and Cajalco On Loop)	948	63	162	63	138	51	0	0	0	0
							NB I-15 Ln 3 (between Cajalco Off Ramp and Cajalco On Loop)	528	55	132	55	186	51	0	0	0	0
							SB I-15 Ln 1 (S of Cajalco Rd Ramps)	1638	75	12	75	0	0	0	0	12	75
							SB I-15 Ln 2 (S of Cajalco Rd Ramps)	1680	67	90	67	54	52	0	0	12	67
							SB I-15 Ln 3 (S of Cajalco Rd Ramps)	1080	55	120	55	324	52	0	0	0	0
							NB Cajalco Off Ramp	240	55	6	55	54	51	0	0	0	0
							EB Glen Road	6	15	6	15	0	0	0	0	0	0
							WB Glen Road	0	0	0	0	0	0	0	0	0	0
				10/06/2020 2:01 p.m.	10	65.83	NB I-15 Ln 1 (between Cajalco Off Ramp and Cajalco On Loop)	1512	65	12	65	0	0	0	0	6	65
							NB I-15 Ln 2 (between Cajalco Off Ramp and Cajalco On Loop)	1104	58	132	58	102	51	0	0	18	58
							NB I-15 Ln 3 (between Cajalco Off Ramp and Cajalco On Loop)	498	53	90	53	144	51	0	0	0	0
							SB I-15 Ln 1 (S of Cajalco Rd Ramps)	1650	73	18	73	0	0	0	0	18	73
							SB I-15 Ln 2 (S of Cajalco Rd Ramps)	1692	68	54	68	36	50	0	0	0	0
							SB I-15 Ln 3 (S of Cajalco Rd Ramps)	1200	57	168	57	240	50	0	0	0	0
							NB Cajalco Off Ramp	264	53	18	53	54	51	0	0	0	0
							EB Glen Road	6	15	6	15	0	0	0	0	0	0
							WB Glen Road	6	15	0	0	0	0	0	0	0	0
ST16.04	8405 Glen Rd, Corona, CA 92883	Residential	B	10/06/2020 1:48 p.m.	10	65.1	Simultaneous with ST16.03 and ST16.05										
				10/06/2020 2:01 p.m.	10	65	Simultaneous with ST16.03 and ST16.05										
ST16.05	Undeveloped	Undeveloped Land	G	10/06/2020 1:48 p.m.	10	65.7	Simultaneous with ST16.03 and ST16.04										
				10/06/2020 2:01 p.m.	10	65.6	Simultaneous with ST16.03 and ST16.04										
ST16.06	Future Commercial (under construction)	Hotel	E	10/06/2020 12:30 p.m.	10	73.8	NB I-15 Ln 1 (between Cajalco Off Ramp and Cajalco On Loop)	1722	65	6	65	0	0	0	0	6	65
							NB I-15 Ln 2 (between Cajalco Off Ramp and Cajalco On Loop)	1032	63	96	63	126	50	0	0	0	0
							NB I-15 Ln 3 (between Cajalco Off Ramp and Cajalco On Loop)	486	51	102	51	270	50	0	0	0	0
							SB I-15 Ln 1 (S of Cajalco Rd Ramps)	1182	76	30	76	0	0	0	0	12	76
							SB I-15 Ln 2 (S of Cajalco Rd Ramps)	1518	71	84	71	42	46	0	0	12	71
							SB I-15 Ln 3 (S of Cajalco Rd Ramps)	1050	62	120	62	324	46	0	0	0	0
							NB Cajalco Off Ramp	402	51	12	51	48	50	0	0	0	0
							NB Cajalco On Loop Ramp	198	51	6	51	0	0	0	0	0	0
							SB Cajalco On Loop Ramp	264	62	0	0	36	46	0	0	0	0
				10/06/2020 12:43 p.m.	10	73.9	NB I-15 Ln 1 (between Cajalco Off Ramp and Cajalco On Loop)	1614	69	36	69	0	0	0	0	6	69
							NB I-15 Ln 2 (between Cajalco Off Ramp and Cajalco On Loop)	984	66	138	66	192	50	0	0	6	66
							NB I-15 Ln 3 (between Cajalco Off Ramp and Cajalco On Loop)	564	55	114	55	204	50	0	0	0	0
							SB I-15 Ln 1 (S of Cajalco Rd Ramps)	1188	74	42	74	0	0	0	0	6	74
							SB I-15 Ln 2 (S of Cajalco Rd Ramps)	1566	72	66	72	66	49	0	0	6	72
							SB I-15 Ln 3 (S of Cajalco Rd Ramps)	1038	58	174	58	312	49	0	0	0	0
							NB Cajalco Off Ramp	252	55	6	55	66	50	0	0	0	0
							NB Cajalco On Loop Ramp	168	55	6	55	0	0	0	0	0	0
							SB Cajalco On Loop Ramp	252	58	6	58	36	49	0	0	0	0

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST17.01	2279 Eagle Glen Pkwy, Corona, CA 92883 (The Bucket Crab & Crawfish, outdoor dining)	Restaurant outdoor dining	E	10/07/2020 09:45 a.m.	10	65.2	NB I-15 Ln 1 (between Cajalco On Loop and Cajalco On Ramp)	1818	70	6	70	0	0	0	0	12	70
							NB I-15 Ln 2 (between Cajalco On Loop and Cajalco On Ramp)	1392	59	84	59	66	50	0	0	0	0
							NB I-15 Ln 3 (between Cajalco On Loop and Cajalco On Ramp)	972	53	66	53	228	50	0	0	12	53
							SB I-15 Ln 1 (between Cajalco Off Ramp and Cajalco On Loop)	774	76	6	76	6	55	0	0	6	76
							SB I-15 Ln 2 (between Cajalco Off Ramp and Cajalco On Loop)	1302	67	42	67	42	55	0	0	0	0
							SB I-15 Ln 3 (between Cajalco Off Ramp and Cajalco On Loop)	522	61	96	61	312	55	0	0	0	0
							SB Cajalco Off Ramp	438	61	18	61	48	55	0	0	0	0
							SB Cajalco On Loop Ramp	150	61	0	0	42	55	0	0	0	0
							NB Cajalco On Ramp	276	53	18	53	84	50	0	0	6	53
							NB Bedford Canyon North of Boyd	156	40	0	0	0	0	0	0	0	0
							SB Bedford Canyon North of Boyd	138	40	0	0	0	0	0	0	0	0
							NB Bedford Canyon South of Boyd	150	40	0	0	0	0	0	0	0	0
							SB Bedford Canyon South of Boyd	132	40	0	0	0	0	0	0	0	0
				10/07/2020 10:00 a.m.	10	64.9	NB I-15 Ln 1 (between Cajalco On Loop and Cajalco On Ramp)	1716	65	24	65	0	0	0	0	24	65
							NB I-15 Ln 2 (between Cajalco On Loop and Cajalco On Ramp)	1230	55	108	55	102	50	0	0	0	0
							NB I-15 Ln 3 (between Cajalco On Loop and Cajalco On Ramp)	696	60	72	60	252	50	0	0	0	0
							SB I-15 Ln 1 (between Cajalco Off Ramp and Cajalco On Loop)	876	73	6	73	6	49	6	73	0	0
							SB I-15 Ln 2 (between Cajalco Off Ramp and Cajalco On Loop)	1272	67	54	67	54	49	0	0	0	0
							SB I-15 Ln 3 (between Cajalco Off Ramp and Cajalco On Loop)	546	58	114	58	312	49	6	58	0	0
							SB Cajalco Off Ramp	450	58	18	58	60	49	0	0	6	58
							SB Cajalco On Loop Ramp	186	58	0	0	42	49	0	0	0	0
							NB Cajalco On Ramp	258	60	0	0	54	50	0	0	0	0
							NB Bedford Canyon North of Boyd	216	40	0	0	0	0	0	0	0	0
							SB Bedford Canyon North of Boyd	90	40	0	0	0	0	0	0	0	0
							NB Bedford Canyon South of Boyd	216	40	0	0	0	0	0	0	0	0
							SB Bedford Canyon South of Boyd	90	40	0	0	0	0	0	0	0	0
ST17.02	20179 Orange St, Corona, CA 92881	Residential	B	10/07/2020 09:45 a.m.	10	63.4	Simultaneous with ST17.01										
				10/07/2020 10:00 a.m.	10	63.1	Simultaneous with ST17.01										

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST17.03	20045 Bedford Canyon Rd, Corona, CA 92881	Residential	B	10/07/2020 11:24 a.m.	10	55.7	NB I-15 Ln 1 (between El Cerrito Ramps)	1512	74	0	0	0	0	0	0	6	74
							NB I-15 Ln 2 (between El Cerrito Ramps)	1164	66	60	66	138	52	0	0	0	0
							NB I-15 Ln 3 (between El Cerrito Ramps)	834	60	102	60	252	52	0	0	6	60
							SB I-15 Ln 1 from TEL (between El Cerrito Ramps)	378	73	0	0	0	0	0	0	6	73
							SB I-15 Ln 2 (between El Cerrito Ramps)	1572	73	18	73	18	51	0	0	12	73
							SB I-15 Ln 3 (between El Cerrito Ramps)	936	66	66	66	222	51	0	0	6	66
							SB I-15 Ln 4 (between El Cerrito Ramps)	768	65	102	65	210	51	0	0	0	0
							NB El Cerrito Off Ramp	150	60	18	60	6	52	0	0	6	60
							SB El Cerrito On Ramp	234	65	0	0	6	51	0	0	0	0
							NB Bedford left turn lane (S of Foothill)	96	30	0	0	0	0	0	0	0	0
							NB Bedford right turn lane (S of Foothill)	132	30	0	0	0	0	0	0	0	0
							SB Bedford (S of Foothill)	102	30	18	30	0	0	0	0	0	0
							NB Bedford (N of Klyne)	204	40	0	0	0	0	0	0	0	0
							SB Bedford (N of Klyne)	102	40	12	40	0	0	0	0	0	0
							NB Bedford (S of Klyne)	192	40	0	0	0	0	0	0	0	0
							SB Bedford (S of Klyne)	102	40	12	40	0	0	0	0	0	0
							NB Klyne	12	25	0	0	0	0	0	0	0	0
							SB Klyne	0	0	0	0	0	0	0	0	0	0
				10/07/2020 11:37 a.m.	10	56.3	NB I-15 Ln 1 (between El Cerrito Ramps)	1548	75	30	75	6	52	0	0	24	75
							NB I-15 Ln 2 (between El Cerrito Ramps)	1194	65	66	65	174	52	0	0	0	0
							NB I-15 Ln 3 (between El Cerrito Ramps)	864	64	120	64	282	52	0	0	6	64
							SB I-15 Ln 1 from TEL (between El Cerrito Ramps)	186	72	6	72	0	0	0	0	0	0
							SB I-15 Ln 2 (between El Cerrito Ramps)	1518	72	0	0	12	56	0	0	0	0
							SB I-15 Ln 3 (between El Cerrito Ramps)	1110	69	30	69	126	56	0	0	0	0
							SB I-15 Ln 4 (between El Cerrito Ramps)	798	65	84	65	222	56	0	0	0	0
							NB El Cerrito Off Ramp	222	64	12	64	0	0	0	0	0	0
							SB El Cerrito On Ramp	240	65	0	0	0	0	0	0	0	0
							NB Bedford left turn lane (S of Foothill)	72	30	0	30	0	0	0	0	0	0
							NB Bedford right turn lane (S of Foothill)	138	30	6	0	0	0	0	0	0	0
							SB Bedford (S of Foothill)	180	30	6	30	0	0	0	0	0	0
							NB Bedford (N of Klyne)	204	40	6	40	0	0	0	0	0	0
							SB Bedford (N of Klyne)	186	40	6	40	0	0	0	0	0	0
							NB Bedford (S of Klyne)	204	40	6	40	0	0	0	0	0	0
							SB Bedford (S of Klyne)	162	40	6	40	0	0	0	0	0	0
							NB Klyne	0	0	0	0	0	0	0	0	0	0
							SB Klyne	24	25	0	0	0	0	0	0	0	0
ST17.04	19905 Bedford Canyon Rd, Corona, CA 92881 (Recovery Center)	Residential	B	10/07/2020 11:24 a.m.	10	60.4	Simultaneous with ST17.03										
				10/07/2020 11:37 a.m.	10	60.1	Simultaneous with ST17.03										

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST18.01	Near 2470 Tuscany St, Corona, CA 92881 (Crossings At Corona shopping center)	Retail facilities	F	10/07/2020 08:42 a.m.	10	57.2	NB I-15 Ln 1 (between Cajalco On Loop and Cajalco On Ramp)	1674	56	24	56	0	0	0	0	18	56
							NB I-15 Ln 2 (between Cajalco On Loop and Cajalco On Ramp)	1356	52	72	52	96	44	0	0	0	0
							NB I-15 Ln 3 (between Cajalco On Loop and Cajalco On Ramp)	978	47	78	47	300	44	0	0	6	47
							SB I-15 Ln 1 (between Cajalco Off Ramp and Cajalco On Loop)	918	77	6	77	0	0	0	0	12	77
							SB I-15 Ln 2 (between Cajalco Off Ramp and Cajalco On Loop)	1272	65	48	65	72	55	0	0	6	65
							SB I-15 Ln 3 (between Cajalco Off Ramp and Cajalco On Loop)	582	52	150	52	258	55	0	0	0	0
							SB Cajalco Off Ramp	444	52	12	52	48	55	0	0	0	0
							SB Cajalco On Loop Ramp	186	52	18	52	48	55	0	0	0	0
							NB Cajalco Off Ramp	204	47	0	0	42	44	0	0	0	0
							NB Cajalco On Loop Ramp	150	47	6	47	12	44	0	0	0	0
							NB Cajalco On Ramp	396	47	12	47	48	44	0	0	0	0
							EB Cajalco Rd E of SB Ramps	504	45	24	45	42	45	0	0	0	0
							WB Cajalco Rd E of SB Ramps	324	45	12	45	48	45	0	0	0	0
							EB Cajalco Rd E of NB Ramps	456	45	18	45	48	45	0	0	0	0
							WB Cajalco Rd E of NB Ramps	534	45	30	45	66	45	0	0	0	0
							NB Tuscany North of Driveway	18	45	0	0	0	0	0	0	0	0
							SB Tuscany North of Driveway	30	45	0	0	0	0	0	0	0	0
							NB Tuscany South of Driveway	12	45	0	0	0	0	0	0	0	0
							SB Tuscany South of Driveway	18	45	0	0	0	0	0	0	0	0
				10/07/2020 08:55 a.m.	10	57.2	NB I-15 Ln 1 (between Cajalco On Loop and Cajalco On Ramp)	1944	53	18	53	0	0	0	0	24	53
							NB I-15 Ln 2 (between Cajalco On Loop and Cajalco On Ramp)	1452	55	96	55	132	49	0	0	0	0
							NB I-15 Ln 3 (between Cajalco On Loop and Cajalco On Ramp)	762	49	78	49	288	49	0	0	0	0
							SB I-15 Ln 1 (between Cajalco Off Ramp and Cajalco On Loop)	864	72	0	0	0	0	0	0	0	0
							SB I-15 Ln 2 (between Cajalco Off Ramp and Cajalco On Loop)	1278	66	78	66	72	54	0	0	0	0
							SB I-15 Ln 3 (between Cajalco Off Ramp and Cajalco On Loop)	606	58	108	58	270	54	0	0	0	0
							SB Cajalco Off Ramp	504	58	12	58	108	54	0	0	0	0
							SB Cajalco On Loop Ramp	186	58	6	58	54	54	0	0	0	0
							NB Cajalco Off Ramp	240	49	6	49	36	49	0	0	0	0
							NB Cajalco On Loop Ramp	156	49	0	0	0	0	0	0	0	0
							NB Cajalco On Ramp	234	49	12	49	72	49	0	0	0	0
							EB Cajalco Rd E of SB Ramps	480	45	0	0	90	45	0	0	0	0
							WB Cajalco Rd E of SB Ramps	396	45	6	45	42	45	0	0	0	0
							EB Cajalco Rd E of NB Ramps	426	45	6	45	96	45	0	0	0	0
							WB Cajalco Rd E of NB Ramps	468	45	12	45	84	45	0	0	0	0
							NB Tuscany North of Driveway	6	45	0	0	0	0	0	0	0	0
							SB Tuscany North of Driveway	18	45	0	0	0	0	0	0	0	0
							NB Tuscany South of Driveway	6	45	0	0	0	0	0	0	0	0
							SB Tuscany South of Driveway	12	45	0	0	0	0	0	0	0	0
ST18.02	Near 2415 Tuscany St, Corona, CA 92881 (Crossings At Corona shopping center)	Retail facilities	F	10/07/2020 08:42 a.m.	10	58.9	Simultaneous with ST18.01										
				10/07/2020 08:55 a.m.	10	58.6	Simultaneous with ST18.01										

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST18.03	Near 19967 Katy Way, Corona, CA 92881	Residential Validation-Only	B	10/07/2020 12:23 p.m.	10	66.1	NB I-15 Ln 1 (between El Cerrito Ramps)	1584	69	0	0	0	0	0	0	12	69
							NB I-15 Ln 2 (between El Cerrito Ramps)	1224	64	78	64	144	50	0	0	0	0
							NB I-15 Ln 3 (between El Cerrito Ramps)	828	59	78	59	282	50	0	0	0	0
							SB I-15 Ln 1 from TEL (between El Cerrito Ramps)	378	71	6	71	0	0	0	0	0	0
							SB I-15 Ln 2 (between El Cerrito Ramps)	1572	71	0	0	0	0	0	0	12	71
							SB I-15 Ln 3 (between El Cerrito Ramps)	1122	70	72	70	96	50	0	0	6	70
							SB I-15 Ln 4 (between El Cerrito Ramps)	816	65	60	65	264	50	0	0	12	65
							NB El Cerrito Off Ramp	198	59	0	0	18	50	0	0	0	0
							NB El Cerrito On Ramp	294	59	0	0	0	0	0	0	0	0
							SB El Cerrito On Ramp	174	65	0	0	18	50	0	0	0	0
							SB El Cerrito Off Ramp	366	65	6	65	6	50	0	0	6	65
							EB El Cerrito (E of NB Ramps)	216	35	0	0	0	0	0	0	0	0
							WB El Cerrito (E of NB Ramps)	156	35	0	0	0	0	0	0	0	0
							EB El Cerrito (E of SB Ramps)	456	35	0	0	0	0	0	0	0	0
							WB El Cerrito (E of SB Ramps)	288	35	0	0	18	35	0	0	0	0
							EB El Cerrito (E of Frances)	222	35	0	0	0	0	0	0	0	0
							WB El Cerrito (E of Frances)	156	35	0	0	0	0	0	0	0	0
							NB Frances	0	0	0	0	0	0	0	0	0	0
							SB Frances	0	0	0	0	0	0	0	0	0	0
							NB Katy Way	0	0	0	0	0	0	0	0	0	0
							SB Katy Way	0	0	0	0	0	0	0	0	0	0
				10/07/2020 12:36 p.m.	10	65.8	NB I-15 Ln 1 (between El Cerrito Ramps)	1710	65	24	65	0	0	0	0	6	65
							NB I-15 Ln 2 (between El Cerrito Ramps)	1158	61	90	61	126	50	0	0	0	0
							NB I-15 Ln 3 (between El Cerrito Ramps)	822	54	36	54	342	50	0	0	0	0
							SB I-15 Ln 1 from TEL (between El Cerrito Ramps)	336	72	18	72	0	0	0	0	0	0
							SB I-15 Ln 2 (between El Cerrito Ramps)	1356	72	6	72	0	56	0	0	0	0
							SB I-15 Ln 3 (between El Cerrito Ramps)	1110	66	48	66	138	56	6	66	0	0
							SB I-15 Ln 4 (between El Cerrito Ramps)	732	63	84	63	198	56	6	0	0	0
							NB El Cerrito Off Ramp	192	54	0	0	0	0	0	0	0	0
							NB El Cerrito On Ramp	288	54	0	0	0	0	0	0	0	0
							SB El Cerrito On Ramp	186	63	0	0	0	0	0	0	0	0
							SB El Cerrito Off Ramp	384	63	0	0	6	56	0	0	0	0
							EB El Cerrito (E of NB Ramps)	240	35	0	0	6	35	0	0	0	0
							WB El Cerrito (E of NB Ramps)	162	35	0	0	0	0	0	0	0	0
							EB El Cerrito (E of SB Ramps)	456	35	0	0	6	35	0	0	0	0
							WB El Cerrito (E of SB Ramps)	270	35	0	0	0	0	0	0	0	0
							EB El Cerrito (E of Frances)	246	35	0	0	6	35	0	0	0	0
							WB El Cerrito (E of Frances)	156	35	0	0	0	0	0	0	0	0
							NB Frances	18	25	0	0	0	0	0	0	0	0
							SB Frances	18	25	0	0	0	0	0	0	0	0
							NB Katy Way	0	0	0	0	0	0	0	0	0	0
							SB Katy Way	0	0	0	0	0	0	0	0	0	0
ST18.04	19801 France St, Corona, CA 92881	Residential	B	10/07/2020 12:23 p.m.	10	66	Simultaneous with ST18.03										
				10/07/2020 12:36 p.m.	10	65.9	Simultaneous with ST18.03										

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST19.01	1987 Foothill Pkwy, Corona, CA 92881 (The Habit patio)	Restaurant	E	3/18/2021 08:05 a.m.	10	70.6	NB I-15 Ln 1 (between El Cerrito Ramps)	2166	62	12	62	0	0	0	0	12	62
							NB I-15 Ln 2 (between El Cerrito Ramps)	1608	56	48	56	54	50	0	0	6	56
							NB I-15 Ln 3 (between El Cerrito Ramps)	1104	56	42	56	228	50	0	0	0	0
							SB I-15 HOV Ln 1 (between El Cerrito Ramps)	210	66	0	0	0	0	0	0	0	0
							SB I-15 Ln 1 from TEL (between El Cerrito Ramps)	42	66	0	0	0	0	0	0	0	0
							SB I-15 Ln 2 (between El Cerrito Ramps)	1446	67	18	67	0	0	0	0	0	0
							SB I-15 Ln 3 (between El Cerrito Ramps)	774	61	54	61	54	56	0	0	0	0
							SB I-15 Ln 4 (between El Cerrito Ramps)	486	56	120	56	264	56	6	56	0	0
							NB El Cerrito On Ramp Lane 1	174	56	0	0	0	0	0	0	0	0
							NB El Cerrito On Ramp Lane 2	174	56	0	0	0	0	6	56	0	0
							NB El Cerrito Off Ramp	378	56	12	56	0	0	6	56	0	0
							SB El Cerrito On Ramp	186	56	6	56	0	0	0	0	0	0
							SB El Cerrito Off Ramp Lane 1	30	56	6	56	0	0	0	0	0	0
							SB El Cerrito Off Ramp Lane 2	210	56	0	0	18	56	0	0	0	0
							EB El Cerrito (E of SB Ramps) Lane 1	186	35	0	0	0	0	0	0	0	0
							EB El Cerrito (E of SB Ramps) Lane 2	168	35	0	0	0	0	0	0	0	0
							EB El Cerrito (E of SB Ramps) Lane 3	108	35	0	0	0	0	0	0	0	0
							WB El Cerrito (E of SB Ramps) Lane 1	18	35	0	0	0	0	0	0	0	0
							WB El Cerrito (E of SB Ramps) Lane 2	216	35	6	35	0	0	6	35	0	0
							WB El Cerrito (E of SB Ramps) Lane 3	198	35	0	0	0	0	0	0	0	0
							EB Foothill (E of Bedford) Lane 1	372	45	0	0	0	0	0	0	0	0
							EB Foothill (E of Bedford) Lane 2	108	45	0	0	0	0	0	0	0	0
							EB Foothill (E of Bedford) Lane 3	174	45	0	0	0	0	0	0	0	0
							WB Foothill (E of Bedford) Lane 1	72	45	0	0	6	45	0	0	0	0
							WB Foothill (E of Bedford) Lane 2	258	45	12	45	0	0	6	45	0	0
							WB Foothill (E of Bedford) Lane 3	240	45	0	0	6	45	0	0	0	0
							WB Foothill (E of Bedford) Lane 4	42	45	0	0	6	45	0	0	0	0
							EB Foothill (W of Bedford) Lane 1	264	45	0	0	0	0	0	0	0	0
							EB Foothill (W of Bedford) Lane 2	84	45	0	0	0	0	0	0	0	0
							EB Foothill (W of Bedford) Lane 3	246	45	0	0	0	0	0	0	0	0
							WB Foothill (W of Bedford) Lane 1	270	45	6	45	0	0	6	45	0	0
							WB Foothill (W of Bedford) Lane 2	288	45	0	0	0	0	0	0	0	0
							NB Bedford (S of Foothill) Lane 1	84	40	0	0	0	0	0	0	0	0
							NB Bedford (S of Foothill) Lane 2	168	40	0	0	0	0	0	0	0	0
							SB Bedford (S of Foothill)	144	40	6	40	6	40	0	0	0	0
							NB Bedford (N of Foothill)	48	40	0	0	6	40	0	0	0	0
							SB Bedford (N of Foothill)	24	40	0	0	0	0	0	0	0	0

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
				3/18/2021 08:17 a.m.	10	70.9	NB I-15 Ln 1 (between El Cerrito Ramps)	1980	64	30	64	0	0	0	0	0	0
							NB I-15 Ln 2 (between El Cerrito Ramps)	1494	59	30	59	30	50	0	0	0	0
							NB I-15 Ln 3 (between El Cerrito Ramps)	1038	50	72	50	282	50	12	50	0	0
							SB I-15 HOV Ln 1 (between El Cerrito Ramps)	216	70	0	0	0	0	6	70	0	0
							SB I-15 Ln 1 from TEL (between El Cerrito Ramps)	54	70	0	0	0	0	0	0	0	0
							SB I-15 Ln 2 (between El Cerrito Ramps)	1278	67	30	67	0	0	0	0	0	0
							SB I-15 Ln 3 (between El Cerrito Ramps)	894	65	42	65	120	55	0	0	0	0
							SB I-15 Ln 4 (between El Cerrito Ramps)	474	59	132	59	300	55	6	59	0	0
							NB El Cerrito On Ramp Lane 1	198	50	0	0	0	0	0	0	0	0
							NB El Cerrito On Ramp Lane 2	180	50	0	0	0	0	0	0	0	0
							NB El Cerrito Off Ramp	474	50	18	50	0	0	6	50	0	0
							SB El Cerrito On Ramp	234	59	12	59	0	0	0	0	0	0
							SB El Cerrito Off Ramp Lane 1	72	59	0	0	6	55	6	59	0	0
							SB El Cerrito Off Ramp Lane 2	168	59	24	59	0	0	0	0	0	0
							EB El Cerrito (E of SB Ramps) Lane 1	204	35	0	0	0	0	0	0	0	0
							EB El Cerrito (E of SB Ramps) Lane 2	126	35	0	0	0	0	0	0	0	0
							EB El Cerrito (E of SB Ramps) Lane 3	162	35	0	0	6	35	18	35	0	0
							WB El Cerrito (E of SB Ramps) Lane 1	42	35	6	35	0	0	0	0	0	0
							WB El Cerrito (E of SB Ramps) Lane 2	282	35	6	35	0	0	6	35	0	0
							WB El Cerrito (E of SB Ramps) Lane 3	204	35	12	35	0	0	0	0	0	0
							EB Foothill (E of Bedford) Lane 1	330	45	0	0	0	0	0	0	0	0
							EB Foothill (E of Bedford) Lane 2	144	45	0	0	0	0	12	45	0	0
							EB Foothill (E of Bedford) Lane 3	186	45	6	45	0	0	0	0	0	0
							WB Foothill (E of Bedford) Lane 1	78	45	6	45	0	0	0	0	0	0
							WB Foothill (E of Bedford) Lane 2	246	45	0	0	0	0	6	45	0	0
							WB Foothill (E of Bedford) Lane 3	228	45	30	45	0	0	0	0	0	0
							WB Foothill (E of Bedford) Lane 4	96	45	0	0	0	0	0	0	0	0
							EB Foothill (W of Bedford) Lane 1	240	45	0	0	0	0	0	0	0	0
							EB Foothill (W of Bedford) Lane 2	114	45	0	0	0	0	12	45	0	0
							EB Foothill (W of Bedford) Lane 3	216	45	6	45	0	0	0	0	0	0
							WB Foothill (W of Bedford) Lane 1	312	45	0	0	0	0	6	45	0	0
							WB Foothill (W of Bedford) Lane 2	288	45	30	45	0	0	0	0	0	0
							NB Bedford (S of Foothill) Lane 1	102	40	0	0	0	0	0	0	0	0
							NB Bedford (S of Foothill) Lane 2	132	40	0	0	0	0	0	0	0	0
							SB Bedford (S of Foothill)	138	40	6	40	0	0	0	0	0	0
							NB Bedford (N of Foothill)	96	40	0	0	0	0	0	0	0	0
							SB Bedford (N of Foothill)	42	40	0	0	0	0	0	0	0	0

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST19.02	7303 Calico Cir, Corona, CA 92881	Residential	B	10/20/2020 09:34 a.m.	10	62.5	NB I-15 Ln 1 (between El Cerrito Ramps)	1710	71	0	0	24	54	0	0	0	0
							NB I-15 Ln 2 (between El Cerrito Ramps)	1386	64	42	64	78	54	6	64	6	64
							NB I-15 Ln 3 (between El Cerrito Ramps)	996	56	60	56	270	54	0	0	0	0
							SB I-15 Ln 1 from TEL (between El Cerrito Ramps)	228	70	0	0	0	0	0	0	0	0
							SB I-15 Ln 2 (between El Cerrito Ramps)	1290	70	18	70	6	52	0	0	12	70
							SB I-15 Ln 3 (between El Cerrito Ramps)	1020	69	54	69	138	52	0	0	0	0
							SB I-15 Ln 4 (between El Cerrito Ramps)	480	67	84	67	294	52	0	0	0	0
							NB El Cerrito On Ramp	348	56	0	0	0	0	0	0	0	0
							SB El Cerrito Off Ramp	258	67	18	67	6	52	0	0	0	0
							NB Calico (N of Sarsaparilla)	6	25	0	0	0	0	0	0	0	0
							SB Calico (N of Sarsaparilla)	0	0	0	0	0	0	0	0	0	0
							NB Calico (S of Sarsaparilla)	6	25	0	0	0	0	0	0	0	0
							SB Calico (S of Sarsaparilla)	0	0	0	0	0	0	0	0	0	0
							EB Sarsaparilla	0	0	0	0	0	0	0	0	0	0
							WB Sarsaparilla	0	0	0	0	0	0	0	0	0	0
				10/20/2020 09:45 a.m.	10	62.7	NB I-15 Ln 1 (between El Cerrito Ramps)	1488	72	6	72	24	55	0	0	18	72
							NB I-15 Ln 2 (between El Cerrito Ramps)	1278	67	24	67	114	55	6	67	0	0
							NB I-15 Ln 3 (between El Cerrito Ramps)	774	58	78	58	282	55	0	0	0	0
							SB I-15 Ln 1 from TEL (between El Cerrito Ramps)	180	73	0	0	0	0	0	0	0	0
							SB I-15 Ln 2 (between El Cerrito Ramps)	1110	73	18	73	0	0	0	0	6	73
							SB I-15 Ln 3 (between El Cerrito Ramps)	744	72	108	72	126	51	12	72	0	0
							SB I-15 Ln 4 (between El Cerrito Ramps)	546	66	66	66	204	51	0	0	0	0
							NB El Cerrito On Ramp	330	58	12	58	6	55	0	0	6	58
							SB El Cerrito Off Ramp	246	66	12	66	0	0	0	0	0	0
							NB Calico (N of Sarsaparilla)	6	25	0	0	0	0	0	0	0	0
							SB Calico (N of Sarsaparilla)	0	0	0	0	0	0	0	0	0	0
							NB Calico (S of Sarsaparilla)	6	25	0	0	0	0	0	0	0	0
							SB Calico (S of Sarsaparilla)	6	25	0	0	0	0	0	0	0	0
							EB Sarsaparilla	6	25	0	0	0	0	0	0	0	0
							WB Sarsaparilla	6	25	0	0	0	0	0	0	0	0
ST19.03	19476 Dry Gulch Rd, Corona, CA 92881	Residential	B	10/20/2020 09:34 a.m.	10	65.5	Simultaneous with ST19.02										
				10/20/2020 09:45 a.m.	10	65.2	Simultaneous with ST19.02										

Table A-1. Validation Traffic Volumes for TNM Modeling

Receiver	Address/Description	Land Use	Activity Category	Start Date/ Time	Duration (minutes)	Leq (dBA)	Roadway & Direction	Autos		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
								Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]	Volume[1]	Speed[2]
ST20.01	7500 El Cerrito Rd, Corona, CA 92881 (El Cerrito Sports Park)	Sports Park	C	10/20/2020 08:38 a.m.	10	61.3	NB I-15 Ln 1 (between El Cerrito Ramps)	1848	67	6	67	0	0	0	0	12	67
							NB I-15 Ln 2 (between El Cerrito Ramps)	1578	63	12	63	72	50	0	0	0	0
							NB I-15 Ln 3 (between El Cerrito Ramps)	1068	56	66	56	228	50	0	0	0	0
							SB I-15 Ln 1 from TEL (between El Cerrito Ramps)	174	73	0	0	0	0	0	0	12	73
							SB I-15 Ln 2 (between El Cerrito Ramps)	1284	73	0	0	30	52	0	0	24	73
							SB I-15 Ln 3 (between El Cerrito Ramps)	948	71	42	71	78	52	0	0	0	0
							SB I-15 Ln 4 (between El Cerrito Ramps)	570	66	84	66	264	52	0	0	0	0
							NB El Cerrito On Ramp	348	56	0	0	0	0	0	0	0	0
							SB El Cerrito Off Ramp	228	66	0	0	12	52	0	0	0	0
							NB Piute Creek	0	0	0	0	0	0	0	0	0	0
							SB Piute Creek	0	0	0	0	0	0	0	0	0	0
				10/20/2020 08:50 a.m.	10	62.3	NB I-15 Ln 1 (between El Cerrito Ramps)	1872	64	18	64	0	0	0	0	6	64
							NB I-15 Ln 2 (between El Cerrito Ramps)	1500	59	24	59	96	49	0	0	12	59
							NB I-15 Ln 3 (between El Cerrito Ramps)	960	58	54	58	336	49	0	0	6	58
							SB I-15 Ln 1 from TEL (between El Cerrito Ramps)	108	71	0	0	0	0	0	0	0	0
							SB I-15 Ln 2 (between El Cerrito Ramps)	1128	71	18	71	0	0	0	0	6	71
							SB I-15 Ln 3 (between El Cerrito Ramps)	714	71	36	71	108	54	0	0	0	0
							SB I-15 Ln 4 (between El Cerrito Ramps)	480	68	48	68	264	54	0	0	0	0
							NB El Cerrito On Ramp	312	58	6	58	0	0	0	0	0	0
							SB El Cerrito Off Ramp	210	68	0	0	0	0	0	0	6	68
							NB Piute Creek	6	25	0	0	0	0	0	0	0	0
							SB Piute Creek	0	0	0	0	0	0	0	0	0	0
ST20.02	7267 Piute Creek Dr, Corona, CA 92881	Residential	B	10/20/2020 08:38 a.m.	10	59.1	Simultaneous with ST20.01										
				10/20/2020 08:50 a.m.	10	59.6	Simultaneous with ST20.01										

Notes:
1 - All vehicle volumes are normalized to 1 hour, as required for input into TNM
2 - Speed in miles per hour.
3 - Vehicle speeds were reduced to reflect the substantial traffic congestion observed at the time of the measurement.

I-15 Express Lanes Project Southern Extension (ELPSE)

Project Approval and Environmental Document

(EA 0J0820)

Traffic Volumes for the Noise Study Report

RCTC

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Caltrans

HDR

ICF

FEHR & PEERS

November 22, 2023

Introduction

The final version of the Traffic Operations Analysis Report (TOAR) was finalized in April of 2022. Since that time, the environmental assessment has continued – especially the noise assessment which utilizes volumes and projections from the approved TOAR.

ICF has led the noise assessment. As part of their effort, additional existing traffic counts were collected when noise monitoring was conducted to ensure that traffic counts match the noise measurements for calibration purposes of the noise model. This data is summarized in Table A-1 of the noise study report (NSR).

The remaining tables (Table A-2through Table A-4c) that are included in the NSR were developed by Fehr & Peers and are attached to this document. They were prepared and reviewed under the direction of a Traffic Engineer in the State of California.

Appendix A-2 Existing Traffic Volumes

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Table A-2a. Existing Northbound AM Traffic Volumes for TNM Modeling

Table A-2a is based on traffic data supplied by the project's licensed traffic engineer (Fehr and Peers). Various rules were applied to the traffic data in order to represent worst-case traffic noise conditions and maximize traffic continuity along the freeway corridor. These rules are described in the NSR and summarized below.
To represent worst-case traffic noise conditions traffic volumes were capped at level-of-service (LOS) C/D volumes because traffic noise will generally decrease at higher traffic volumes due to the onset of congestion and lower average traffic speeds. These caps are applied to each roadway using the following maximum values: 1,650 vehicles per hour per lane (vphpl) for mainline (ML) and auxiliary lanes; 1,600 vphpl for express lanes; 900 vphpl for metered on-ramps (based on the minimum number of adjacent lanes present along the length of the ramp); no traffic volume caps are applied to off-ramps or non-metered on-ramps.

Traffic continuity is applied at offramps, but traffic volumes are reset each time an on-ramp joins the mainline to avoid the potential for accumulated traffic losses along the corridor that can occur as a result of traffic capping. That is, traffic reductions along the direction of travel will tend to accumulate when the traffic leaving the freeway (i.e., off-ramps) is not capped but the traffic entering the freeway (i.e., on-ramps) is capped, so resetting traffic at on-ramps avoids underestimating traffic noise levels.

Numbered notes, defined below, are provided in Table A-2a to indicate where capped values are applied and explain where discontinuities in the modeled traffic volumes occur.

1. The traffic volume for the off-ramp is removed from the outside ML lane. If the off-ramp requires more traffic than is in the outside ML lane, the additional traffic is taken from the neighboring ML lane. As a result, traffic volumes are lower on the outside lane(s).
2. ML traffic volumes are reset at this freeway segment due to the on-ramp joining the ML.
3. The predicted traffic volume for this ramp was projected by the traffic engineer to exceed 900 vehicles per hour (vph). Therefore, it has been capped at 900 vph. As a result, traffic volumes at the ramp's intersection with the local roadway will appear unbalanced.
4. The reset of ML traffic volumes at this location results in a traffic discontinuity because the on-ramp traffic volume was capped at 900 vph.
5. The traffic volume entering the express lane(s) is removed from the inside ML lane.
6. Traffic is redistributed due to a reduction in the total number of ML lanes, the traffic from the preceding two outside lanes (#3 and #4) is combined onto the new outside lane (#3).
7. Traffic is redistributed due to an increase in the total number of ML lanes.
8. This note is not used in Table A-2a.
9. This note is not used in Table A-2a.
10. Trucks were excluded from some turn lanes on this roadway segment at the direction of the project traffic engineer. These lanes have regulatory or geometric restrictions that prevent trucks from using them.
11. This note is not used in Table A-2a.

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
NB Main St Off-Ramp	Main Street Interchange	1	576	93.0%	536	4.0%	23	3.0%	17	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	576	--	536	--	23	--	17		
NB I-15 GP Lanes (Total)	Main Street Off-Ramp to Main Street On-Ramp	3	3,734	93.0%	3,473	4.0%	149	3.0%	112	70 / 70 / 55	1
General Purpose Lane 1		1	1,436	--	1,436	--	0	--	0		
General Purpose Lane 2		1	1,437	--	1,287	--	86	--	64		
General Purpose Lane 3		1	861	--	750	--	63	--	48		
NB Main St On-Ramp	Main Street Interchange	1	119	93.0%	110	4.0%	5	3.0%	4	10 / 10 / 10 to 70 / 70 / 55	-
On-Ramp Lane 1		1	119	--	110	--	5	--	4		

Table A-2a. Existing Northbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
NB I-15 General Purpose (Total)	Main Street On-Ramp to Central Avenue (SR-74) Off-Ramp	3	3,853	93.0%	3,586	4.0%	153	3.0%	114	70 / 70 / 55	2
General Purpose Lane 1		1	1,285	--	1,285	--	0	--	0		
General Purpose Lane 2		1	1,284	--	1,151	--	76	--	57		
General Purpose Lane 3		1	1,284	--	1,150	--	77	--	57		
NB Central Ave Off-Ramp	Central Avenue (SR-74) Interchange	1-3	1,062	93.0%	988	4.0%	42	3.0%	32	70 / 70 / 55 to 18 / 13 / 10	10
Off-Ramp Lane 1		1	404	--	404	--	0	--	0		
Off-Ramp Lane 2		1	304	--	255	--	28	--	21		
Off-Ramp Lane 3		1	354	--	329	--	14	--	11		
NB I-15 General Purpose (Total)	Between Central Avenue (SR-74) Ramps	3	2,791	93.0%	2,598	4.0%	111	3.0%	82	70 / 70 / 55	1
General Purpose Lane 1		1	1,285	--	1,285	--	0	--	0		
General Purpose Lane 2		1	1,284	--	1,151	--	76	--	57		
General Purpose Lane 3		1	222	--	162	--	35	--	25		
NB Central Ave On-Ramp	Central Avenue (SR-74) Interchange	1	650	93.0%	604	4.0%	26	3.0%	20	10 / 10 / 10 to 70 / 70 / 55	-
On-Ramp Lane 1		1	650	--	604	--	26	--	20		
NB I-15 General Purpose (Total)	Between Central Avenue (SR-74) Ramps to Nichols Road Off-Ramp	3	3,441	93.0%	3,202	4.0%	137	3.0%	102	70 / 70 / 55	2
General Purpose Lane 1		1	1,147	--	1,147	--	0	--	0		
General Purpose Lane 2		1	1,147	--	1,028	--	68	--	51		
General Purpose Lane 3		1	1,147	--	1,027	--	69	--	51		
NB Nichols Road Off-Ramp	Nichols Road Interchange	1	311	93.0%	290	4.0%	12	3.0%	9	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	311	--	290	--	12	--	9		
NB I-15 General Purpose (Total)	Between Nichols Road Ramps	3	3,130	93.0%	2,912	4.0%	125	3.0%	93	70 / 70 / 55	1
General Purpose Lane 1		1	1,147	--	1,147	--	0	--	0		
General Purpose Lane 2		1	1,147	--	1,028	--	68	--	51		
General Purpose Lane 3		1	836	--	737	--	57	--	42		
NB Nichols Road On-Ramp	Nichols Road Interchange	1	161	93.0%	150	4.0%	6	3.0%	5	10 / 10 / 10 to 70 / 70 / 55	-
On-Ramp Lane 1		1	161	--	150	--	6	--	5		
NB I-15 General Purpose (Total)	Nichols On-Ramp to Lake Street Off-Ramp	3	3,291	93.0%	3,062	4.0%	131	3.0%	98	70 / 70 / 55	2
General Purpose Lane 1		1	1,097	--	1,097	--	0	--	0		
General Purpose Lane 2		1	1,097	--	983	--	65	--	49		
General Purpose Lane 3		1	1,097	--	982	--	66	--	49		
NB Lake Street Off-Ramp	Lake Street Interchange	1-2	227	93.0%	211	4.0%	9	3.0%	7	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	170	--	162	--	5	--	3		
Off-Ramp Lane 2		1	57	--	49	--	4	--	4		

Table A-2a. Existing Northbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
NB I-15 General Purpose (Total)	Between Lake Street Ramps	3	3,064	93.0%	2,851	4.0%	122	3.0%	91	70 / 70 / 55	1
General Purpose Lane 1		1	1,097	--	1,097	--	0	--	0		
General Purpose Lane 2		1	1,097	--	983	--	65	--	49		
General Purpose Lane 3		1	870	--	771	--	57	--	42		
NB Lake Street On-Ramp	Lake Street Interchange	1	523	93.0%	486	4.0%	21	3.0%	16	10 / 10 / 10 to 70 / 70 / 55	-
On-Ramp Lane 1		1	523	--	486	--	21	--	16		
NB I-15 General Purpose (Total)	Lake Street On-Ramp to Indian Truck Trail Off-Ramp	3	3,587	93.0%	3,337	4.0%	143	3.0%	107	70 / 70 / 55	2
General Purpose Lane 1		1	1,195	--	1,195	--	0	--	0		
General Purpose Lane 2		1	1,196	--	1,072	--	71	--	53		
General Purpose Lane 3		1	1,196	--	1,070	--	72	--	54		
NB Indian Truck Trail Off-Ramp	Indian Truck Trail Interchange	1-3	412	93.0%	384	4.0%	16	3.0%	12	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	137	--	129	--	5	--	4		
Off-Ramp Lane 2		1	137	--	128	--	5	--	4		
Off-Ramp Lane 3		1	138	--	127	--	6	--	4		
NB I-15 General Purpose (Total)	Between Indian Truck Trail Ramps	3	3,175	93.0%	2,953	4.0%	127	3.0%	95	70 / 70 / 55	1
General Purpose Lane 1		1	1,195	--	1,195	--	0	--	0		
General Purpose Lane 2		1	1,196	--	1,072	--	71	--	53		
General Purpose Lane 3		1	784	--	686	--	56	--	42		
NB Indian Truck Trail On-Ramp	Indian Truck Trail Interchange	2-1	334	93.0%	311	4.0%	13	3.0%	10	10 / 10 / 10 to 70 / 70 / 55	-
On-Ramp Lane 1		1	167	--	156	--	6	--	5		
On-Ramp Lane 2		1	167	--	155	--	7	--	5		
NB I-15 General Purpose (Total)	Indian Truck Trail On-Ramp to Temescal Canyon Off-Ramp	3	3,509	93.0%	3,264	4.0%	140	3.0%	105	70 / 70 / 55	2
General Purpose Lane 1		1	1,169	--	1,169	--	0	--	0		
General Purpose Lane 2		1	1,170	--	1,048	--	70	--	52		
General Purpose Lane 3		1	1,170	--	1,047	--	70	--	53		
NB Temescal Canyon Road Off-Ramp	Temescal Canyon Road Interchange	1	642	93.0%	597	4.0%	26	3.0%	19	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	642	--	597	--	26	--	19		
NB I-15 General Purpose (Total)	Between Temescal Canyon Ramps	3	2,867	93.0%	2,667	4.0%	114	3.0%	86	70 / 70 / 55	1
General Purpose Lane 1		1	1,169	--	1,169	--	0	--	0		
General Purpose Lane 2		1	1,170	--	1,048	--	70	--	52		
General Purpose Lane 3		1	528	--	450	--	44	--	34		
NB Temescal Canyon Road On-Ramp	Temescal Canyon Road Interchange	2	267	93.0%	248	4.0%	11	3.0%	8	10 / 10 / 10 to 70 / 70 / 55	-
On-Ramp Lane 1		1	200	--	186	--	8	--	6		
On-Ramp Lane 2		1	67	--	62	--	3	--	2		

Table A-2a. Existing Northbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
NB I-15 General Purpose (Total)	Temescal Canyon On-Ramp to Weirick Road Off-Ramp	3	3,134	93.0%	2,915	4.0%	125	3.0%	94	70 / 70 / 55	2
General Purpose Lane 1		1	1,044	--	1,044	--	0	--	0		
General Purpose Lane 2		1	1,045	--	936	--	62	--	47		
General Purpose Lane 3		1	1,045	--	935	--	63	--	47		
NB Weirick Road Off-Ramp	Weirick Road Interchange	1-3	60	93.0%	56	4.0%	2	3.0%	2	70 / 70 / 55 to 18 / 13 / 10	10
Off-Ramp Lane 1		1	20	--	18	--	1	--	1		
Off-Ramp Lane 2		1	16	--	14	--	1	--	1		
Off-Ramp Lane 3		1	24	--	24	--	0	--	0		
NB I-15 General Purpose (Total)	Between Weirick Road Ramps	3	3,074	93.0%	2,859	4.0%	123	3.0%	92	70 / 70 / 55	1
General Purpose Lane 1		1	1,044	--	1,044	--	0	--	0		
General Purpose Lane 2		1	1,045	--	936	--	62	--	47		
General Purpose Lane 3		1	985	--	879	--	61	--	45		
NB Weirick Road On-Ramp	Weirick Road Interchange	2-1	900	93.0%	837	4.0%	36	3.0%	27	10 / 10 / 10 to 70 / 70 / 55	3
On-Ramp Lane 1		1	450	--	418	--	18	--	14		
On-Ramp Lane 2		1	450	--	419	--	18	--	13		
NB I-15 General Purpose (Total)	Weirick Road On-Ramp to Cajalco Road Off-Ramp	3	4,070	93.0%	3,785	4.0%	163	3.0%	122	70 / 70 / 55	2,4
General Purpose Lane 1		1	1,356	--	1,356	--	0	--	0		
General Purpose Lane 2		1	1,357	--	1,215	--	81	--	61		
General Purpose Lane 3		1	1,357	--	1,214	--	82	--	61		
NB Cajalco Road Off-Ramp	Cajalco Road Interchange	1-4	106	93.0%	99	4.0%	4	3.0%	3	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	9	--	8	--	1	--	0		
Off-Ramp Lane 2		1	11	--	9	--	1	--	1		
Off-Ramp Lane 3		1	43	--	41	--	1	--	1		
Off-Ramp Lane 4		1	43	--	41	--	1	--	1		
NB I-15 General Purpose (Total)	Cajalco Road Off-Ramp to Express Lanes Ingress	3	3,964	93.0%	3,686	4.0%	159	3.0%	119	70 / 70 / 55	1
General Purpose Lane 1		1	1,356	--	1,356	--	0	--	0		
General Purpose Lane 2		1	1,357	--	1,215	--	81	--	61		
General Purpose Lane 3		1	1,251	--	1,115	--	78	--	58		
NB I-15 Express (Total)	Express Lanes Ingress to Cajalco Road Loop On-Ramp	1	1,297	100.0%	1,297	0.0%	0	0.0%	0	70 / 70 / 55	5
NB I-15 General Purpose (Total)		3	2,667	89.6%	2,389	6.0%	159	4.5%	119		
General Purpose Lane 1		1	59	--	59	--	0	--	0		
General Purpose Lane 2		1	1,357	--	1,215	--	81	--	61		
General Purpose Lane 3		1	1,251	--	1,115	--	78	--	58		

Table A-2a. Existing Northbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
NB Cajalco Road Loop On-Ramp	Cajalco Road Interchange	2-1	497	93.0%	462	4.0%	20	3.0%	15	10 / 10 / 10 to 70 / 70 / 55	-
Loop On-Ramp Lane 1		1	75	--	75	--	0	--	0		
Loop On-Ramp Lane 2		1	422	--	387	--	20	--	15		
NB I-15 Express (Total)	Cajalco Road Loop On-Ramp to Cajalco Road On-Ramp	1	1,297	100.0%	1,297	0.0%	0	0.0%	0	70 / 70 / 55	2
NB I-15 General Purpose (Total)		3	3,164	90.1%	2,851	5.7%	179	4.2%	134		
General Purpose Lane 1		1	1,054	--	1,054	--	0	--	0		
General Purpose Lane 2		1	1,055	--	899	--	89	--	67		
General Purpose Lane 3		1	1,055	--	898	--	90	--	67		
NB Cajalco Road On-Ramp	Cajalco Road Interchange	2-1	405	93.1%	377	4.0%	16	3.0%	12	10 / 10 / 10 to 70 / 70 / 55	-
On-Ramp Lane 1		1	202	--	188	--	8	--	6		
On-Ramp Lane 2		1	203	--	189	--	8	--	6		
NB I-15 Express (Total)	Cajalco Road On-Ramp to El Cerrito Road Off-Ramp	1	1,297	100.0%	1,297	0.0%	0	0.0%	0	70 / 70 / 55 to 65 / 65 / 55	2,5
NB I-15 General Purpose (Total)		5	3,569	90.4%	3,228	5.5%	195	4.1%	146		
TEL Ingress Lane		1	121	--	121	--	0	--	0		
General Purpose Lane 1		1	772	--	772	--	0	--	0		
General Purpose Lane 2		1	892	--	779	--	65	--	48		
General Purpose Lane 3		1	892	--	778	--	65	--	49		
General Purpose Lane 4 (Aux)		1	892	--	778	--	65	--	49		
NB El Cerrito Road Off-Ramp	El Cerrito Road Interchange	1	299	93.0%	278	4.0%	12	3.0%	9	65 / 65 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	299	--	278	--	12	--	9		
NB I-15 Express (Total)	El Cerrito Off-Ramp to Express Lane Access	1	1,297	100.0%	1,297	0.0%	0	0.0%	0	65 / 65 / 55	6
NB I-15 General Purpose (Total)		4	3,270	90.2%	2,950	5.6%	183	4.2%	137		
TEL Ingress Lane		1	121		121		0		0		
General Purpose Lane 1		1	772	--	772	--	0	--	0		
General Purpose Lane 2		1	892	--	779	--	65	--	48		
General Purpose Lane 3		1	1,485	--	1,278	--	118	--	89		
NB I-15 Express (Total)	Express Lane Access to El Cerrito Road On-Ramp	2	1,418	100.0%	1,418	0.0%	0	0.0%	0	65 / 65 / 55	-
NB I-15 Express Lane 1		1	709	--	709	--	0	--	0		
NB I-15 Express Lane 2		1	709	--	709	--	0	--	0		
NB I-15 General Purpose (Total)		3	3,149	89.8%	2,829	5.8%	183	4.4%	137		
General Purpose Lane 1		1	1,049	--	1,049	--	0	--	0		
General Purpose Lane 2		1	1,050	--	891	--	91	--	68		
General Purpose Lane 3		1	1,050	--	889	--	92	--	69		

Table A-2a. Existing Northbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
NB El Cerrito Road On-Ramp	El Cerrito Road Interchange	2-1	900	93.0%	837	4.0%	36	3.0%	27	10 / 10 / 10 to 65 / 65 / 55	3
On-Ramp Lane 1		1	450	--	418	--	18	--	14		
On-Ramp Lane 2		1	450	--	419	--	18	--	13		
NB I-15 Express (Total)	El Cerrito Road On-Ramp to Ontario Avenue Off-Ramp	2	1,418	100.0%	1,418	0.0%	0	0.0%	0	65 / 65 / 55	2,4
NB I-15 Express Lane 1		1	709	--	709	--	0	--	0		
NB I-15 Express Lane 2		1	709	--	709	--	0	--	0		
NB I-15 General Purpose (Total)		3	4,145	90.6%	3,755	5.4%	223	4.0%	167		
General Purpose Lane 1		1	1,381	--	1,381	--	0	--	0		
General Purpose Lane 2		1	1,382	--	1,188	--	111	--	83		
General Purpose Lane 3		1	1,382	--	1,186	--	112	--	84		
NB Ontario Avenue Off-Ramp	Ontario Avenue Interchange	1-3	712	93.0%	663	4.0%	28	3.0%	21	65 / 65 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	267	--	249	--	10	--	8		
Off-Ramp Lane 2		1	267	--	248	--	11	--	8		
Off-Ramp Lane 3		1	178	--	166	--	7	--	5		
NB I-15 Express (Total)	Between Ontario Avenue Ramps (3 Lanes)	2	1,418	100.0%	1,418	0.0%	0	0.0%	0	65 / 65 / 55	1
NB I-15 Express Lane 1		1	709	--	709	--	0	--	0		
NB I-15 Express Lane 2		1	709	--	709	--	0	--	0		
NB I-15 General Purpose (Total)		3	3,433	90.1%	3,092	5.7%	195	4.3%	146		
General Purpose Lane 1		1	1,381	--	1,381	--	0	--	0		
General Purpose Lane 2		1	1,382	--	1,188	--	111	--	83		
General Purpose Lane 3		1	670	--	523	--	84	--	63		
NB I-15 Express (Total)	Between Ontario Avenue Ramps (4 Lane)	2	1,418	100.0%	1,418	0.0%	0	0.0%	0	65 / 65 / 55	7
NB I-15 Express Lane 1		1	709	--	709	--	0	--	0		
NB I-15 Express Lane 2		1	709	--	709	--	0	--	0		
NB I-15 General Purpose (Total)		4	3,433	90.1%	3,092	5.7%	195	4.3%	146		
General Purpose Lane 1		1	859	--	859	--	0	--	0		
General Purpose Lane 2		1	858	--	858	--	0	--	0		
General Purpose Lane 3		1	858	--	688	--	97	--	73		
General Purpose Lane 4		1	858	--	687	--	98	--	73		
NB Ontario Avenue On-Ramp	Ontario Avenue Interchange	2-1	900	93.0%	837	4.0%	36	3.0%	27	10 / 10 / 10 to 65 / 65 / 55	3
On-Ramp Lane 1		1	450	--	418	--	18	--	14		
On-Ramp Lane 2		1	450	--	419	--	18	--	13		

Table A-2b. Existing Southbound AM Traffic Volumes for TNM Modeling

Table A-2b is based on traffic data supplied by the project's licensed traffic engineer (Fehr and Peers). Various rules were applied to the traffic data in order to represent worst-case traffic noise conditions and maximize traffic continuity along the freeway corridor. These rules are described in the NSR and summarized below.

To represent worst-case traffic noise conditions traffic volumes were capped at level-of-service (LOS) C/D volumes because traffic noise will generally decrease at higher traffic volumes due to the onset of congestion and lower average traffic speeds. These caps are applied to each roadway using the following maximum values: 1,650 vehicles per hour per lane (vphpl) for mainline (ML) and auxiliary lanes; 1,600 vphpl for express lanes; 900 vphpl for metered on-ramps (based on the minimum number of adjacent lanes present along the length of the ramp); no traffic volume caps are applied to off-ramps or non-metered on-ramps.

Traffic continuity is applied at offramps, but traffic volumes are reset each time an on-ramp joins the mainline to avoid the potential for accumulated traffic losses along the corridor that can occur as a result of traffic capping. That is, traffic reductions along the direction of travel will tend to accumulate when the traffic leaving the freeway (i.e., off-ramps) is not capped but the traffic entering the freeway (i.e., on-ramps) is capped, so resetting traffic at on-ramps avoids underestimating traffic noise levels.

Numbered notes, defined below, are provided in Table A-2b to indicate where capped values are applied and explain where discontinuities in the modeled traffic volumes occur.

1. The traffic volume for the off-ramp is removed from the outside ML lane. If the off-ramp requires more traffic than is in the outside ML lane, the additional traffic is taken from the neighboring ML lane. As a result, traffic volumes are lower on the outside lane(s).
2. ML traffic volumes are reset at this freeway segment due to the on-ramp joining the ML.
3. This note is not used in Table A-2b.
4. This note is not used in Table A-2b.
5. This note is not used in Table A-2b.
6. This note is not used in Table A-2b.
7. Traffic is redistributed due to an increase in the total number of ML lanes.
8. Traffic is redistributed due to a reduction in the total number of ML lanes.
9. This note is not used in Table A-2b.
10. Trucks were excluded from some turn lanes on this roadway segment at the direction of the project traffic engineer. These lanes have regulatory or geometric restrictions that prevent trucks from using them.
11. This note is not used in Table A-2b.

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
SB Ontario Avenue Off-Ramp	Ontario Avenue Interchange	1-3	834	87.0%	726	7.0%	58	6.0%	50	65 / 65 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	278	--	242	--	19	--	17		
Off-Ramp Lane 2		1	278	--	242	--	20	--	16		
Off-Ramp Lane 3		1	278	--	242	--	19	--	17		
SB I-15 Express (Total)	Between Ontario Avenue Ramps	2	150	100.0%	150	0.0%	0	0.0%	0	65 / 65 / 55	-
SB I-15 Express Lane 1		1	75	--	75	--	0	--	0		
SB I-15 Express Lane 2		1	75	--	75	--	0	--	0		
SB I-15 General Purpose (Total)		4	4,144	86.5%	3,585	7.3%	302	6.2%	257		
General Purpose Lane 1		1	1,036	--	1,036	--	0	--	0		
General Purpose Lane 2		1	1,036	--	1,036	--	0	--	0		
General Purpose Lane 3		1	1,036	--	757	--	151	--	128		
General Purpose Lane 4		1	1,036	--	756	--	151	--	129		

Table A-2b. Existing Southbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
SB Ontario Avenue On-Ramp	Ontario Avenue Interchange	1	426	87.0%	370	7.0%	30	6.0%	26	15 / 15 / 15 to 65 / 65 / 55	-
On-Ramp Lane 1		1	426	--	370	--	30	--	26		
SB I-15 Express (Total)	Ontario Avenue On-Ramp to El Cerrito Road Off-Ramp	2	150	100.0%	150	0.0%	0	0.0%	0	65 / 65 / 55	2
SB I-15 Express Lane 1		1	75	--	75	--	0	--	0		
SB I-15 Express Lane 2		1	75	--	75	--	0	--	0		
SB I-15 General Purpose (Total)		4	4,570	86.5%	3,955	7.3%	332	6.2%	283		
General Purpose Lane 1		1	1,141	--	1,141	--	0	--	0		
General Purpose Lane 2		1	1,143	--	1,143	--	0	--	0		
General Purpose Lane 3		1	1,143	--	836	--	166	--	141		
General Purpose Lane 4		1	1,143	--	835	--	166	--	142		
SB El Cerrito Road Off-Ramp	El Cerrito Road Interchange	1-2	474	87.0%	413	7.0%	33	6.0%	28	65 / 65 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	158	--	217	--	11	--	9		
Off-Ramp Lane 2		1	316	--	196	--	22	--	19		
SB I-15 Express (Total)	El Cerrito Road Off-Ramp to Express Lane Egress	2	150	100.0%	150	0.0%	0	0.0%	0	65 / 65 / 55	8
SB I-15 Express Lane 1		1	75	--	75	--	0	--	0		
SB I-15 Express Lane 2		1	75	--	75	--	0	--	0		
SB I-15 General Purpose (Total)		3	4,096	86.5%	3,542	7.3%	299	6.2%	255		
General Purpose Lane 1		1	1,366	--	1,366	--	0	--	0		
General Purpose Lane 2		1	1,365	--	1,089	--	149	--	127		
General Purpose Lane 3		1	1,365	--	1,087	--	150	--	128		
SB I-15 Express (Total)	Express Lane Egress to El Cerrito Road On-Ramp (4 lanes)	1	140	100.0%	140	0.0%	0	0.0%	0	65 / 65 / 55 to 70 / 70 / 55	7
SB I-15 General Purpose (Total)		4	4,106	86.5%	3,552	7.3%	299	6.2%	255		
General Purpose Lane 1		1	1,000	--	1,000	--	0	--	0		
General Purpose Lane 2		1	1,052	--	1,052	--	0	--	0		
General Purpose Lane 3		1	1,027	--	751	--	149	--	127		
General Purpose Lane 4		1	1,027	--	749	--	150	--	128		
SB I-15 Express (Total)	Express Lane Egress to El Cerrito Road On-Ramp (3 lanes)	1	140	100.0%	140	0.0%	0	0.0%	0	70 / 70 / 55	8
SB I-15 General Purpose (Total)		3	4,106	86.5%	3,552	7.3%	299	6.2%	255		
General Purpose Lane 1		1	1,368	--	1,368	--	0	--	0		
General Purpose Lane 2		1	1,369	--	1,092	--	149	--	128		
General Purpose Lane 3		1	1,369	--	1,092	--	150	--	127		
SB El Cerrito Road On-Ramp	El Cerrito Road Interchange	1	417	87.0%	365	7.0%	28	6.0%	24	15 / 15 / 15 to 70 / 70 / 55	-
On-Ramp Lane 1		1	417	--	365	--	28	--	24		

Table A-2b. Existing Southbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
SB I-15 Express (Total)	El Cerrito Road On-Ramp to Cajalco Road Off-Ramp	1	140	100.0%	140	0.0%	0	0.0%	0	70 / 70 / 55	2
SB I-15 General Purpose (Total)		4	4,523	86.6%	3,917	7.2%	327	6.2%	279		
General Purpose Lane 1		1	1,209	--	1,209	--	0	--	0		
General Purpose Lane 2		1	1,052	--	1,052	--	0	--	0		
General Purpose Lane 3		1	1,131	--	829	--	163	--	139		
General Purpose Lane 4		1	1,131	--	827	--	164	--	140		
SB Cajalco Road Off-Ramp	Cajalco Road Interchange	2-5	455	87.0%	396	7.0%	32	6.0%	27	70 / 70 / 55 to 18 / 13 / 10	10
Off-Ramp Lane 1		1	144	--	144	--	0	--	0		
Off-Ramp Lane 2		1	98	--	76	--	12	--	10		
Off-Ramp Lane 3		1	99	--	76	--	12	--	11		
Off-Ramp Lane 4		1	57	--	50	--	4	--	3		
Off-Ramp Lane 5		1	57	--	50	--	4	--	3		
SB I-15 Express (Total)	Cajalco Road Off-Ramp to Express Lane Egress	1	140	100.0%	140	0.0%	0	0.0%	0	70 / 70 / 55	8
SB I-15 General Purpose (Total)		3	4,068	86.6%	3,521	7.3%	295	6.2%	252		
General Purpose Lane 1		1	1,356	--	1,356	--	0	--	0		
General Purpose Lane 2		1	1,356	--	1,083	--	147	--	126		
General Purpose Lane 3		1	1,356	--	1,082	--	148	--	126		
SB I-15 General Purpose (Total)	Between Cajalco Road Ramps (4 Lanes)	4	4,208	87.0%	3,661	7.0%	295	6.0%	252	70 / 70 / 55	7
General Purpose Lane 1		1	1,052	--	1,052	--	0	--	0		
General Purpose Lane 2		1	1,052	--	1,052	--	0	--	0		
General Purpose Lane 3		1	1,052	--	779	--	147	--	126		
General Purpose Lane 4		1	1,052	--	778	--	148	--	126		
SB I-15 General Purpose (Total)	Between Cajalco Road Ramps (3 Lanes)	3	4,208	87.0%	3,661	7.0%	295	6.0%	252	70 / 70 / 55	8
General Purpose Lane 1		1	1,402	--	1,402	--	0	--	0		
General Purpose Lane 2		1	1,403	--	1,130	--	147	--	126		
General Purpose Lane 3		1	1,403	--	1,129	--	148	--	126		
SB Cajalco Road On-Ramp	Cajalco Road Interchange	2-1	165	87.0%	143	7.0%	12	6.0%	10	15 / 15 / 15 to 70 / 70 / 55	-
On-Ramp Lane 1		1	3	--	3	--	0	--	0		
On-Ramp Lane 2		1	162	--	140	--	12	--	10		
SB I-15 General Purpose (Total)	Cajalco Road On-Ramp to Weirick Road Off-Ramp	3	4,373	87.0%	3,804	7.0%	307	6.0%	262	70 / 70 / 55	2
General Purpose Lane 1		1	1,457	--	1,457	--	0	--	0		
General Purpose Lane 2		1	1,458	--	1,174	--	153	--	131		
General Purpose Lane 3		1	1,458	--	1,173	--	154	--	131		

Table A-2b. Existing Southbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
SB Weirick Road Off-Ramp	Weirick Road Interchange	1-3	574	87.0%	500	7.0%	40	6.0%	34	70 / 70 / 55 to 18 / 13 / 10	10
Off-Ramp Lane 1		1	192	--	168	--	13	--	11		
Off-Ramp Lane 2		1	143	--	93	--	27	--	23		
Off-Ramp Lane 3		1	239	--	239	--	0	--	0		
SB I-15 General Purpose (Total)	Between Weirick Road Ramps	3	3,799	87.0%	3,304	7.0%	267	6.0%	228	70 / 70 / 55	1
General Purpose Lane 1		1	1,457	--	1,457	--	0	--	0		
General Purpose Lane 2		1	1,458	--	1,174	--	153	--	131		
General Purpose Lane 3		1	884	--	673	--	114	--	97		
SB Weirick Road On-Ramp	Weirick Road Interchange	2-1	115	87.0%	100	7.0%	8	6.0%	7	15 / 15 / 15 to 70 / 70 / 55	-
On-Ramp Lane 1		1	57	--	50	--	4	--	3		
On-Ramp Lane 2		1	58	--	50	--	4	--	4		
SB I-15 General Purpose (Total)	Weirick Road On-Ramp to Temescal Canyon Road Off-Ramp	3	3,914	87.0%	3,404	7.0%	275	6.0%	235	70 / 70 / 55	2
General Purpose Lane 1		1	1,304	--	1,304	--	0	--	0		
General Purpose Lane 2		1	1,305	--	1,051	--	137	--	117		
General Purpose Lane 3		1	1,305	--	1,049	--	138	--	118		
SB Temescal Canyon Road Off-Ramp	Temescal Canyon Road Interchange	1-2	455	87.0%	396	7.0%	32	6.0%	27	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	155	--	135	--	11	--	9		
Off-Ramp Lane 2		1	300	--	261	--	21	--	18		
SB I-15 General Purpose (Total)	Between Temescal Canyon Road Ramps	3	3,459	87.0%	3,008	7.0%	243	6.0%	208	70 / 70 / 55	1
General Purpose Lane 1		1	1,304	--	1,304	--	0	--	0		
General Purpose Lane 2		1	1,305	--	1,051	--	137	--	117		
General Purpose Lane 3		1	850	--	653	--	106	--	91		
SB Temescal Canyon Road On-Ramp	Temescal Canyon Road Interchange	2-1	153	87.0%	133	7.0%	11	6.0%	9	15 / 15 / 15 to 70 / 70 / 55	-
On-Ramp Lane 1		1	51	--	44	--	4	--	3		
On-Ramp Lane 2		1	102	--	89	--	7	--	6		
SB I-15 General Purpose (Total)	Temescal Canyon Road On-Ramp to Indian Truck Trail Off-Ramp	3	3,612	87.0%	3,141	7.0%	254	6.0%	217	70 / 70 / 55	2
General Purpose Lane 1		1	1,204	--	1,204	--	0	--	0		
General Purpose Lane 2		1	1,204	--	969	--	127	--	108		
General Purpose Lane 3		1	1,204	--	968	--	127	--	109		
SB Indian Truck Trail Off-Ramp	Indian Truck Trail Interchange	1-3	290	91.7%	266	4.1%	12	4.1%	12	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	96	--	88	--	4	--	4		
Off-Ramp Lane 2		1	97	--	89	--	4	--	4		
Off-Ramp Lane 3		1	97	--	89	--	4	--	4		

Table A-2b. Existing Southbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
SB I-15 General Purpose (Total)	Between Indian Truck Trail Ramps	3	3,322	87.0%	2,875	7.0%	242	6.0%	205	70 / 70 / 55	1
General Purpose Lane 1		1	1,204	--	1,204	--	0	--	0		
General Purpose Lane 2		1	1,204	--	969	--	127	--	108		
General Purpose Lane 3		1	914	--	702	--	115	--	97		
SB Indian Truck Trail On-Ramp	Indian Truck Trail Interchange	1	177	92.1%	163	4.0%	7	4.0%	7	15 / 15 / 15 to 70 / 70 / 55	-
On-Ramp Lane 1		1	177	--	163	--	7	--	7		
SB I-15 General Purpose (Total)	Indian Truck Trail On-Ramp to Lake Street Off-Ramp	3	3,499	87.0%	3,042	7.0%	246	6.0%	211	70 / 70 / 55	2
General Purpose Lane 1		1	1,167	--	1,167	--	0	--	0		
General Purpose Lane 2		1	1,166	--	938	--	123	--	105		
General Purpose Lane 3		1	1,166	--	937	--	123	--	106		
SB Lake Street Off-Ramp	Lake Street Interchange	1-2	235	87.0%	205	7.0%	16	6.0%	14	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	75	--	65	--	5	--	5		
Off-Ramp Lane 2		1	160	--	140	--	11	--	9		
SB I-15 General Purpose (Total)	Between Lake Street Ramps	3	3,264	87.0%	2,837	7.0%	230	6.0%	197	70 / 70 / 55	1
General Purpose Lane 1		1	1,167	--	1,167	--	0	--	0		
General Purpose Lane 2		1	1,166	--	938	--	123	--	105		
General Purpose Lane 3		1	931	--	732	--	107	--	92		
SB Lake Street On-Ramp	Lake Street Interchange	1	324	87.0%	282	7.0%	23	6.0%	19	15 / 15 / 15 to 70 / 70 / 55	-
On-Ramp Lane 1		1	324	--	282	--	23	--	19		
SB I-15 General Purpose (Total)	Lake Street On-Ramp to Nichols Road Off-Ramp	3	3,588	87.0%	3,119	7.0%	253	6.0%	216	70 / 70 / 55	2
General Purpose Lane 1		1	1,196	--	1,196	--	0	--	0		
General Purpose Lane 2		1	1,196	--	962	--	126	--	108		
General Purpose Lane 3		1	1,196	--	961	--	127	--	108		
SB Nichols Road Off-Ramp	Nichols Road Interchange	1	235	87.0%	199	7.0%	19	6.0%	17	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	235	--	199	--	19	--	17		
SB I-15 General Purpose (Total)	Between Nichols Road Ramps	3	3,353	87.0%	2,920	7.0%	234	6.0%	199	70 / 70 / 55	1
General Purpose Lane 1		1	1,196	--	1,196	--	0	--	0		
General Purpose Lane 2		1	1,196	--	962	--	126	--	108		
General Purpose Lane 3		1	961	--	762	--	108	--	91		
SB Nichols Road On-Ramp	Nichols Road Interchange	1	402	87.0%	350	7.0%	28	6.0%	24	15 / 15 / 15 to 70 / 70 / 55	-
On-Ramp Lane 1		1	402	--	350	--	28	--	24		

Table A-2b. Existing Southbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
SB I-15 General Purpose (Total)	Nichols Road On-Ramp to Central Avenue (SR-74) Off-Ramp	3	3,755	87.0%	3,264	7.0%	265	6.0%	226	70 / 70 / 55	2
General Purpose Lane 1		1	1,251	--	1,251	--	0	--	0		
General Purpose Lane 2		1	1,252	--	1,007	--	132	--	113		
General Purpose Lane 3		1	1,252	--	1,006	--	133	--	113		
SB Central Avenue (SR-74) Off-Ramp	Central Avenue (SR-74) Interchange	1-3	491	87.0%	428	7.0%	34	6.0%	29	70 / 70 / 55 to 18 / 13 / 10	10
Off-Ramp Lane 1		1	205	--	205	--	0	--	0		
Off-Ramp Lane 2		1	122	--	80	--	23	--	19		
Off-Ramp Lane 3		1	164	--	143	--	11	--	10		
SB I-15 General Purpose (Total)	Between Central Avenue (SR-74) Ramps	3	3,264	87.0%	2,836	7.0%	231	6.0%	197	70 / 70 / 55	1
General Purpose Lane 1		1	1,251	--	1,251	--	0	--	0		
General Purpose Lane 2		1	1,252	--	1,007	--	132	--	113		
General Purpose Lane 3		1	761	--	578	--	99	--	84		
SB Central Avenue On-Ramp	Central Avenue (SR-74) Interchange	2-1	1,127	87.0%	980	7.0%	79	6.0%	68	15 / 15 / 15 to 70 / 70 / 55	-
On-Ramp Lane 1		1	563	--	490	--	39	--	34		
On-Ramp Lane 2		1	564	--	490	--	40	--	34		
SB I-15 General Purpose (Total)	Central Avenue (SR-74) On-Ramp to Main Street Off-Ramp	3	4,391	87.0%	3,816	7.0%	310	6.0%	265	70 / 70 / 55	2
General Purpose Lane 1		1	1,463	--	1,463	--	0	--	0		
General Purpose Lane 2		1	1,464	--	1,177	--	155	--	132		
General Purpose Lane 3		1	1,464	--	1,176	--	155	--	133		
SB Main Street Off-Ramp	Main Street Interchange	2	113	87.0%	98	7.0%	8	6.0%	7	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	28	--	24	--	2	--	2		
Off-Ramp Lane 2		1	85	--	74	--	6	--	5		
SB I-15 General Purpose (Total)	Between Main Street Ramps	3	4,278	87.0%	3,718	7.0%	302	6.0%	258	70 / 70 / 55	1
General Purpose Lane 1		1	1,463	--	1,463	--	0	--	0		
General Purpose Lane 2		1	1,464	--	1,177	--	155	--	132		
General Purpose Lane 3		1	1,351	--	1,078	--	147	--	126		
SB Main Street On-Ramp	Main Street Interchange	1	467	87.0%	406	7.0%	33	6.0%	28	15 / 15 / 15 to 70 / 70 / 55	-
On-Ramp Lane 1		1	467	--	406	--	33	--	28		

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Ontario Ave (Total)	California Avenue to I-15 Ramps	3	1,322	93.0%	1,229	4.0%	53	3.0%	40	45
Eastbound Lane 1		1	501		476		15		10	
Eastbound Lane 2		1	502		475		16		11	
Eastbound Lane 3		1	319		278		22		19	
WB Ontario Ave (Total)		2	1,627	92.2%	1,500	4.1%	66	3.7%	61	45
Westbound Lane 1		1	813		750		33		30	
Westbound Lane 2		1	814		750		33		31	
EB Ontario Ave (Total)	Between I-15 Ramps	3	1,281	93.1%	1,193	3.9%	50	3.0%	38	45
Eastbound Lane 1		1	502		467		20		15	
Eastbound Lane 2		1	501		466		20		15	
Eastbound Lane 3		1	278		260		10		8	
WB Ontario Ave (Total)		3	1,178	94.1%	1,108	3.0%	35	3.0%	35	45
Westbound Lane 1		1	107		92		8		7	
Westbound Lane 2		1	535		508		13		14	
Westbound Lane 3		1	536		508		14		14	
EB Ontario Ave (Total)	I-15 Ramps to State Street	2	456	93.4%	426	3.7%	17	2.9%	13	45
Eastbound Lane 1		1	228		214		8		6	
Eastbound Lane 2		1	228		212		9		7	
WB Ontario Ave (Total)		3	1,145	94.1%	1,077	3.0%	34	3.0%	34	45
Westbound Lane 1		1	322		306		7		9	
Westbound Lane 2		1	322		305		7		10	
Westbound Lane 3		1	501		466		20		15	
EB El Cerrito Rd (Total)	Bedford Canyon Road to I-15 Ramps	3	1,048	93.0%	975	4.0%	42	3.0%	31	45
Eastbound Lane 1		1	385		367		11		7	
Eastbound Lane 2		1	385		365		12		8	
Eastbound Lane 3		1	278		243		19		16	
WB El Cerrito Rd (Total)		2	797	93.0%	741	3.9%	31	3.1%	25	45
Westbound Lane 1		1	398		371		15		12	
Westbound Lane 2		1	399		370		16		13	
EB El Cerrito Rd (Total)	Between I-15 Ramps	3	928	93.8%	870	3.7%	34	2.6%	24	45
Eastbound Lane 1		1	332		306		15		11	
Eastbound Lane 2		1	332		306		15		11	
Eastbound Lane 3		1	264		258		4		2	
WB El Cerrito Rd (Total)		3	620	94.8%	588	2.9%	18	2.3%	14	45
Westbound Lane 1		1	139		122		9		8	
Westbound Lane 2		1	240		233		4		3	
Westbound Lane 3		1	241		233		5		3	

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB El Cerrito Rd (Total)	I-15 Ramps to Temescal Canyon Road	2	364	96.4%	351	2.2%	8	1.4%	5	45
Eastbound Lane 1		1	182		176		4		2	
Eastbound Lane 2		1	182		175		4		3	
WB El Cerrito Rd (Total)		2	753	93.0%	700	4.0%	30	3.0%	23	45
Westbound Lane 1		1	421		386		20		15	
Westbound Lane 2		1	332		314		10		8	
EB El Cerrito Rd (Total)	West of Bedford Canyon Road	3	761	91.2%	694	5.0%	38	3.8%	29	45
Eastbound Lane 1		1	254		231		13		10	
Eastbound Lane 2		1	254		231		13		10	
Eastbound Lane 3		1	253		232		12		9	
WB El Cerrito Rd (Total)		2	808	93.3%	754	3.7%	30	3.0%	24	45
Westbound Lane 1		1	404		377		15		12	
Westbound Lane 2		1	404		377		15		12	
EB El Cerrito Rd (Total)	East of Bedford Canyon Road	3	1,048	93.0%	975	4.0%	42	3.0%	31	45
Eastbound Lane 1		1	385		367		11		7	
Eastbound Lane 2		1	385		365		12		8	
Eastbound Lane 3		1	278		243		19		16	
WB El Cerrito Rd (Total)		4	797	93.0%	741	3.9%	31	3.1%	25	45
Westbound Lane 1		1	109		105		2		2	
Westbound Lane 2		1	344		317		15		12	
Westbound Lane 3		1	344		319		14		11	
Westbound Lane 4		1	0		0		0		0	
NB Bedford Canyon Rd (Total)	South of El Cerrito Road	2	443	98.2%	435	1.1%	5	0.7%	3	30
Northbound Lane 1		1	120		118		1		1	
Northbound Lane 2		1	323		317		4		2	
SB Bedford Canyon Rd (Total)		1	145	97.2%	141	1.4%	2	1.4%	2	30
Southbound Lane 1		1	145		141		2		2	
NB Bedford Canyon Rd (Total)	North of Liberty Avenue	1	443	98.2%	435	1.1%	5	0.7%	3	30
Northbound Lane 1		1	443		435		5		3	
SB Bedford Canyon Rd (Total)		2	145	97.2%	141	1.4%	2	1.4%	2	30
Southbound Lane 1		1	145		141		2		2	
Southbound Lane 2		1	0		0		0		0	
EB Liberty Ave (Total)	West of Bedford Canyon Road	1	150	100.0%	150	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	150		150		0		0	
WB Liberty Ave (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
NB Bedford Canyon Rd (Total)	South of Liberty Avenue	1	343	97.7%	335	1.5%	5	0.9%	3	30
Northbound Lane 1		1	343		335		5		3	
SB Bedford Canyon Rd (Total)		1	195	97.9%	191	1.0%	2	1.0%	2	30
Southbound Lane 1		1	195		191		2		2	
NB Bedford Canyon Rd (Total)	North of Klyne Street	1	343	97.7%	335	1.5%	5	0.9%	3	30
Northbound Lane 1		1	343		335		5		3	
SB Bedford Canyon Rd (Total)		1	195	97.9%	191	1.0%	2	1.0%	2	30
Southbound Lane 1		1	195		191		2		2	
EB Klyne St (Total)	West of Bedford Canyon Road	1	120	100.0%	120	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	120		120		0		0	
WB Klyne St (Total)		1	50	100.0%	50	0.0%	0	0.0%	0	25
Westbound Lane 1		1	50		50		0		0	
NB Bedford Canyon Rd (Total)	South of Klyne Street	1	299	97.3%	291	1.7%	5	1.0%	3	30
Northbound Lane 1		1	299		291		5		3	
SB Bedford Canyon Rd (Total)		1	221	98.2%	217	0.9%	2	0.9%	2	30
Southbound Lane 1		1	221		217		2		2	
NB Bedford Canyon Rd (Total)	North of Corona Street	1	299	97.3%	291	1.7%	5	1.0%	3	30
Northbound Lane 1		1	299		291		5		3	
SB Bedford Canyon Rd (Total)		1	221	98.2%	217	0.9%	2	0.9%	2	30
Southbound Lane 1		1	221		217		2		2	
EB Corona St (Total)	West of Bedford Canyon Road	1	10	100.0%	10	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	10		10		0		0	
WB Corona St (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	
NB Bedford Canyon Rd (Total)	South of Corona Street	1	299	97.3%	291	1.7%	5	1.0%	3	30
Northbound Lane 1		1	299		291		5		3	
SB Bedford Canyon Rd (Total)		1	231	98.3%	227	0.9%	2	0.9%	2	30
Southbound Lane 1		1	231		227		2		2	
NB Bedford Canyon Rd (Total)	North of Orange Street	1	299	97.3%	291	1.7%	5	1.0%	3	30
Northbound Lane 1		1	299		291		5		3	
SB Bedford Canyon Rd (Total)		1	231	98.3%	227	0.9%	2	0.9%	2	30
Southbound Lane 1		1	231		227		2		2	
EB Orange St (Total)	West of Bedford Canyon Road	1	10	100.0%	10	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	10		10		0		0	
WB Orange St (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
NB Bedford Canyon Rd (Total)	South of Orange Street	1	299	97.3%	291	1.7%	5	1.0%	3	30
Northbound Lane 1		1	299		291		5		3	
SB Bedford Canyon Rd (Total)		1	241	98.3%	237	0.8%	2	0.8%	2	30
Southbound Lane 1		1	241		237		2		2	
NB Bedford Canyon Rd (Total)	North of Boyd Avenue	1	299	97.3%	291	1.7%	5	1.0%	3	30
Northbound Lane 1		1	299		291		5		3	
SB Bedford Canyon Rd (Total)		1	241	98.3%	237	0.8%	2	0.8%	2	30
Southbound Lane 1		1	241		237		2		2	
EB Boyd Ave (Total)	West of Bedford Canyon Road	1	10	100.0%	10	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	10		10		0		0	
WB Boyd Ave (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	
NB Bedford Canyon Rd (Total)	South of Boyd Avenue	1	289	97.2%	281	1.7%	5	1.0%	3	30
Northbound Lane 1		1	289		281		5		3	
SB Bedford Canyon Rd (Total)		1	241	98.3%	237	0.8%	2	0.8%	2	30
Southbound Lane 1		1	241		237		2		2	
NB Bedford Canyon Rd (Total)	North of Eagle Glen Parkway	2	389	99.0%	385	1.0%	4	0.0%	0	40
Northbound Lane 1		1	195		193		2		0	
Northbound Lane 2		1	194		192		2		0	
SB Bedford Canyon Rd (Total)		2	141	97.9%	138	1.4%	2	0.7%	1	40
Southbound Lane 1		1	106		103		2		1	
Southbound Lane 2		1	35		35		0		0	
EB Eagle Glen Pkwy (Total)	West of Bedford Canyon Road	3	537	94.2%	506	2.8%	15	3.0%	16	40
Eastbound Lane 1		1	97		96		1		0	
Eastbound Lane 2		1	220		205		7		8	
Eastbound Lane 3		1	220		205		7		8	
WB Eagle Glen Pkwy (Total)		2	340	90.6%	308	3.8%	13	5.6%	19	40
Westbound Lane 1		1	170		153		7		10	
Westbound Lane 2		1	170		155		6		9	
EB Eagle Glen Pkwy (Total)	East of Bedford Canyon Road	2	546	94.1%	514	2.9%	16	2.9%	16	40
Eastbound Lane 1		1	273		256		8		9	
Eastbound Lane 2		1	273		258		8		7	
WB Eagle Glen Pkwy (Total)		3	597	94.1%	562	2.7%	16	3.2%	19	40
Westbound Lane 1		1	153		136		7		10	
Westbound Lane 2		1	152		137		6		9	
Westbound Lane 3		1	292		289		3		0	

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Eagle Glen Pkwy (Total)	Bedford Canyon Road to I-15 Ramps	4	546	94.1%	514	2.9%	16	2.9%	16	40
Eastbound Lane 1		1	13		9		2		2	
Eastbound Lane 2		1	14		10		2		2	
Eastbound Lane 3		1	260		248		6		6	
Eastbound Lane 4		1	259		247		6		6	
WB Eagle Glen Pkwy (Total)		2	597	94.1%	562	2.7%	16	3.2%	19	40
Westbound Lane 1		1	199		188		5		6	
Westbound Lane 2		1	398		374		11		13	
EB Cajalco Rd (Total)	Between I-15 Ramps	4	860	92.0%	791	4.2%	36	3.8%	33	40
Eastbound Lane 1		1	121		109		6		6	
Eastbound Lane 2		1	121		110		5		6	
Eastbound Lane 3		1	121		110		5		6	
Eastbound Lane 4		1	497		462		20		15	
WB Cajalco Rd (Total)		3	621	94.4%	586	2.6%	16	3.1%	19	40
Westbound Lane 1		1	241		231		4		6	
Westbound Lane 2		1	242		231		4		7	
Westbound Lane 3		1	138		124		8		6	
EB Cajalco Rd (Total)	I-15 Ramps to Grand Oaks	5	449	91.5%	411	4.0%	18	4.5%	20	40
Eastbound Lane 1		1	57		54		1		2	
Eastbound Lane 2		1	56		51		2		3	
Eastbound Lane 3		1	112		102		5		5	
Eastbound Lane 4		1	112		102		5		5	
Eastbound Lane 5		1	112		102		5		5	
WB Cajalco Rd (Total)		4	1,006	94.0%	946	3.0%	30	3.0%	30	40
Westbound Lane 1		1	201		191		4		6	
Westbound Lane 2		1	200		189		5		6	
Westbound Lane 3		1	200		189		5		6	
Westbound Lane 4		1	405		377		16		12	
EB Weirick Rd (Total)	Knabe Road to I-15 Ramps	4	1,117	93.9%	1,049	3.0%	34	3.0%	34	35
Eastbound Lane 1		1	353		333		10		10	
Eastbound Lane 2		1	353		333		10		10	
Eastbound Lane 3		1	353		333		10		10	
Eastbound Lane 4		1	58		50		4		4	
WB Weirick Rd (Total)		3	421	85.5%	360	7.1%	30	7.4%	31	35
Westbound Lane 1		1	69		66		2		1	
Westbound Lane 2		1	69		67		1		1	
Westbound Lane 3		1	275		219		27		29	

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Weirick Rd (Total)	Between I-15 Ramps	3	1,251	93.3%	1,167	3.4%	43	3.3%	41	35
Eastbound Lane 1		1	199		176		13		10	
Eastbound Lane 2		1	199		176		13		10	
Eastbound Lane 3		1	853		815		17		21	
WB Weirick Rd (Total)		3	96	81.3%	78	7.3%	7	11.5%	11	35
Westbound Lane 1		1	57		50		4		3	
Westbound Lane 2		1	19		14		1		4	
Westbound Lane 3		1	20		14		2		4	
EB Dos Lagos Dr (Total)	I-15 Ramps to Temescal Canyon Road	3	893	95.5%	853	2.0%	18	2.5%	22	35
Eastbound Lane 1		1	297		283		6		8	
Eastbound Lane 2		1	298		285		6		7	
Eastbound Lane 3		1	298		285		6		7	
WB Dos Lagos Dr (Total)		3	674	94.1%	634	3.0%	20	3.0%	20	35
Westbound Lane 1		1	38		30		3		5	
Westbound Lane 2		1	38		30		3		5	
Westbound Lane 3		1	598		574		14		10	
NB Knabe Rd (Total)	North of Weirick Road	2	16	100.0%	16	0.0%	0	0.0%	0	30
Northbound Lane 1		1	8		8		0		0	
Northbound Lane 2		1	8		8		0		0	
SB Knabe Rd (Total)		3	15	100.0%	15	0.0%	0	0.0%	0	30
Southbound Lane 1		1	8		8		0		0	
Southbound Lane 2		1	0		0		0		0	
Southbound Lane 3		1	7		7		0		0	
EB Weirick Rd (Total)	West of Knabe Road	4	620	89.0%	552	5.5%	34	5.5%	34	35
Eastbound Lane 1		1	8		8		0		0	
Eastbound Lane 2		1	204		181		11		11	
Eastbound Lane 3		1	204		181		11		11	
Eastbound Lane 3		1	204		182		12		12	
WB Weirick Rd (Total)		2	463	87.7%	406	6.0%	28	6.3%	29	35
Westbound Lane 1		1	232		203		14		15	
Westbound Lane 2		1	231		203		14		14	

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Weirick Rd (Total)	Knabe Road and I-15 SB Off Ramps	4	1,117	93.9%	1,049	3.0%	34	3.0%	34	35
Eastbound Lane 1		1	353		333		10		10	
Eastbound Lane 2		1	353		333		10		10	
Eastbound Lane 3		1	353		333		10		10	
Eastbound Lane 4		1	58		50		4		4	
WB Weirick Rd (Total)		3	421	85.5%	360	7.1%	30	7.4%	31	35
Westbound Lane 1		1	69		66		2		1	
Westbound Lane 2		1	69		67		1		1	
Westbound Lane 3		1	275		219		27		29	
NB Knabe Rd (Total)	South of Weirick Road	5	724	99.0%	717	0.6%	4	0.4%	3	50
Northbound Lane 1		1	181		180		1		0	
Northbound Lane 2		1	0		0		0		0	
Northbound Lane 3		1	181		179		1		1	
Northbound Lane 4		1	181		179		1		1	
Northbound Lane 5		1	181		179		1		1	
SB Knabe Rd (Total)		2	184	94.6%	174	3.3%	6	2.2%	4	50
Southbound Lane 1		1	92		87		3		2	
Southbound Lane 2		1	92		87		3		2	
NB Knabe Rd (Total)	North of Badger Road	2	724	99.0%	717	0.6%	4	0.4%	3	50
Northbound Lane 1		1	362		358		2		2	
Northbound Lane 2		1	362		359		2		1	
SB Knabe Rd (Total)		2	184	94.6%	174	3.3%	6	2.2%	4	50
Southbound Lane 1		1	92		87		3		2	
Southbound Lane 2		1	92		87		3		2	
EB Badger Rd (Total)	West of Temescal Canyon Road	1	10	100.0%	10	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	10		10		0		0	
WB Badger Rd (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	30
Westbound Lane 1		1	0		0		0		0	
NB Knabe Rd (Total)	South of Badger Road	3	719	99.0%	712	0.6%	4	0.4%	3	50
Northbound Lane 1		1	0		0		0		0	
Northbound Lane 2		1	360		356		2		2	
Northbound Lane 3		1	359		356		2		1	
SB Knabe Rd (Total)		2	189	94.7%	179	3.2%	6	2.1%	4	50
Southbound Lane 1		1	95		90		3		2	
Southbound Lane 2		1	94		89		3		2	

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
NB Knabe Rd (Total)	North of Bedford Motor Way	2	719	99.0%	712	0.6%	4	0.4%	3	50
Northbound Lane 1		1	360		356				2	
Northbound Lane 2		1	359		356				1	
SB Knabe Rd (Total)		2	189	94.7%	179	3.2%	6	2.1%	4	50
Southbound Lane 1		1	95		90				2	
Southbound Lane 2		1	94		89				2	
EB Bedford Motor Way (Total)	West of Temescal Canyon Road	1	10	100.0%	10	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	10		10		0		0	
WB Bedford Motor Way (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	30
Westbound Lane 1		1	0		0		0		0	
NB Knabe Rd (Total)	South of Bedford Motor Way	3	714	99.0%	707	0.6%	4	0.4%	3	50
Northbound Lane 1		1	0		0		0		0	
Northbound Lane 2		1	357		353		2		2	
Northbound Lane 3		1	357		354		2		1	
SB Knabe Rd (Total)		2	194	94.8%	184	3.1%	6	2.1%	4	50
Southbound Lane 1		1	97		92		3		2	
Southbound Lane 2		1	97		92		3		2	
NB Knabe Rd (Total)	North of Forest Boundary Street	2	714	99.0%	707	0.6%	4	0.4%	3	50
Northbound Lane 1		1	357		353		2		2	
Northbound Lane 2		1	357		354		2		1	
SB Knabe Rd (Total)		2	194	94.8%	184	3.1%	6	2.1%	4	50
Southbound Lane 1		1	97		92		3		2	
Southbound Lane 2		1	97		92		3		2	
EB Forest Boundary St (Total)	West of Temescal Canyon Road	2	160	100.0%	160	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	80		80		0		0	
Eastbound Lane 2		1	80		80		0		0	
WB Forest Boundary St (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	30
Westbound Lane 1		1	0		0		0		0	
NB Knabe Rd (Total)	South of Forest Boundary Street	3	634	98.9%	627	0.6%	4	0.5%	3	50
Northbound Lane 1		1	0		0		0		0	
Northbound Lane 2		1	317		313		2		2	
Northbound Lane 3		1	317		314		2		1	
SB Knabe Rd (Total)		2	274	96.4%	264	2.2%	6	1.5%	4	50
Southbound Lane 1		1	137		132		3		2	
Southbound Lane 2		1	137		132		3		2	

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
NB Knabe Rd (Total)	North of Evonvale Drive	2	634	98.9%	627	0.6%	4	0.5%	3	50
Northbound Lane 1		1	317		313		2		2	
Northbound Lane 2		1	317		314		2		1	
SB Knabe Rd (Total)		2	274	96.4%	264	2.2%	6	1.5%	4	50
Southbound Lane 1		1	137		132		3		2	
Southbound Lane 2		1	137		132		3		2	
EB Evonvale Dr (Total)	West of Temescal Canyon Road	1	30	100.0%	30	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	30		30		0		0	
WB Evonvale Dr (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	
NB Knabe Rd (Total)	South of Evonvale Drive	3	619	98.9%	612	0.6%	4	0.5%	3	50
Northbound Lane 1		1	0		0		0		0	
Northbound Lane 2		1	310		306		2		2	
Northbound Lane 3		1	309		306		2		1	
SB Knabe Rd (Total)		2	289	96.5%	279	2.1%	6	1.4%	4	50
Southbound Lane 1		1	145		140		3		2	
Southbound Lane 2		1	144		139		3		2	
NB Knabe Rd (Total)	North of White Sage Road	2	619	98.9%	612	0.6%	4	0.5%	3	50
Northbound Lane 1		1	310		306		2		2	
Northbound Lane 2		1	309		306		2		1	
SB Knabe Rd (Total)		2	289	96.5%	279	2.1%	6	1.4%	4	50
Southbound Lane 1		1	145		140		3		2	
Southbound Lane 2		1	144		139		3		2	
EB White Sage St (Total)	West of Knabe Road	1	90	97.8%	88	2.2%	2	0.0%	0	25
Eastbound Lane 1		1	0		88		2		0	
WB White Sage St (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	
NB Knabe Rd (Total)	South of White Sage Road	2	574	99.0%	568	0.5%	3	0.5%	3	50
Northbound Lane 1		1	287		283		2		2	
Northbound Lane 2		1	287		285		1		1	
SB Knabe Rd (Total)		3	334	96.7%	323	2.1%	7	1.2%	4	50
Southbound Lane 1		1	0		0		0		0	
Southbound Lane 2		1	167		161		4		2	
Southbound Lane 3		1	167		162		3		2	

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
NB Knabe Rd (Total)	North of Desert Acacia Lane	2	574	99.0%	568	0.5%	3	0.5%	3	50
Northbound Lane 1		1	287		283		2		2	
Northbound Lane 2		1	287		285		1		1	
SB Knabe Rd (Total)		2	334	96.7%	323	2.1%	7	1.2%	4	50
Southbound Lane 1		1	167		161		4		2	
Southbound Lane 2		1	167		162		3		2	
EB Desert Acacia Ln (Total)	West of Temescal Canyon Road	1	90	100.0%	90	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	90		90		0		0	
WB Forest Boundary St (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	
NB Knabe Rd (Total)	South of Desert Acacia Lane	2	574	99.0%	568	0.5%	3	0.5%	3	50
Northbound Lane 1		1	287		283		2		2	
Northbound Lane 2		1	287		285		1		1	
SB Knabe Rd (Total)		2	424	97.4%	413	1.7%	7	0.9%	4	50
Southbound Lane 1		1	212		206		4		2	
Southbound Lane 2		1	212		207		3		2	
NB Temescal Canyon Rd (Total)	North of Weirick Road	2	1,225	97.2%	1,191	1.1%	14	1.6%	20	45
Northbound Lane 1		1	613		596		7		10	
Northbound Lane 2		1	612		595		7		10	
SB Temescal Canyon Rd (Total)		3	336	92.3%	310	4.0%	13	4.0%	13	45
Southbound Lane 1		1	10		10		0		0	
Southbound Lane 2		1	66		56		5		5	
Southbound Lane 3		1	260		244		8		8	
WB Weirick Rd (Total)	Northbound I-15 Ramps to Temescal Canyon Road	3	674	94.1%	634	3.0%	20	3.0%	20	45
Westbound Lane 1		1	207		195		6		6	
Westbound Lane 2		1	207		195		6		6	
Westbound Lane 3		1	260		244		8		8	
EB Weirick Rd (Total)		3	893	95.5%	853	2.0%	18	2.5%	22	45
Eastbound Lane 1		1	267		254		6		7	
Eastbound Lane 2		1	267		256		5		6	
Eastbound Lane 3		1	359		343		7		9	
NB Temescal Canyon Rd (Total)	Between Weirick and Foster Road	3	1,095	96.9%	1,061	1.4%	15	1.7%	19	45
Northbound Lane 1		1	414		390		12		12	
Northbound Lane 2		1	341		335		2		4	
Northbound Lane 3		1	340		336		1		3	
SB Temescal Canyon Rd (Total)		1	425	93.9%	399	2.8%	12	3.3%	14	45
Southbound Lane 1		1	425		399		12		14	

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Foster Rd (Total)	East of Temescal Canyon Road	1	0	100.0%	0	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	0		0		0		0	
WB Foster Rd (Total)		1	30	100.0%	30	0.0%	0	0.0%	0	30
Westbound Lane 1		1	30		30		0		0	
NB Temescal Canyon Rd (Total)	Between Foster Rd and Leroy Road	1	1,080	96.9%	1,046	1.4%	15	1.8%	19	45
Northbound Lane 1		1	1,080		1,046		15		19	
SB Temescal Canyon Rd (Total)		2	440	94.1%	414	2.7%	12	3.2%	14	45
Southbound Lane 1		1	0		0		0		0	
Southbound Lane 2		1	440		414		12		14	
EB Leroy Rd (Total)	East of Temescal Canyon Road	1	0	100.0%	0	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	0		0		0		0	
WB Leroy Rd (Total)		1	20	100.0%	20	0.0%	0	0.0%	0	30
Westbound Lane 1		1	20		20		0		0	
NB Temescal Canyon Rd (Total)	Between Leroy Road and Pulsar Court	2	1,070	96.8%	1,036	1.4%	15	1.8%	19	45
Northbound Lane 1		1	535		517		8		10	
Northbound Lane 2		1	535		519		7		9	
SB Temescal Canyon Rd (Total)		3	450	94.2%	424	2.7%	12	3.1%	14	45
Southbound Lane 1		1	65		65		0		0	
Southbound Lane 2		1	193		180		6		7	
Southbound Lane 3		1	192		179		6		7	
EB Pulsar Ct (Total)	East of Temescal Canyon Road	1	130	100.0%	130	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	130		130		0		0	
WB Pulsar Ct (Total)		1	40	100.0%	40	0.0%	0	0.0%	0	30
Westbound Lane 1		1	40		40		0		0	
NB Temescal Canyon Rd (Total)	Between Pulsar Court and Stellar Court	2	1,115	97.0%	1,081	1.3%	15	1.7%	19	45
Northbound Lane 1		1	557		539		8		10	
Northbound Lane 2		1	558		542		7		9	
SB Temescal Canyon Rd (Total)		3	405	93.6%	379	3.0%	12	3.5%	14	45
Southbound Lane 1		1	65		65		0		0	
Southbound Lane 2		1	170		157		6		7	
Southbound Lane 3		1	170		157		6		7	
EB Stellar Ct (Total)	East of Temescal Canyon Rd	1	130	100.0%	130	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	130		130		0		0	
WB Stellar Ct (Total)		1	40	100.0%	40	0.0%	0	0.0%	0	30
Westbound Lane 1		1	40		40		0		0	

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
NB Temescal Canyon Rd (Total)	South of Stellar Court	2	1,160	97.1%	1,126	1.3%	15	1.6%	19	45
Northbound Lane 1		1	580		562		8		10	
Northbound Lane 2		1	580		564		7		9	
SB Temescal Canyon Rd (Total)		2	360	92.8%	334	3.3%	12	3.9%	14	45
Southbound Lane 1		1	180		167		6		7	
Southbound Lane 2		1	180		167		6		7	
NB Temescal Canyon Rd (Total)	North of Dawson Canyon Road	2	1,230	97.2%	1,196	1.2%	15	1.5%	19	45
Northbound Lane 1		1	615		597		8		10	
Northbound Lane 2		1	615		599		7		9	
SB Temescal Canyon Rd (Total)		3	360	92.8%	334	3.3%	12	3.9%	14	45
Southbound Lane 1		1	30		28		1		1	
Southbound Lane 2		1	165		154		5		6	
Southbound Lane 3		1	165		152		6		7	
EB Dawson Canyon Rd (Total)	West of Temescal Canyon Road	1	20	100.0%	20	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	20		20		0		0	
WB Dawson Canyon Rd (Total)		1	60	85.0%	51	6.7%	4	8.3%	5	25
Westbound Lane 1		1	60		51		4		5	
EB Dawson Canyon Rd (Total)	East of Temescal Canyon Road	1	60	86.7%	52	6.7%	4	6.7%	4	25
Eastbound Lane 1		1	60		52		4		4	
WB Dawson Canyon Rd (Total)		2	60	93.3%	56	3.3%	2	3.3%	2	25
Westbound Lane 1		1	30		28		1		1	
Westbound Lane 2		1	30		28		1		1	
NB Temescal Canyon Rd (Total)	South of Dawson Canyon Road	3	1,240	96.5%	1,196	1.6%	20	1.9%	24	45
Northbound Lane 1		1	20		14		3		3	
Northbound Lane 2		1	1,190		1,158		14		18	
Northbound Lane 3		1	30		24		3		3	
SB Temescal Canyon Rd (Total)		2	330	93.0%	307	3.3%	11	3.6%	12	45
Southbound Lane 1		1	165		153		6		6	
Southbound Lane 2		1	165		154		5		6	
EB Temescal Canyon Rd (Total)	Lawson Road to I-15 Ramps	3	906	97.6%	884	1.0%	9	1.4%	13	40
Eastbound Lane 1		1	402		398		1		3	
Eastbound Lane 2		1	402		397		1		4	
Eastbound Lane 3		1	102		89		7		6	
WB Temescal Canyon Rd (Total)		1	673	91.2%	614	4.5%	30	4.3%	29	40
Westbound Lane 1		1	673		614		30		29	

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Temescal Canyon Rd (Total)	Between I-15 Ramps	3	959	97.0%	930	1.4%	13	1.7%	16	40
Eastbound Lane 1		1	200		186		8		6	
Eastbound Lane 2		1	379		372		2		5	
Eastbound Lane 3		1	380		372		3		5	
WB Temescal Canyon Rd (Total)		2	424	93.6%	397	3.1%	13	3.3%	14	40
Westbound Lane 1		1	51		44		4		3	
Westbound Lane 2		1	373		353		9		11	
EB Temescal Canyon Rd (Total)	I-15 Ramps to Dawson Canyon Road	2	1,240	96.1%	1,192	1.9%	24	1.9%	24	40
Eastbound Lane 1		1	620		596		12		12	
Eastbound Lane 2		1	620		596		12		12	
WB Temescal Canyon Rd (Total)		3	330	93.9%	310	2.7%	9	3.3%	11	40
Westbound Lane 1		1	131		124		3		4	
Westbound Lane 2		1	132		124		3		5	
Westbound Lane 3		1	67		62		3		2	
EB Temescal Canyon Rd (Total)	Between Trilogy Parkway to Campbell Ranch Road	2	172	90.7%	156	4.7%	8	4.7%	8	40
Eastbound Lane 1		1	126		110		8		8	
Eastbound Lane 2		1	46		46		0		0	
WB Temescal Canyon Rd (Total)		1	898	96.0%	862	2.4%	22	1.6%	14	40
Westbound Lane 1		1	898		862		22		14	
EB Temescal Canyon Rd (Total)	Between Campbell Ranch Road to Indian Truck Trail	1	163	89.6%	146	5.5%	9	4.9%	8	40
Eastbound Lane 1		1	163		146		9		8	
WB Temescal Canyon Rd (Total)		2	366	95.6%	350	2.2%	8	2.2%	8	40
Westbound Lane 1		1	46		44		1		1	
Westbound Lane 2		1	320		306		7		7	
NB Campbell Ranch Rd (Total)	Between Temescal Canyon Road to Mayhew Canyon Road	2	615	96.3%	592	2.6%	16	1.1%	7	40
Northbound Lane 1		1	578		556		15		7	
Northbound Lane 2		1	37		36		1		0	
SB Campbell Ranch Rd (Total)		2	92	97.8%	90	1.1%	1	1.1%	1	40
Southbound Lane 1		1	46		44		1		1	
Southbound Lane 2		1	46		46		0		0	
NB Campbell Ranch Rd (Total)	North of Mayhew Canyon Road	2	615	96.3%	592	2.6%	16	1.1%	7	40
Northbound Lane 1		1	308		296		8		4	
Northbound Lane 2		1	307		296		8		3	
SB Campbell Ranch Rd (Total)		3	92	97.8%	90	1.1%	1	1.1%	1	40
Southbound Lane 1		1	18		18		0		0	
Southbound Lane 2		1	18		18		0		0	
Southbound Lane 3		1	56		54		1		1	

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
NB Campbell Ranch Rd (Total)	South of Mayhew Canyon Road	3	615	97.1%	597	2.0%	12	1.0%	6	40
Northbound Lane 1		1	169		167		1		1	
Northbound Lane 2		1	223		214		6		3	
Northbound Lane 3		1	223		216		5		2	
SB Campbell Ranch Rd (Total)		2	92	96.7%	89	2.2%	2	1.1%	1	40
Southbound Lane 1		1	46		44		1		1	
Southbound Lane 2		1	46		45		1		0	
EB Mayhew Canyon Rd (Total)	West of Campbell Ranch Road	1	225	95.6%	215	3.1%	7	1.3%	3	25
Eastbound Lane 1		1	225		215		7		3	
WB Mayhew Canyon Rd (Total)		1	225	98.2%	221	0.9%	2	0.9%	2	25
Westbound Lane 1		1	225		221		2		2	
NB Campbell Ranch Rd (Total)	North of Soapberry Street	2	615	97.1%	597	2.0%	12	1.0%	6	40
Northbound Lane 1		1	308		299		6		3	
Northbound Lane 2		1	307		298		6		3	
SB Campbell Ranch Rd (Total)		2	92	96.7%	89	2.2%	2	1.1%	1	40
Southbound Lane 1		1	46		44		1		1	
Southbound Lane 2		1	46		45		1		0	
EB Soapberry St (Total)	West of Campbell Ranch Road	1	140	100.0%	140	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	140		140		0		0	
WB Soapberry St (Total)		1	60	100.0%	60	0.0%	0	0.0%	0	25
Westbound Lane 1		1	60		60		0		0	
NB Campbell Ranch Rd (Total)	South of Soapberry Street	3	535	96.6%	517	2.2%	12	1.1%	6	40
Northbound Lane 1		1	60		60		0		0	
Northbound Lane 2		1	238		229		6		3	
Northbound Lane 3		1	237		228		6		3	
SB Campbell Ranch Rd (Total)		2	92	96.7%	89	2.2%	2	1.1%	1	40
Southbound Lane 1		1	46		44		1		1	
Southbound Lane 2		1	46		45		1		0	
NB Campbell Ranch Rd (Total)	North of Mayhew Canyon Road	2	535	96.6%	517	2.2%	12	1.1%	6	45
Northbound Lane 1		1	268		259		6		3	
Northbound Lane 2		1	267		258		6		3	
SB Campbell Ranch Rd (Total)		3	92	96.7%	89	2.2%	2	1.1%	1	45
Southbound Lane 1		1	28		26		1		1	
Southbound Lane 2		1	28		27		1		0	
Southbound Lane 3		1	36		36		0		0	

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Mayhew Canyon Rd (Total)	West of Campbell Ranch Road	1	225	100.0%	225	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	225		225		0		0	
WB Mayhew Canyon Rd (Total)		1	225	100.0%	225	0.0%	0	0.0%	0	25
Westbound Lane 1		1	225		225		0		0	
NB Campbell Ranch Rd (Total)	South of Mayhew Canyon Road	3	645	97.2%	627	1.9%	12	0.9%	6	45
Northbound Lane 1		1	189		189		0		0	
Northbound Lane 2		1	228		219		6		3	
Northbound Lane 3		1	228		219		6		3	
SB Campbell Ranch Rd (Total)		2	202	98.5%	199	1.0%	2	0.5%	1	45
Southbound Lane 1		1	101		99		1		1	
Southbound Lane 2		1	101		100		1		0	
NB Campbell Ranch Rd (Total)	North of Songbird Drive	2	645	97.2%	627	1.9%	12	0.9%	6	45
Northbound Lane 1		1	323		314		6		3	
Northbound Lane 2		1	322		313		6		3	
SB Campbell Ranch Rd (Total)		2	202	98.5%	199	1.0%	2	0.5%	1	45
Southbound Lane 1		1	101		99		1		1	
Southbound Lane 2		1	101		100		1		0	
EB Songbird Dr(Total)	West of Campbell Ranch Road	1	280	100.0%	280	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	280		280		0		0	
WB Songbird Dr(Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	
NB Campbell Ranch Rd (Total)	South of Songbird Drive	3	445	96.0%	427	2.7%	12	1.3%	6	45
Northbound Lane 1		1	0		0		0		0	
Northbound Lane 2		1	223		214		6		3	
Northbound Lane 3		1	222		213		6		3	
SB Campbell Ranch Rd (Total)		2	282	98.9%	279	0.7%	2	0.4%	1	45
Southbound Lane 1		1	141		139		1		1	
Southbound Lane 2		1	141		140		1		0	
NB Campbell Ranch Rd (Total)	North of Woodstock Road	2	445	96.0%	427	2.7%	12	1.3%	6	45
Northbound Lane 1		1	223		214		6		3	
Northbound Lane 2		1	222		213		6		3	
SB Campbell Ranch Rd (Total)		3	282	98.9%	279	0.7%	2	0.4%	1	45
Southbound Lane 1		1	141		139		1		1	
Southbound Lane 2		1	141		140		1		0	
Southbound Lane 3		1	0		0		0		0	

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Woodstock(Total)	West of Campbell Ranch Road	1	70	100.0%	70	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	70		70		0		0	
WB Woodstock(Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	
NB Campbell Ranch Rd (Total)	South of Woodstock Road	3	410	95.6%	392	2.9%	12	1.5%	6	45
Northbound Lane 1		1	0		0		0		0	
Northbound Lane 2		1	205		196		6		3	
Northbound Lane 3		1	205		196		6		3	
SB Campbell Ranch Rd (Total)		2	317	99.1%	314	0.6%	2	0.3%	1	45
Southbound Lane 1		1	159		157		1		1	
Southbound Lane 2		1	158		157		1		0	
EB Indian Truck Trail (Total)	De Palma Rd to I-15 Ramps	4	450	95.6%	430	2.2%	10	2.2%	10	40
Eastbound Lane 1		1	120		114		3		3	
Eastbound Lane 2		1	121		117		2		2	
Eastbound Lane 3		1	121		117		2		2	
Eastbound Lane 4		1	88		82		3		3	
WB Indian Truck Trail (Total)		3	550	95.8%	527	2.2%	12	2.0%	11	40
Westbound Lane 1		1	132		122		5		5	
Westbound Lane 2		1	154		145		5		4	
Westbound Lane 3		1	264		260		2		2	
EB Indian Truck Trail (Total)	Between I-15 Ramps	4	458	95.2%	436	2.4%	11	2.4%	11	40
Eastbound Lane 1		1	112		103		5		4	
Eastbound Lane 2		1	111		104		4		3	
Eastbound Lane 3		1	118		115		1		2	
Eastbound Lane 4		1	117		114		1		2	
WB Indian Truck Trail (Total)		3	445	96.6%	430	1.8%	8	1.6%	7	40
Westbound Lane 1		1	89		81		4		4	
Westbound Lane 2		1	178		175		2		1	
Westbound Lane 3		1	178		174		2		2	
EB Indian Truck Trail (Total)	I-15 Ramps to Temescal Canyon Road	3	441	95.5%	421	2.3%	10	2.3%	10	40
Eastbound Lane 1		1	147		139		4		4	
Eastbound Lane 2		1	147		141		3		3	
Eastbound Lane 3		1	147		141		3		3	
WB Indian Truck Trail (Total)		3	350	97.7%	342	1.1%	4	1.1%	4	40
Westbound Lane 1		1	119		119		0		0	
Westbound Lane 2		1	120		119		0		1	
Westbound Lane 3		1	111		104		4		3	

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
NB Campbell Ranch Rd (Total)	North of Indian Truck Trail	2	410	95.6%	392	2.9%	12	1.5%	6	45
Northbound Lane 1		1	205		196		6		3	
Northbound Lane 2		1	205		196		6		3	
SB Campbell Ranch Rd (Total)		4	317	99.1%	314	0.6%	2	0.3%	1	45
Southbound Lane 1		1	90		88		1		1	
Southbound Lane 2		1	90		90		0		0	
Southbound Lane 3		1	69		68		1		0	
Southbound Lane 4		1	68		68		0		0	
EB Indian Truck Trail (Total)	Between Campbell Ranch Road/De Palma Road to I-15 Ramps	3	450	95.6%	430	2.2%	10	2.2%	10	45
Eastbound Lane 1		1	150		143		3		3	
Eastbound Lane 2		1	150		143		3		3	
Eastbound Lane 3		1	150		144		4		4	
WB Indian Truck Trail (Total)		3	550	95.8%	527	2.2%	12	2.0%	11	45
Westbound Lane 1		1	132		122		5		5	
Westbound Lane 2		1	154		145		5		4	
Westbound Lane 3		1	264		260		2		2	
NB De Palma Road (Total)	South of Indian Truck Trail	4	350	90.9%	318	5.4%	19	3.7%	13	50
Northbound Lane 1		1	0		0		0		0	
Northbound Lane 2		1	40		33		5		2	
Northbound Lane 3		1	40		33		5		2	
Northbound Lane 4		1	270		252		9		9	
SB De Palma Rd (Total)		2	357	94.4%	337	3.1%	11	2.5%	9	50
Southbound Lane 1		1	179		168		6		5	
Southbound Lane 2		1	178		169		5		4	
NB De Palma Rd (Total)	Between Indian Truck Trail to Santiago Canyon Road	2	350	90.9%	318	5.4%	19	3.7%	13	55
Northbound Lane 1		1	175		158		10		7	
Northbound Lane 2		1	175		160		9		6	
SB De Palma Rd (Total)		3	357	94.4%	337	3.1%	11	2.5%	9	55
Southbound Lane 1		1	240		224		9		7	
Southbound Lane 2		1	59		57		1		1	
Southbound Lane 3		1	58		56		1		1	
EB Residential Driveway (Total)	West of De Palma Road	1	65	100.0%	65	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	65		65		0		0	
WB Residential Driveway (Total)		1	23	100.0%	23	0.0%	0	0.0%	0	25
Westbound Lane 1		1	23		23		0		0	

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Retail Driveway (Total)	East of De Palma Road	1	271	91.9%	249	4.1%	11	4.1%	11	30
Eastbound Lane 1		1	271		249		11		11	
WB Retail Driveway (Total)		1	68	76.5%	52	11.8%	8	11.8%	8	30
Westbound Lane 1		1	68		52		8		8	
NB De Palma Rd (Total)	South of Santiago Canyon Road	4	278	92.1%	256	4.7%	13	3.2%	9	55
Northbound Lane 1		1	10		10		0		0	
Northbound Lane 2		1	124		115		6		3	
Northbound Lane 3		1	123		116		5		2	
Northbound Lane 4		1	21		15		2		4	
SB De Palma Rd (Total)		1	124	96.8%	120	1.6%	2	1.6%	2	55
Southbound Lane 1		1	124		120		2		2	
NB De Palma Rd (Total)	North of Glen Eden Road	1	278	92.1%	256	4.7%	13	3.2%	9	55
Northbound Lane 1		1	278		256		13		9	
SB De Palma Rd (Total)		1	124	96.8%	120	1.6%	2	1.6%	2	55
Southbound Lane 1		1	124		120		2		2	
EB Glen Eden Rd (Total)	West of De Palma Road	1	20	100.0%	20	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	20		20		0		0	
WB Glen Eden Rd (Total)		1	20	100.0%	20	0.0%	0	0.0%	0	30
Westbound Lane 1		1	20		20		0		0	
NB De Palma Rd (Total)	South of Glen Eden Road	1	278	92.1%	256	4.7%	13	3.2%	9	55
Northbound Lane 1		1	278		256		13		9	
SB De Palma Rd (Total)		1	124	96.8%	120	1.6%	2	1.6%	2	55
Southbound Lane 1		1	124		120		2		2	
NB De Palma Rd (Total)	North of Horsethief Road	1	278	92.1%	256	4.7%	13	3.2%	9	55
Northbound Lane 1		1	278		256		13		9	
SB De Palma Rd (Total)		1	124	96.8%	120	1.6%	2	1.6%	2	55
Southbound Lane 1		1	124		120		2		2	
EB Horsethief Canyon Rd (Total)	West of De Palma Road	2	418	93.8%	392	3.1%	13	3.1%	13	40
Eastbound Lane 1		1	268		250		9		9	
Eastbound Lane 2		1	150		142		4		4	
WB Horsethief Canyon Rd (Total)		1	189	95.8%	181	2.1%	4	2.1%	4	40
Westbound Lane 1		1	189		181		4		4	
EB Horsethief Canyon Rd (Total)	De Palma Road to Temescal Canyon Road	1	175	94.3%	165	2.9%	5	2.9%	5	40
Eastbound Lane 1		1	175		165		5		5	
WB Horsethief Canyon Rd (Total)		1	100	90.0%	90	7.0%	7	3.0%	3	40
Westbound Lane 1		1	100		90		7		3	

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Temescal Canyon Rd (Total)	West of Mayhew Road	1	163	89.6%	146	5.5%	9	4.9%	8	40
Eastbound Lane 1		1	163		146		9		8	
WB Temescal Canyon Rd (Total)		1	366	95.6%	350	2.2%	8	2.2%	8	40
Westbound Lane 1		1	366		350		8		8	
NB Mayhew Rd (Total)	North of Temescal Canyon Road	1	0	100.0%	0	0.0%	0	0.0%	0	40
Northbound Lane 1		1	0		0		0		0	
SB Mayhew Rd (Total)		1	10	100.0%	10	0.0%	0	0.0%	0	40
Southbound Lane 1		1	10		10		0		0	
EB Temescal Canyon Rd (Total)	East of Mayhew Road	1	163	89.6%	146	5.5%	9	4.9%	8	30
Eastbound Lane 1		1	163		146		9		8	
WB Temescal Canyon Rd (Total)		1	356	95.5%	340	2.2%	8	2.2%	8	30
Westbound Lane 1		1	356		340		8		8	
NB Temescal Canyon Rd (Total)	North of Terramor Drive	1	356	95.5%	340	2.2%	8	2.2%	8	40
Northbound Lane 1		1	356		340		8		8	
SB Temescal Canyon Rd (Total)		3	163	89.6%	146	5.5%	9	4.9%	8	40
Southbound Lane 1		1	30		30		0		0	
Southbound Lane 2		1	67		58		5		4	
Southbound Lane 3		1	66		58		4		4	
EB Terramor Dr (Total)	East of Temescal Canyon	2	155	100.0%	155	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	30		30		0		0	
Eastbound Lane 2		1	125		125		0		0	
WB Terramor Dr (Total)		1	55	100.0%	55	0.0%	0	0.0%	0	30
Westbound Lane 1		1	55		55		0		0	
NB Temescal Canyon Rd (Total)	South of Terramor Drive	2	256	93.8%	240	3.1%	8	3.1%	8	40
Northbound Lane 1		1	128		120		4		4	
Northbound Lane 2		1	128		120		4		4	
SB Temescal Canyon Rd (Total)		2	163	89.6%	146	5.5%	9	4.9%	8	40
Southbound Lane 1		1	82		73		5		4	
Southbound Lane 2		1	81		73		4		4	
NB Temescal Canyon Rd (Total)	North of Indian Truck Trail	2	256	93.8%	240	3.1%	8	3.1%	8	55
Northbound Lane 1		1	128		120		4		4	
Northbound Lane 2		1	128		120		4		4	
SB Temescal Canyon Rd (Total)		2	163	89.6%	146	5.5%	9	4.9%	8	55
Southbound Lane 1		1	76		63		7		6	
Southbound Lane 2		1	87		83		2		2	

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Indian Truck Trail (Total)	Between I-15 Ramps to Temescal Canyon Road	3	441	95.5%	421	2.3%	10	2.3%	10	45
Eastbound Lane 1		1	66		62		2		2	
Eastbound Lane 2		1	66		64		1		1	
Eastbound Lane 3		1	309		295		7		7	
WB Indian Truck Trail (Total)		3	350	97.7%	342	1.1%	4	1.1%	4	45
Westbound Lane 1		1	117		115		1		1	
Westbound Lane 2		1	117		115		1		1	
Westbound Lane 3		1	116		112		2		2	
NB Temescal Canyon Rd (Total)	South of Indian Truck Trail	2	387	96.4%	373	1.8%	7	1.8%	7	55
Northbound Lane 1		1	263		259		2		2	
Northbound Lane 2		1	124		114		5		5	
SB Temescal Canyon Rd (Total)		1	385	93.0%	358	3.6%	14	3.4%	13	55
Southbound Lane 1		1	385		358		14		13	
NB Temescal Canyon Rd (Total)	North of Horsethief Road	1	331	95.8%	317	2.1%	7	2.1%	7	55
Northbound Lane 1		1	331		317		7		7	
SB Temescal Canyon Rd (Total)		1	335	96.1%	322	2.1%	7	1.8%	6	55
Southbound Lane 1		1	335		322		7		6	
EB Horsethief Rd (Total)	West of Temescal Canyon Road	1	175	94.3%	165	2.9%	5	2.9%	5	40
Eastbound Lane 1		1	175		165		5		5	
WB Horsethief Rd (Total)		1	100	90.0%	90	7.0%	7	3.0%	3	40
Westbound Lane 1		1	100		90		7		3	
NB Temescal Canyon Rd (Total)	South of Horsethief Road	1	314	94.6%	297	3.2%	10	2.2%	7	55
Northbound Lane 1		1	314		297		10		7	
SB Temescal Canyon Rd (Total)		1	393	95.9%	377	2.0%	8	2.0%	8	55
Southbound Lane 1		1	393		377		8		8	
NB Temescal Canyon Rd (Total)	North of Lester Circle	1	314	94.6%	297	3.2%	10	2.2%	7	55
Northbound Lane 1		1	314		297		10		7	
SB Temescal Canyon Rd (Total)		1	393	95.9%	377	2.0%	8	2.0%	8	55
Southbound Lane 1		1	393		377		8		8	
EB Lester Circle (Total)	West of Temescal Canyon Road	1	0	0.0%	0	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	0		0		0		0	
WB Lester Circle (Total)		1	10	100.0%	10	0.0%	0	0.0%	0	30
Westbound Lane 1		1	10		10		0		0	
NB Temescal Canyon Rd (Total)	South of Lester Circle	1	314	94.6%	297	3.2%	10	2.2%	7	55
Northbound Lane 1		1	314		297		10		7	
SB Temescal Canyon Rd (Total)		1	383	95.8%	367	2.1%	8	2.1%	8	55
Southbound Lane 1		1	383		367		8		8	

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
NB Temescal Canyon Rd (Total)	North of Earthmover Circle	1	314	94.6%	297	3.2%	10	2.2%	7	55
Northbound Lane 1		1	314		297		10		7	
SB Temescal Canyon Rd (Total)		1	383	95.8%	367	2.1%	8	2.1%	8	55
Southbound Lane 1		1	383		367		8		8	
EB Earthmover Circle (Total)	West of Temescal Canyon Road	1	0	0.0%	0	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	0		0		0		0	
WB Earthmover Circle (Total)		1	10	100.0%	10	0.0%	0	0.0%	0	30
Westbound Lane 1		1	10		10		0		0	
NB Temescal Canyon Rd (Total)	South of Earthmover Circle	1	314	94.6%	297	3.2%	10	2.2%	7	55
Northbound Lane 1		1	314		297		10		7	
SB Temescal Canyon Rd (Total)		1	373	95.7%	357	2.1%	8	2.1%	8	55
Southbound Lane 1		1	373		357		8		8	
NB Temescal Canyon Rd (Total)	North of Concordia Ranch Road	1	314	94.6%	297	3.2%	10	2.2%	7	55
Northbound Lane 1		1	314		297		10		7	
SB Temescal Canyon Rd (Total)		1	373	95.7%	357	2.1%	8	2.1%	8	55
Southbound Lane 1		1	373		357		8		8	
EB Concordia Ranch Rd (Total)	East of Temescal Canyon Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	0		0		0		0	
WB Concordia Ranch Rd (Total)		1	10	100.0%	10	0.0%	0	0.0%	0	25
Westbound Lane 1		1	10		0		0		0	
NB Temescal Canyon Rd (Total)	South of Concordia Ranch Road	1	304	94.4%	287	3.3%	10	2.3%	7	55
Northbound Lane 1		1	304		287		10		7	
SB Temescal Canyon Rd (Total)		1	373	95.7%	357	2.1%	8	2.1%	8	55
Southbound Lane 1		1	373		357		8		8	
NB Temescal Canyon Rd (Total)	North of Hostettler Road	1	304	94.4%	287	3.3%	10	2.3%	7	55
Northbound Lane 1		1	304		287		10		7	
SB Temescal Canyon Rd (Total)		1	373	95.7%	357	2.1%	8	2.1%	8	55
Southbound Lane 1		1	373		357		8		8	
EB Hostettler Rd (Total)	West of Temescal Canyon Road	1	140	100.0%	140	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	140		140		0		0	
WB Hostettler Rd (Total)		1	50	100.0%	50	0.0%	0	0.0%	0	30
Westbound Lane 1		1	50		50		0		0	
NB Temescal Canyon Rd (Total)	South of Hostettler Road	2	248	93.1%	231	4.0%	10	2.8%	7	55
Northbound Lane 1		1	20		20		0		0	
Northbound Lane 2		1	228		211		10		7	
SB Temescal Canyon Rd (Total)		1	407	96.1%	391	2.0%	8	2.0%	8	55
Southbound Lane 1		1	407		391		8		8	

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
NB Temescal Canyon Rd (Total)	North of Lake Street	1	248	93.1%	231	4.0%	10	2.8%	7	35
Northbound Lane 1		1	248		231		10		7	
SB Temescal Canyon Rd (Total)		2	407	96.1%	391	2.0%	8	2.0%	8	35
Southbound Lane 1		1	264		252		6		6	
Southbound Lane 2		1	143		139		2		2	
EB Lake S (Total)	West of Temescal Canyon Road	2	821	90.9%	746	4.9%	40	4.3%	35	50
Eastbound Lane 1		1	218		211		5		2	
Eastbound Lane 2		1	603		535		35		33	
WB Lake St (Total)		1	417	95.7%	399	2.6%	11	1.7%	7	50
Westbound Lane 1		1	417		399		11		7	
EB Lake St (Total)	East of Temescal Canyon Road	1	867	91.7%	795	4.3%	37	4.0%	35	50
Eastbound Lane 1		1	867		795		37		35	
WB Lake St (Total)		1	304	92.1%	280	4.6%	14	3.3%	10	50
Westbound Lane 1		1	304		280		14		10	
EB Lake St (Total)	Temescal Canyon Road to I-15 Ramps	2	867	91.7%	795	4.3%	37	4.0%	35	40
Eastbound Lane 1		1	575		541		16		18	
Eastbound Lane 2		1	292		254		21		17	
WB Lake St (Total)		1	304	92.1%	280	4.6%	14	3.3%	10	40
Westbound Lane 1		1	304		280		14		10	
EB Lake St (Total)	Between I-15 Ramps	2	650	93.2%	606	3.2%	21	3.5%	23	40
Eastbound Lane 1		1	497		462		20		15	
Eastbound Lane 2		1	153		144		1		8	
WB Lake St (Total)		2	176	95.5%	168	2.8%	5	1.7%	3	40
Westbound Lane 1		1	32		28		2		2	
Westbound Lane 2		1	144		140		3		1	
EB Lake St (Total)	I-15 Ramps to Walker Canyon Drive	1	210	91.9%	193	2.4%	5	5.7%	12	40
Eastbound Lane 1		1	210		193		5		12	
WB Lake St (Total)		1	32	93.8%	30	3.1%	1	3.1%	1	40
Westbound Lane 1		1	32		30		1		1	
EB Lake St (Total)	West of Walker Canyon Road	1	210	91.9%	193	2.4%	5	5.7%	12	50
Eastbound Lane 1		1	210		193		5		12	
WB Lake St (Total)		1	32	93.8%	30	3.1%	1	3.1%	1	50
Westbound Lane 1		1	32		30		1		1	
NB Walker Canyon Rd (Total)	South of Lake Street	1	32	93.8%	30	3.1%	1	3.1%	1	35
Northbound Lane 1		1	32		30		1		1	
SB Walker Canyon Rd (Total)		1	210	91.9%	193	2.4%	5	5.7%	12	35
Southbound Lane 1		1	210		193		5		12	

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Nichols Rd (Total)	Collier Avenue to I-15 Ramps	2	535	93.5%	500	3.5%	19	3.0%	16	35
Eastbound Lane 1		1	336		327		5		4	
Eastbound Lane 2		1	199		173		14		12	
WB Nichols Rd (Total)		1	329	92.7%	305	5.2%	17	2.1%	7	35
Westbound Lane 1		1	329		305		17		7	
EB Nichols Rd (Total)	Between I-15 Ramps	2	454	93.4%	424	3.5%	16	3.1%	14	35
Eastbound Lane 1		1	80		74		3		3	
Eastbound Lane 2		1	374		350		13		11	
WB Nichols Rd (Total)		2	415	91.6%	380	5.5%	23	2.9%	12	35
Westbound Lane 1		1	203		177		14		12	
Westbound Lane 2		1	212		203		9		0	
EB Nichols Rd (Total)	I-15 Ramps to El Toro Road	1	529	93.6%	495	3.6%	19	2.8%	15	35
Eastbound Lane 1		1	529		494		19		16	
WB Nichols Rd (Total)		1	340	91.2%	310	5.9%	20	2.9%	10	35
Westbound Lane 1		1	340		310		20		10	
EB Nichols Rd (Total)	West of Collier Avenue	1	547	98.4%	538	1.3%	7	0.4%	2	40
Eastbound Lane 1		1	547		538		7		2	
WB Nichols Rd (Total)		1	322	98.1%	316	1.6%	5	0.3%	1	40
Westbound Lane 1		1	322		316		5		1	
EB Nichols Rd (Total)	East of Collier Avenue	1	535	93.5%	500	3.6%	19	3.0%	16	40
Eastbound Lane 1		1	535		500		19		16	
WB Nichols Rd (Total)		2	329	92.7%	305	5.2%	17	2.1%	7	40
Westbound Lane 1		1	46		25		15		6	
Westbound Lane 2		1	283		280		2		1	
NB Collier Ave (Total)	South of Nichols Road	2	115	73.0%	84	14.8%	17	12.2%	14	50
Northbound Lane 1		1	39		36		3		0	
Northbound Lane 2		1	76		48		14		14	
SB Collier Ave (Total)		2	134	82.8%	111	12.7%	17	4.5%	6	50
Southbound Lane 1		1	67		55		9		3	
Southbound Lane 2		1	67		56		8		3	
NB Collier Ave (Total)	North of Riverside Drive	2	215	85.6%	184	7.9%	17	6.5%	14	50
Northbound Lane 1		1	108		92		9		7	
Northbound Lane 2		1	107		92		8		7	
SB Collier Ave (Total)		3	234	85.9%	201	7.3%	17	6.8%	16	50
Southbound Lane 1		1	0		0		0		0	
Southbound Lane 2		1	214		181		17		16	
Southbound Lane 3		1	20		20		0		0	

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Riverside Dr (Total)	East of Collier Avenue	1	40	100.0%	40	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	40		40		0		0	
WB Riverside Dr (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	30
Westbound Lane 1		1	0		0		0		0	
EB Riverside Dr (Total)	West of Collier Avenue	2	40	66.4%	27	19.3%	8	14.3%	6	40
Eastbound Lane 1		1	20		12		6		3	
Eastbound Lane 2		1	20		15		2		3	
WB Riverside Dr (Total)		1	40	100.0%	40	0.0%	0	0.0%	0	40
Westbound Lane 1		1	40		40		0		0	
NB Collier Ave (Total)	South of Riverside Drive	2	255	91.4%	233	4.3%	11	4.3%	11	40
Northbound Lane 1		1	20		20		0		0	
Northbound Lane 2		1	235		212		11		11	
SB Collier Ave (Total)		1	234	83.7%	196	8.2%	19	8.2%	19	40
Southbound Lane 1		1	234		196		19		19	
NB Collier Ave (Total)	North of Hunco Way	2	255	91.4%	233	4.3%	11	4.3%	11	40
Northbound Lane 1		1	128		117		6		6	
Northbound Lane 2		1	127		116		5		5	
SB Collier Ave (Total)		3	234	83.7%	196	8.2%	19	8.2%	19	40
Southbound Lane 1		1	10		10		0		0	
Southbound Lane 2		1	107		87		10		10	
Southbound Lane 3		1	117		99		9		9	
EB Hunco Way (Total)	East of Collier Avenue	1	210	100.0%	210	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	210		210		0		0	
WB Hunco Way (Total)		3	280	97.9%	274	1.1%	3	1.1%	3	30
Westbound Lane 1		1	270		264		3		3	
Westbound Lane 2		1	0		0		0		0	
Westbound Lane 3		1	10		10		0		0	
EB Hunco Way (Total)	West of Collier Avenue	1	280	92.9%	260	3.6%	10	3.6%	10	30
Eastbound Lane 1		1	280		260		10		10	
WB Hunco Way (Total)		1	210	100.0%	210	0.0%	0	0.0%	0	30
Westbound Lane 1		1	210		210		0		0	

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
NB Collier Ave (Total)	South of Hunco Way	4	635	96.5%	613	1.7%	11	1.7%	11	40
Northbound Lane 1		1	200		200		0		0	
Northbound Lane 2		1	118		107		6		6	
Northbound Lane 3		1	117		106		5		5	
Northbound Lane 4		1	200		200		0		0	
SB Collier Ave (Total)		2	754	91.5%	690	4.2%	32	4.2%	32	40
Southbound Lane 1		1	377		345		16		16	
Southbound Lane 2		1	377		345		16		16	
EB Central Ave	West of Collier Avenue	4	695	98.0%	681	1.0%	7	1.0%	7	40
Eastbound Lane 1		1	42		42		0		0	
Eastbound Lane 2		1	42		42		0		0	
Eastbound Lane 3		1	306		298		4		4	
Eastbound Lane 4		1	305		299		3		3	
WB Central Ave		2	996	95.0%	946	2.4%	24	2.6%	26	40
Westbound Lane 1		1	498		473		12		13	
Westbound Lane 2		1	498		473		12		13	
NB Collier Ave (Total)	North of Central Avenue	2	734	97.0%	712	1.5%	11	1.5%	11	50
Northbound Lane 1		1	367		356		6		6	
Northbound Lane 2		1	367		356		5		5	
SB Collier Ave (Total)		5	854	92.3%	788	3.9%	33	3.9%	33	50
Southbound Lane 1		1	226		198		14		14	
Southbound Lane 2		1	226		198		14		14	
Southbound Lane 3		1	55		53		1		1	
Southbound Lane 4		1	54		52		1		1	
Southbound Lane 5		1	293		287		3		3	
NB Collier Ave (Total)	South of Central Avenue	5	478	87.4%	418	6.3%	30	6.3%	30	50
Northbound Lane 1		1	88		86		1		1	
Northbound Lane 2		1	68		67		1		1	
Northbound Lane 3		1	68		67		0		0	
Northbound Lane 4		1	127		99		14		14	
Northbound Lane 5		1	127		99		14		14	
SB Collier Ave (Total)		2	583	91.9%	536	4.1%	24	3.9%	23	50
Southbound Lane 1		1	292		268		12		12	
Southbound Lane 2		1	291		268		12		11	

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Central Ave (Total)	East of Collier Avenue	4	1,251	89.9%	1,125	5.0%	63	5.0%	63	40
Eastbound Lane 1		1	291		266		12		13	
Eastbound Lane 2		1	292		267		12		13	
Eastbound Lane 3		1	292		265		13		14	
Eastbound Lane 4		1	376		327		26		23	
WB Central Ave (Total)		5	1,537	96.4%	1,481	1.8%	27	1.9%	29	40
Westbound Lane 1		1	204		196		4		4	
Westbound Lane 2		1	204		196		4		4	
Westbound Lane 3		1	615		595		9		11	
Westbound Lane 4		1	257		247		5		5	
Westbound Lane 5		1	257		247		5		5	
NB Collier Ave (Total)	North of 3rd Street	1	478	87.4%	418	6.3%	30	6.3%	30	50
Northbound Lane 1		1	478		418		30		30	
SB Collier Ave (Total)		3	583	91.9%	536	4.1%	24	3.9%	23	50
Southbound Lane 1		1	0		0		0		0	
Southbound Lane 2		1	563		516		24		23	
Southbound Lane 3		1	20		20		0		0	
EB 3rd St (Total)	West of Collier Avenue	2	20	100.0%	20	0.0%	0	0.0%	0	40
Eastbound Lane 1		1	20		20		0		0	
Eastbound Lane 2		1	0		0		0		0	
WB 3rd St (Total)		1	20	100.0%	20	0.0%	0	0.0%	0	40
Westbound Lane 1		1	20		20		0		0	
NB Collier Ave (Total)	South of 3rd Street	2	458	86.9%	398	6.6%	30	6.6%	30	50
Northbound Lane 1		1	0		0		0		0	
Northbound Lane 2		1	458		398		30		30	
SB Collier Ave (Total)		1	563	91.7%	516	4.3%	24	4.1%	23	50
Southbound Lane 1		1	563		516		24		23	
NB Collier Ave (Total)	North of Chaney Street	1	458	86.9%	398	6.6%	30	6.6%	30	45
Northbound Lane 1		1	458		398		30		30	
SB Collier Ave (Total)		2	563	91.7%	516	4.3%	24	4.1%	23	45
Southbound Lane 1		1	373		356		9		8	
Southbound Lane 2		1	190		160		15		15	

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Chaney St (Total)	West of Collier Avenue	2	240	80.8%	194	9.6%	23	9.6%	23	40
Eastbound Lane 1		1	220		180		20		20	
Eastbound Lane 2		1	20		14		3		3	
WB Chaney St (Total)		2	290	86.2%	250	6.9%	20	6.9%	20	40
Westbound Lane 1		1	145		125		10		10	
Westbound Lane 2		1	145		125		10		10	
NB Collier Ave (Total)	South of Chaney Street	1	338	91.1%	308	4.4%	15	4.4%	15	45
Northbound Lane 1		1	338		308		15		15	
SB Collier Ave (Total)		1	393	94.1%	370	3.1%	12	2.8%	11	45
Southbound Lane 1		1	393		370		12		11	
EB Collier Ave (Total)	East of Minthorn Street	1	288	96.5%	278	1.7%	5	1.7%	5	45
Eastbound Lane 1		1	288		278		5		5	
WB Collier Ave (Total)		1	343	99.1%	340	0.6%	2	0.3%	1	45
Westbound Lane 1		1	343		340		2		1	
NB Minthorn St (Total)	North of Collier Avenue	1	150	100.0%	150	0.0%	0	0.0%	0	30
Northbound Lane 1		1	150		150		0		0	
SB Minthorn St (Total)		1	100	100.0%	100	0.0%	0	0.0%	0	30
Southbound Lane 1		1	100		100		0		0	
NB Minthorn St (Total)	South of Collier Avenue	1	438	97.7%	428	1.1%	5	1.1%	5	30
Northbound Lane 1		1	438		428		5		5	
SB Minthorn St (Total)		1	443	99.3%	440	0.5%	2	0.2%	1	30
Southbound Lane 1		1	443		440		2		1	
EB W Minthorn St (Total)	West of N Spring Street	1	438	97.7%	428	1.1%	5	1.1%	5	25
Eastbound Lane 1		1	438		428		5		5	
WB W Minthorn St (Total)		1	443	99.3%	440	0.5%	2	0.2%	1	25
Westbound Lane 1		1	443		440		2		1	
EB W Minthorn St (Total)	East of N Spring Street	1	10	100.0%	10	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	0		10		0		0	
WB W Minthorn St (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	
NB N Spring St (Total)	South of Minthorn Street	1	428	97.7%	418	1.2%	5	1.2%	5	25
Northbound Lane 1		1	428		418		5		5	
SB N Spring St (Total)		1	443	99.3%	440	0.5%	2	0.2%	1	25
Southbound Lane 1		1	443		440		2		1	

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Central Ave (Total)	Collier Avenue to I-15 Ramps	4	1,251	89.9%	1,125	5.0%	63	5.0%	63	40
Eastbound Lane 1		1	291		266		12		13	
Eastbound Lane 2		1	292		267		12		13	
Eastbound Lane 3		1	292		265		13		14	
Eastbound Lane 4		1	376		327		26		23	
WB Central Ave (Total)		5	1,537	96.4%	1,481	1.8%	27	1.9%	29	45
Westbound Lane 1		1	204		196		4		4	
Westbound Lane 2		1	204		196		4		4	
Westbound Lane 3		1	615		595		9		11	
Westbound Lane 4		1	257		247		5		5	
Westbound Lane 5		1	257		247		5		5	
EB Central Ave (Total)	Between I-15 Ramps	4	1,120	90.4%	1,012	4.8%	54	4.8%	54	40
Eastbound Lane 1		1	325		302		13		10	
Eastbound Lane 2		1	265		238		13		14	
Eastbound Lane 3		1	265		236		14		15	
Eastbound Lane 4		1	265		236		14		15	
WB Central Ave (Total)*		4	2,042	94.0%	1,920	3.1%	63	2.9%	59	45
Westbound Lane 1		1	474		474		0		0	
Westbound Lane 2		1	277		179		53		45	
Westbound Lane 3		1	646		634		5		7	
Westbound Lane 4		1	645		633		5		7	
EB Central Ave (Total)	I-15 Ramps to Dexter Avenue	5	1,503	91.1%	1,369	4.6%	69	4.3%	65	40
Eastbound Lane 1		1	301		274		14		13	
Eastbound Lane 2		1	356		325		16		15	
Eastbound Lane 3		1	356		325		16		15	
Eastbound Lane 4		1	355		322		17		16	
Eastbound Lane 5		1	135		123		6		6	
WB Central Ave (Total)		4	2,013	94.0%	1,893	3.0%	60	3.0%	60	45
Westbound Lane 1		1	563		530		16		17	
Westbound Lane 2		1	563		530		16		17	
Westbound Lane 3		1	562		531		15		16	
Westbound Lane 4		1	325		302		13		10	

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Central Ave (Total)	West of Dexter Avenue	5	1,503	91.1%	1,369	4.6%	69	4.3%	65	40
Eastbound Lane 1		1	301		274		14		13	
Eastbound Lane 2		1	356		325		16		15	
Eastbound Lane 3		1	356		325		16		15	
Eastbound Lane 4		1	355		322		17		16	
Eastbound Lane 5		1	135		123		6		6	
WB Central Ave (Total)		4	2,013	94.0%	1,893	3.0%	60	3.0%	60	40
Westbound Lane 1		1	563		530		16		17	
Westbound Lane 1		1	563		530		16		17	
Westbound Lane 1		1	562		531		15		16	
Westbound Lane 4		1	325		302		13		10	
EB Central Ave (Total)	East of Dexter Avenue	3	1,149	91.6%	1,052	4.4%	51	4.0%	46	40
Eastbound Lane 1		1	383		351		17		15	
Eastbound Lane 2		1	383		351		17		15	
Eastbound Lane 3		1	383		350		17		16	
WB Central Ave (Total)		6	1,645	92.9%	1,529	3.3%	54	3.8%	62	40
Westbound Lane 1		1	46		41		2		3	
Westbound Lane 2		1	392		364		13		15	
Westbound Lane 3		1	391		364		13		14	
Westbound Lane 4		1	392		364		13		15	
Westbound Lane 5		1	391		364		13		14	
Westbound Lane 6		1	33		32		0		1	
NB Dexter Avenue (Total)	North of Central Avenue	2	435	93.6%	407	3.2%	14	3.2%	14	40
Northbound Lane 1		1	218		204		7		7	
Northbound Lane 2		1	217		203		7		7	
SB Dexter Avenue (Total)		3	543	97.6%	530	1.8%	10	0.6%	3	40
Southbound Lane 1		1	60		59		1		0	
Southbound Lane 2		1	123		120		2		1	
Southbound Lane 3		1	360		351		7		2	
NB Dexter Ave (Total)	South of Central Avenue	2	290	98.3%	285	1.4%	4	0.3%	1	40
Northbound Lane 1		1	87		86		1		0	
Northbound Lane 2		1	203		199		3		1	
SB Dexter Ave (Total)		1	304	93.4%	284	3.3%	10	3.3%	10	40
Southbound Lane 1		1	304		284		10		10	

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
NB Camino Del Norte St (Total)	North of Ohana Circle	1	190	93.7%	178	3.2%	6	3.2%	6	55
Northbound Lane 1		1	190		178		6		6	
SB Camino Del Norte St (Total)		1	230	93.9%	216	3.0%	7	3.0%	7	55
Southbound Lane 1		1	230		216		7		7	
EB Ohana Circle (Total)	East of Camino Del Norte	1	10	100.0%	10	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	10		10		0		0	
WB Ohana Circle (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	
NB Camino Del Norte St (Total)	South of Ohana Circle	1	200	94.0%	188	3.0%	6	3.0%	6	55
Northbound Lane 1		1	200		188		6		6	
SB Camino Del Norte St (Total)		1	230	93.9%	216	3.0%	7	3.0%	7	55
Southbound Lane 1		1	230		216		7		7	
NB Camino Del Norte St (Total)	North of Main Street	1	200	94.0%	188	3.0%	6	3.0%	6	55
Northbound Lane 1		1	200		188		6		6	
SB Camino Del Norte St (Total)		1	230	93.9%	216	3.0%	7	3.0%	7	55
Southbound Lane 1		1	230		216		7		7	
EB Main St (Total)	I-15 Ramps to Camino Del Norte/Minthorn Street	2	311	95.8%	298	2.6%	8	1.6%	5	35
Eastbound Lane 1		1	156		149		4		3	
Eastbound Lane 2		1	155		149		4		2	
WB Main St (Total)		1	299	94.0%	281	3.0%	9	3.0%	9	35
Westbound Lane 1		1	299		281		9		9	
NB Camino Del Norte St (Total)	South of Main Street	1	193	93.3%	180	3.1%	6	3.6%	7	55
Northbound Lane 1		1	193		180		6		7	
SB Camino Del Norte St (Total)		1	235	95.7%	225	2.6%	6	1.7%	4	55
Southbound Lane 1		1	235		225		6		4	
EB Main St (Total)	West of I-15 Ramps	1	578	91.0%	526	5.0%	29	4.0%	23	35
Eastbound Lane 1		1	578		526		29		23	
WB Main St (Total)		1	669	93.7%	627	3.4%	23	2.8%	19	35
Westbound Lane 1		1	669		627		23		19	
EB Main St (Total)	Between I-15 Ramps	2	256	96.1%	246	2.3%	6	1.6%	4	35
Eastbound Lane 1		1	89		82		4		3	
Eastbound Lane 2		1	167		164		2		1	
WB Main St (Total)		2	701	93.4%	655	3.6%	25	3.0%	21	35
Westbound Lane 1		1	117		102		8		7	
Westbound Lane 2		1	584		553		17		14	

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
NB Dry Gulch Rd (Total)	Dry Gulch Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
SB Dry Gulch Rd (Total)		1	10	90.0%	9	10.0%	1	0.0%	0	25
NB Calico Cir (Total)	Calico Circle	1	30	96.7%	29	3.3%	1	0.0%	0	25
SB Calico Cir (Total)		1	30	96.7%	29	3.3%	1	0.0%	0	25
NB Long Branch Way	Long Branch Way	1	10	90.0%	9	10.0%	1	0.0%	0	25
SB Long Branch Way		1	0	0.0%	0	0.0%	0	0.0%	0	25
NB Piute Creek Dr	Piute Creek Drive	1	20	95.0%	19	5.0%	1	0.0%	0	25
SB Piute Creek Dr		1	20	95.0%	19	5.0%	1	0.0%	0	25
NB Katy Way	Katy Way	1	10	90.0%	9	10.0%	1	0.0%	0	25
SB Katy Way		1	0	0.0%	0	0.0%	0	0.0%	0	25
EB Tuscany St	Tuscany St	2	30	93.3%	28	3.3%	1	3.3%	1	25
		1	15	-	13	-	1	-	1	
		1	15	-	15	-	0	-	0	
WB Tuscany St		2	30	93.3%	28	3.3%	1	3.3%	1	25
		1	16	-	14	-	1	-	1	
		1	15	-	14	-	0	-	0	
EB Glen Rd	Glen Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Glen Rd		1	10	90.0%	9	10.0%	1	0.0%	0	25
NB Nob Hill Rd	Nob Hill Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
SB Nob Hill Rd		1	10	90.0%	9	10.0%	1	0.0%	0	25
NB Lakeshore Dr	Lakeshore Drive	1	560	100.0%	560	0.0%	0	0.0%	0	25
SB Lakeshore Dr		1	110	96.4%	106	1.8%	2	1.8%	2	25
NB Blue Springs Dr	Blue Springs Drive	1	560	97.9%	548	1.1%	6	1.1%	6	25
EB Blue Springs Dr		1	110	96.4%	106	1.8%	2	1.8%	2	25
EB Dial Way	Dial Way	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Dial Way		1	70	97.1%	68	2.9%	2	0.0%	0	25
NB Unnamed cul-de-sac	Unnamed cul-de-sac	1	10	90.0%	9	10.0%	1	0.0%	0	25
SB Unnamed cul-de-sac		1	0	0.0%	0	0.0%	0	0.0%	0	25
NB Hayworth Ct	Hayworth Court	1	30	96.7%	29	3.3%	1	0.0%	0	30
SB Hayworth Ct		1	0	0.0%	0	0.0%	0	0.0%	0	30
EB Patina Ct	Patina Court	1	10	90.0%	9	10.0%	1	0.0%	0	30
WB Patina Ct		1	0	0.0%	0	0.0%	0	0.0%	0	30
NB Silver Dollar St	Silver Dollar Street	1	70	97.1%	68	2.9%	2	0.0%	0	25
SB Silver Dollar St		1	70	97.1%	68	2.9%	2	0.0%	0	25
EB Lantana Dr	Lantana Drive	1	20	95.0%	19	5.0%	1	0.0%	0	25
WB Lantana Dr		1	20	95.0%	19	5.0%	1	0.0%	0	25

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Sydney Blue Cir	Sydney Circle	1	20	95.0%	19	5.0%	1	0.0%	0	25
WB Sydney Blue Cir		1	0	0.0%	0	0.0%	0	0.0%	0	25
NB Hannah Ct	Hannah Court	1	40	97.5%	39	2.5%	1	0.0%	0	25
SB Hannah Ct		1	0	0.0%	0	0.0%	0	0.0%	0	25
EB Scotty Way	Scotty Way	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Scotty Way		1	40	97.5%	39	2.5%	1	0.0%	0	25
NB Nickellaus Ct	Nickellaus Court	1	60	96.7%	58	3.3%	2	0.0%	0	25
SB Nickellaus Ct		1	0	0.0%	0	0.0%	0	0.0%	0	25
EB Lapis Ct	Lapis Court	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Lapis Ct		1	10	90.0%	9	10.0%	1	0.0%	0	25
EB Palm Canyon Dr	Palm Canyon Drive	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Palm Canyon Dr		1	20	95.0%	19	5.0%	1	0.0%	0	25
EB Stone Canyon Dr	Stone Canyon Drive	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Stone Canyon Dr		1	20	95.0%	19	5.0%	1	0.0%	0	25
EB Icefield Ct	Icefield Court	1	20	95.0%	19	5.0%	1	0.0%	0	25
WB Icefield Ct		1	0	0.0%	0	0.0%	0	0.0%	0	25
NB Kenosha Cir	Kenosha Circle	1	0	0.0%	0	0.0%	0	0.0%	0	25
SB Kenosha Cir		1	10	90.0%	9	10.0%	1	0.0%	0	25
NB Whitecrown Cir	Whitecrown Circle	1	70	97.1%	68	2.9%	2	0.0%	0	25
SB Whitecrown Cir		1	0	0.0%	0	0.0%	0	0.0%	0	25
EB Baldy Ct	Baldy Court	1	10	90.0%	9	10.0%	1	0.0%	0	25
WB Baldy Ct		1	0	0.0%	0	0.0%	0	0.0%	0	25
NB Wrangler Way	Wrangler Way	1	0	0.0%	0	0.0%	0	0.0%	0	25
SB Wrangler Way		1	30	96.7%	29	3.3%	1	0.0%	0	25
EB Rosemary Way	Rosemary Way	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Rosemary Way		1	40	97.5%	39	2.5%	1	0.0%	0	25
EB Coral Canyon Rd	Coral Canyon Road	1	60	100.0%	60	0.0%	0	0.0%	0	25
WB Coral Canyon Rd		1	120	97.5%	117	2.5%	3	0.0%	0	25
NB Cassia Ct	Cassia Court	1	0	0.0%	0	0.0%	0	0.0%	0	25
SB Cassia Ct		1	10	90.0%	9	10.0%	1	0.0%	0	25
NB Whitebark Ln	Whitebark Lane	1	20	95.0%	19	5.0%	1	0.0%	0	25
SB Whitebark Ln		1	20	95.0%	19	5.0%	1	0.0%	0	25
NB Pinecone St	Pinecone Street	1	60	100.0%	60	0.0%	0	0.0%	0	25
SB Pinecone St		1	140	97.9%	137	2.1%	3	0.0%	0	25
EB Birchtree Ct	Birchtree Court	1	20	95.0%	19	5.0%	1	0.0%	0	25
WB Birchtree Ct		1	0	0.0%	0	0.0%	0	0.0%	0	25

Table A-2c. Existing Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Sagebrush Way	Sagebrush Way	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Sagebrush Way		1	50	98.0%	49	2.0%	1	0.0%	0	25
NB Magnolia St	Magnolia Street	1	40	97.5%	39	2.5%	1	0.0%	0	25
SB Magnolia St		1	40	97.5%	39	2.5%	1	0.0%	0	25
EB Chinaberry St	Chinaberry St	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Chinaberry St		1	50	98.0%	49	2.0%	1	0.0%	0	25
EB Poplar Ct	Poplar Court	1	10	90.0%	9	10.0%	1	0.0%	0	25
WB Poplar Ct		1	0	0.0%	0	0.0%	0	0.0%	0	25
NB Temescal Valley Ln	Temescal Valley Lane	1	40	97.5%	39	2.5%	1	0.0%	0	25
SB Temescal Valley Ln		1	40	97.5%	39	2.5%	1	0.0%	0	25
EB Valley Oak Ln	Valley Oak Lane	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Valley Oak Ln		1	70	97.1%	68	2.9%	2	0.0%	0	25
EB Holly Hill Ave	Holly Hill Avenue	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Holly Hill Ave		1	70	97.1%	68	2.9%	2	0.0%	0	25
EB Orange Grove Pl	Orange Grove Place	1	10	90.0%	9	10.0%	1	0.0%	0	25
WB Orange Grove Pl		1	0	0.0%	0	0.0%	0	0.0%	0	25
EB Walker Canyon Rd	Walker Canyon Road	1	210	91.9%	193	2.4%	5	5.7%	12	35
WB Walker Canyon Rd		1	32	93.8%	30	3.1%	1	3.1%	1	35
NB Toro Rd	West of I-15	1	40	95.0%	38	2.5%	1	2.5%	1	25
SB Toro Rd		1	0	0.0%	0	0.0%	0	0.0%	0	25
NB El Toro Rd	East of I-15	1	280	97.9%	274	1.1%	3	1.1%	3	25
SB El Toro Rd		1	340	97.6%	332	1.2%	4	1.2%	4	25
EB 11th St	11th St	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB 11th St		1	30	96.7%	29	3.3%	1	0.0%	0	25
NB Dexter Pl	Dexter Place	1	30	93.3%	28	3.3%	1	3.3%	1	25
SB Dexter Pl		1	30	93.3%	28	3.3%	1	3.3%	1	25
EB 2nd St	2nd Street	1	190	97.9%	186	1.1%	2	1.1%	2	40
WB 2nd St		1	230	97.4%	224	1.3%	3	1.3%	3	40
NB Frances Street	Frances Street	1	4	100.0%	4	0.0%	0	0.0%	0	25
SB Frances Street		1	8	100.0%	8	0.0%	0	0.0%	0	25
NB Katy Street	Katy Street	1	66	98.5%	65	1.5%	1	0.0%	0	25
SB Katy Street		1	17	100.0%	17	0.0%	0	0.0%	0	25

* Trucks were excluded from some turn lanes on this roadway segment at the direction of the project traffic engineer. These lanes have regulatory or geometric restrictions that prevent trucks from using them.

Appendix A-3 Design-Year No Build Traffic Volumes

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Table A-3a. No Build Northbound AM Traffic Volumes for TNM Modeling

Table A-3a is based on traffic data supplied by the project's licensed traffic engineer (Fehr and Peers). Various rules were applied to the traffic data in order to represent worst-case traffic noise conditions and maximize traffic continuity along the freeway corridor. These rules are described in the NSR and summarized below.

To represent worst-case traffic noise conditions traffic volumes were capped at level-of-service (LOS) C/D volumes because traffic noise will generally decrease at higher traffic volumes due to the onset of congestion and lower average traffic speeds. These caps are applied to each roadway using the following maximum values: 1,650 vehicles per hour per lane (vphpl) for mainline (ML) and auxiliary lanes; 1,600 vphpl for express lanes; 900 vphpl for metered on-ramps (based on the minimum number of adjacent lanes present along the length of the ramp); no traffic volume caps are applied to off-ramps or non-metered on-ramps.

Traffic continuity is applied at offramps, but traffic volumes are reset each time an on-ramp joins the mainline to avoid the potential for accumulated traffic losses along the corridor that can occur as a result of traffic capping. That is, traffic reductions along the direction of travel will tend to accumulate when the traffic leaving the freeway (i.e., off-ramps) is not capped but the traffic entering the freeway (i.e., on-ramps) is capped, so resetting traffic at on-ramps avoids underestimating traffic noise levels.

Numbered notes, defined below, are provided in Table A-3a to indicate where capped values are applied and explain where discontinuities in the modeled traffic volumes occur.

1. The traffic volume for the off-ramp is removed from the outside ML lane. If the off-ramp requires more traffic than is in the outside ML lane, the additional traffic is taken from the neighboring ML lane. As a result, traffic volumes are lower on the outside lane(s).
2. ML traffic volumes are reset at this freeway segment due to the on-ramp joining the ML.
3. The predicted traffic volume for this ramp was projected by the traffic engineer to exceed 900 vehicles per hour (vph). Therefore, it has been capped at 900 vph. As a result, traffic volumes at the ramp's intersection with the local roadway will appear unbalanced.
4. The reset of ML traffic volumes at this location results in a traffic discontinuity because the on-ramp traffic volume was capped at 900 vph.
5. The traffic volume entering the express lane(s) is removed from the inside ML lane.
6. This note is not used in Table A-3a.
7. Traffic is redistributed due to an increase in the total number of ML lanes.
8. Traffic is redistributed due to a reduction in the total number of ML lanes.
9. ML Traffic is capped at 1,650 vphpl.
10. Trucks were excluded from some turn lanes on this roadway segment at the direction of the project traffic engineer. These lanes have regulatory or geometric restrictions that prevent trucks from using them.
11. This note is not used in Table A-3a.

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
NB Main Street Off-Ramp	Main Street Interchange	1-2	680	93.0%	633	4.0%	27	3.0%	20	70 / 70 / 55	-
Off-Ramp Lane 1		1	510	--	475	--	20	--	15	to	
Off-Ramp Lane 2		1	170	--	158	--	7	--	5	18 / 13 / 10	
NB I-15 General Purpose (Total)	Between Main Street Ramps	3	4,360	93.0%	4,054	4.0%	175	3.0%	131	70 / 70 / 55	1
General Purpose Lane 1		1	1,650	--	1,650	--	0	--	0		
General Purpose Lane 2		1	1,650	--	1,474	--	101	--	75		
General Purpose Lane 3		1	1,060	--	930	--	74	--	56		
NB Main Street On-Ramp	Main Street Interchange	2-1	530	93.0%	493	4.0%	21	3.0%	16	10 / 10 / 10	-
On-Ramp Lane 1		1	265	--	247	--	10	--	8	to	
On-Ramp Lane 2		1	265	--	246	--	11	--	8	70 / 70 / 55	

Table A-3a. No Build Northbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
NB I-15 General Purpose (Total)	Main Street On-Ramp to Central Avenue (SR-74) Off-Ramp (3 lanes)	3	4,890	93.0%	4,547	4.0%	196	3.0%	147	70 / 70 / 55	2
General Purpose Lane 1		1	1,630	--	1,630	--	0	--	0		
General Purpose Lane 2		1	1,630	--	1,458	--	98	--	74		
General Purpose Lane 3		1	1,630	--	1,459	--	98	--	73		
NB I-15 General Purpose (Total)	Main Street On-Ramp to Central Avenue (SR-74) Off-Ramp (4 Lanes)	4	4,890	93.0%	4,547	4.0%	196	3.0%	147	70 / 70 / 55	7
General Purpose Lane 1		1	1,221	--	1,221	--	0	--	0		
General Purpose Lane 2		1	1,223	--	1,223	--	0	--	0		
General Purpose Lane 3		1	1,223	--	1,052	--	98	--	73		
General Purpose Lane 4		1	1,223	--	1,051	--	98	--	74		
NB Central Avenue Off-Ramp	Central Avenue (SR-74) Interchange	1-3	610	92.3%	563	4.4%	27	3.3%	20	70 / 70 / 55 to 18 / 13 / 10	10
Off-Ramp Lane 1		1	236	--	236	--	0	--	0		
Off-Ramp Lane 2		1	171	--	140	--	18	--	13		
Off-Ramp Lane 3		1	203	--	187	--	9	--	7		
NB I-15 General Purpose (Total)	Between Central Avenue (SR-74) Ramps	4	4,280	93.1%	3,984	3.9%	169	3.0%	127	70 / 70 / 55	1
General Purpose Lane 1		1	1,221	--	1,221	--	0	--	0		
General Purpose Lane 2		1	1,223	--	1,223	--	0	--	0		
General Purpose Lane 3		1	1,223	--	1,052	--	98	--	73		
General Purpose Lane 4		1	613	--	488	--	71	--	54		
NB Central Avenue Loop Off-Ramp	Central Avenue (SR-74) Interchange	2	860	92.6%	796	4.2%	36	3.3%	28	70 / 70 / 55 to 18 / 13 / 10	-
Loop Off-Ramp Lane 1		1	430	--	398	--	18	--	14		
Loop Off-Ramp Lane 1		1	430	--	398	--	18	--	14		
NB I-15 General Purpose (Total)	Central Avenue Loop Off-Ramp to Dexter Avenue Off-Ramp	3	3,420	93.2%	3,188	3.9%	133	2.9%	99	70 / 70 / 55	1
General Purpose Lane 1		1	1,221	--	1,221	--	0	--	0		
General Purpose Lane 2		1	1,223	--	1,223	--	0	--	0		
General Purpose Lane 3		1	976	--	744	--	133	--	99		
NB Dexter Off-Ramp	Central Avenue (SR-74) Interchange	1-2	190	91.6%	174	4.7%	9	3.7%	7	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	95	--	86	--	5	--	4		
Off-Ramp Lane 2		1	95	--	88	--	4	--	3		
NB I-15 General Purpose (Total)	Dexter Avenue Off-Ramp to Dexter Avenue On-Ramp	3	3,230	93.3%	3,014	3.8%	124	2.8%	92	70 / 70 / 55	1
General Purpose Lane 1		1	1,221	--	1,221	--	0	--	0		
General Purpose Lane 2		1	1,223	--	1,223	--	0	--	0		
General Purpose Lane 3		1	786	--	570	--	124	--	92		
NB Dexter Avenue On-Ramp	Central Avenue (SR-74) Interchange	2-1	720	94.9%	683	2.9%	21	2.2%	16	10 / 10 / 10 to 70 / 70 / 55	-
On-Ramp Lane 1		1	360	--	342	--	11	--	8		
On-Ramp Lane 2		1	360	--	341	--	10	--	8		

Table A-3a. No Build Northbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
NB I-15 General Purpose (Total)	Central Avenue (SR-74) Ramps to Nichols Road Off-Ramp	3	3,950	93.0%	3,672	4.0%	159	3.0%	119	70 / 70 / 55	2
General Purpose Lane 1		1	1,316	--	1,316	--	0	--	0		
General Purpose Lane 2		1	1,317	--	1,179	--	79	--	59		
General Purpose Lane 3		1	1,317	--	1,177	--	80	--	60		
NB Nichols Road Off-Ramp	Nichols Road Interchange	1	360	93.0%	304	4.0%	30	3.0%	26	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	360	--	304	--	30	--	26		
NB I-15 General Purpose (Total)	Between Nichols Road Ramps	3	3,590	93.8%	3,368	3.6%	129	2.6%	93	70 / 70 / 55	1
General Purpose Lane 1		1	1,316	--	1,316	--	0	--	0		
General Purpose Lane 2		1	1,317	--	1,179	--	79	--	59		
General Purpose Lane 3		1	957	--	873	--	50	--	34		
NB Nichols Road On-Ramp	Nichols Road Interchange	1	530	93.0%	493	4.0%	21	3.0%	16	10 / 10 / 10 to 70 / 70 / 55	-
On-Ramp Lane 1		1	530	--	493	--	21	--	16		
NB I-15 General Purpose (Total)	Nichols On-Ramp to Lake Street Off-Ramp	3	4,120	93.0%	3,830	4.0%	166	3.0%	124	70 / 70 / 55	2
General Purpose Lane 1		1	1,374	--	1,374	--	0	--	0		
General Purpose Lane 2		1	1,373	--	1,228	--	83	--	62		
General Purpose Lane 3		1	1,373	--	1,228	--	83	--	62		
NB Lake Street Off-Ramp	Lake Street Interchange	1-2	250	93.0%	232	4.0%	10	3.0%	8	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	188	--	182	--	4	--	2		
Off-Ramp Lane 2		1	62	--	50	--	6	--	6		
NB I-15 General Purpose (Total)	Between Lake Street Ramps	3	3,870	93.0%	3,598	4.0%	156	3.0%	116	70 / 70 / 55	1
General Purpose Lane 1		1	1,374	--	1,374	--	0	--	0		
General Purpose Lane 2		1	1,373	--	1,228	--	83	--	62		
General Purpose Lane 3		1	1,123	--	996	--	73	--	54		
NB Lake Street On-Ramp	Lake Street Interchange	1	900	93.0%	837	4.0%	36	3.0%	27	10 / 10 / 10 to	3
On-Ramp Lane 1		1	900	--	837	--	36	--	27		
NB I-15 General Purpose (Total)	Lake Street On-Ramp to Indian Truck Trail Off-Ramp	3	4,790	93.0%	4,453	4.0%	193	3.0%	144	70 / 70 / 55	2,4
General Purpose Lane 1		1	1,596	--	1,596	--	0	--	0		
General Purpose Lane 2		1	1,597	--	1,429	--	96	--	72		
General Purpose Lane 3		1	1,597	--	1,428	--	97	--	72		
NB Indian Truck Trail Off-Ramp	Indian Truck Trail Interchange	1-3	900	93.0%	837	4.0%	36	3.0%	27	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	300	--	279	--	12	--	9		
Off-Ramp Lane 2		1	300	--	279	--	12	--	9		
Off-Ramp Lane 3		1	300	--	279	--	12	--	9		

Table A-3a. No Build Northbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
NB I-15 General Purpose (Total)	Between Indian Truck Trail Ramps	3	3,890	93.0%	3,616	4.0%	157	3.0%	117	70 / 70 / 55	1
General Purpose Lane 1		1	1,596	--	1,596	--	0	--	0		
General Purpose Lane 2		1	1,597	--	1,429	--	96	--	72		
General Purpose Lane 3		1	697	--	591	--	61	--	45		
NB Indian Truck Trail On-Ramp	Indian Truck Trail Interchange	2-1	740	93.0%	688	4.0%	30	3.0%	22	10 / 10 / 10 to 70 / 70 / 55	-
On-Ramp Lane 1		1	370	--	344	--	15	--	11		
On-Ramp Lane 2		1	370	--	344	--	15	--	11		
NB I-15 General Purpose (Total)	Indian Truck Trail On-Ramp to Temescal Canyon Off-Ramp	3	4,510	93.0%	4,192	4.0%	182	3.0%	136	70 / 70 / 55	2
General Purpose Lane 1		1	1,504	--	1,504	--	0	--	0		
General Purpose Lane 2		1	1,503	--	1,344	--	91	--	68		
General Purpose Lane 3		1	1,503	--	1,344	--	91	--	68		
NB Temescal Canyon Road Off-Ramp	Temescal Canyon Road Interchange	1-2	750	93.0%	697	4.0%	30	3.0%	23	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	188	--	174	--	8	--	6		
NB I-15 General Purpose (Total)	Between Temescal Canyon Ramps	3	3,760	93.0%	3,495	4.0%	152	3.0%	113	70 / 70 / 55	1
General Purpose Lane 1		1	1,504	--	1,504	--	0	--	0		
General Purpose Lane 2		1	1,503	--	1,344	--	91	--	68		
General Purpose Lane 3		1	753	--	647	--	61	--	45		
NB Temescal Canyon Road On-Ramp	Temescal Canyon Road Interchange	2-1	580	93.0%	540	4.0%	23	3.0%	17	10 / 10 / 10 to 70 / 70 / 55	-
On-Ramp Lane 1		1	435	--	405	--	17	--	13		
On-Ramp Lane 2		1	145	--	135	--	6	--	4		
NB I-15 General Purpose (Total)	Temescal Canyon On-Ramp to Weirick Road Off-Ramp	3	4,340	93.0%	4,035	4.0%	175	3.0%	130	70 / 70 / 55	2
General Purpose Lane 1		1	1,446	--	1,446	--	0	--	0		
General Purpose Lane 2		1	1,447	--	1,295	--	87	--	65		
General Purpose Lane 3		1	1,447	--	1,294	--	88	--	65		
NB Weirick Road Off-Ramp	Weirick Road Interchange	1-3	150	93.0%	139	4.0%	6	3.0%	5	70 / 70 / 55 to 18 / 13 / 10	10
Off-Ramp Lane 1		1	54	--	50	--	2	--	2		
Off-Ramp Lane 2		1	40	--	33	--	4	--	3		
Off-Ramp Lane 3		1	56	--	56	--	0	--	0		
NB I-15 General Purpose (Total)	Between Weirick Road Ramps	3	4,190	93.0%	3,896	4.0%	169	3.0%	125	70 / 70 / 55	1
General Purpose Lane 1		1	1,446	--	1,446	--	0	--	0		
General Purpose Lane 2		1	1,447	--	1,295	--	87	--	65		
General Purpose Lane 3		1	1,297	--	1,155	--	82	--	60		

Table A-3a. No Build Northbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
NB Weirick Road On-Ramp	Weirick Road Interchange	2-1	900	93.0%	837	4.0%	36	3.0%	27	10 / 10 / 10 to 70 / 70 / 55	3
On-Ramp Lane 1		1	450	--	418	--	18	--	14		
On-Ramp Lane 2		1	450	--	419	--	18	--	13		
NB I-15 General Purpose (Total)	Weirick Road On-Ramp to Cajalco Road Off-Ramp	3	4,950	93.0%	4,603	4.0%	198	3.0%	149	70 / 70 / 55	2,9
General Purpose Lane 1		1	1,650	--	1,650	--	0	--	0		
General Purpose Lane 2		1	1,650	--	1,476	--	99	--	75		
General Purpose Lane 3		1	1,650	--	1,477	--	99	--	74		
NB Cajalco Road Off-Ramp	Cajalco Road Interchange	1-4	1,620	94.9%	1,538	2.5%	41	2.5%	41	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	266	--	243	--	12	--	11		
Off-Ramp Lane 2		1	266	--	247	--	9	--	10		
Off-Ramp Lane 3		1	544	--	524	--	10	--	10		
Off-Ramp Lane 4		1	544	--	524	--	10	--	10		
NB I-15 General Purpose (Total)	Cajalco Road Off-Ramp to Express Lanes Ingress	3	3,330	92.0%	3,065	4.7%	157	3.2%	108	70 / 70 / 55	1
General Purpose Lane 1		1	1,650	--	1,650	--	0	--	0		
General Purpose Lane 2		1	1,589	--	1,415	--	99	--	75		
General Purpose Lane 3		1	91	--	0	--	58	--	33		
NB I-15 Express (Total)	Express Lanes Ingress to Cajalco Road Loop On-Ramp	1	1,320	100.0%	1,320	0.0%	0	0.0%	0	70 / 70 / 55	5
NB I-15 General Purpose (Total)		3	2,010	86.8%	1,745	7.8%	157	5.4%	108		
General Purpose Lane 1		1	330	--	330	--	0	--	0		
General Purpose Lane 2		1	1,589	--	1,415	--	99	--	75		
General Purpose Lane 3		1	91	--	0	--	58	--	33		
NB Cajalco Road Loop On-Ramp	Cajalco Road Interchange	2-1	900	94.9%	854	2.6%	23	2.6%	23	10 / 10 / 10 to 70 / 70 / 55	3
Loop On-Ramp Lane 1		1	135	--	135	--	0	--	0		
Loop On-Ramp Lane 2		1	765	--	719	--	23	--	23		
NB I-15 Express (Total)	Cajalco Road Loop On-Ramp to Cajalco Road On-Ramp	1	1,320	100.0%	1,320	0.0%	0	0.0%	0	70 / 70 / 55	2,4
NB I-15 General Purpose (Total)		3	3,750	90.5%	3,394	5.4%	204	4.1%	152		
General Purpose Lane 1		1	1,250	--	1,250	--	0	--	0		
General Purpose Lane 2		1	1,250	--	1,072	--	102	--	76		
General Purpose Lane 3		1	1,250	--	1,072	--	102	--	76		
NB Cajalco Road On-Ramp	Cajalco Road Interchange	2-1	900	93.0%	837	4.0%	36	3.0%	27	10 / 10 / 10 to 70 / 70 / 55	3
On-Ramp Lane 1		1	450	--	418	--	18	--	14		
On-Ramp Lane 2		1	450	--	419	--	18	--	13		

Table A-3a. No Build Northbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
NB I-15 Express (Total)	Cajalco Road On-Ramp to El Cerrito Road Off-Ramp	1	1,320	100.0%	1,320	0.0%	0	0.0%	0	70 / 70 / 55 to 65 / 65 / 55	2,4,5
NB I-15 General Purpose (Total)		5	6,160	91.5%	5,636	4.9%	300	3.6%	224		
TEL Ingress Lane		1	1,060	--	1,060	--	0	--	0		
General Purpose Lane 1		1	480	--	480	--	0	--	0		
General Purpose Lane 2		1	1,540	--	1,366	--	100	--	74		
General Purpose Lane 3		1	1,540	--	1,365	--	100	--	75		
General Purpose Lane 4 (Aux)		1	1,540	--	1,365	--	100	--	75		
NB El Cerrito Road Off-Ramp	El Cerrito Road Interchange	1	1,020	93.0%	948	4.0%	41	3.0%	31	65 / 65 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	1,020	--	948	--	41	--	31		
NB I-15 Express (Total)	El Cerrito Off-Ramp to Express Lane Access	1	1,320	100.0%	1,320	0.0%	0	0.0%	0	65 / 65 / 55	8,5
NB I-15 General Purpose (Total)		4	5,140	91.2%	4,688	5.0%	259	3.8%	193		
TEL Ingress Lane		1	1,060	--	1,060	--	0	--	0		
General Purpose Lane 1		1	780	--	780	--	0	--	0		
General Purpose Lane 2		1	1,650	--	1,425	--	129	--	96		
General Purpose Lane 3		1	1,650	--	1,423	--	130	--	97		
NB I-15 Express (Total)	Express Lane Access to El Cerrito Road On-Ramp	2	2,380	100.0%	2,380	0.0%	0	0.0%	0	65 / 65 / 55	-
NB I-15 Express Lane 1		1	1,190	--	1,190	--	0	--	0		
NB I-15 Express Lane 2		1	1,190	--	1,190	--	0	--	0		
NB I-15 General Purpose (Total)		3	4,080	88.9%	3,628	6.3%	259	4.7%	193		
General Purpose Lane 1		1	1,360	--	1,360	--	0	--	0		
General Purpose Lane 2		1	1,360	--	1,135	--	129	--	96		
General Purpose Lane 3		1	1,360	--	1,133	--	130	--	97		
NB El Cerrito Road On-Ramp	El Cerrito Road Interchange	2-1	900	93.0%	837	4.00%	36	3.00%	27	10 / 10 / 10 to 65 / 65 / 55	3
On-Ramp Lane 1		1	450	--	418	--	18	--	14		
On-Ramp Lane 2		1	450	--	419	--	18	--	13		
NB I-15 Express (Total)	El Cerrito Road On-Ramp to Ontario Avenue Off-Ramp	2	2,380	100.0%	2,380	0.0%	0	0.0%	0	65 / 65 / 55	2,9
NB I-15 Express Lane 1		1	1,190	--	1,190	--	0	--	0		
NB I-15 Express Lane 2		1	1,190	--	1,190	--	0	--	0		
NB I-15 General Purpose (Total)		3	4,950	89.6%	4,437	5.9%	293	4.4%	220		
General Purpose Lane 1		1	1,650	--	1,650	--	0	--	0		
General Purpose Lane 2		1	1,650	--	1,393	--	147	--	110		
General Purpose Lane 3		1	1,650	--	1,394	--	146	--	110		
NB Ontario Avenue Off-Ramp	Ontario Avenue Interchange	1-3	1,510	93.0%	1,405	4.0%	60	3.0%	45	65 / 65 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	566	--	527	--	22	--	17		
Off-Ramp Lane 2		1	566	--	526	--	23	--	17		
Off-Ramp Lane 3		1	378	--	352	--	15	--	11		

Table A-3a. No Build Northbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
NB I-15 Express (Total)	Between Ontario Avenue Ramps (3 Lanes)	2	2,380	100.0%	2,380	0.0%	0	0.0%	0	65 / 65 / 55	1
NB I-15 Express Lane 1		1	1,190	--	1,190	--	0	--	0		
NB I-15 Express Lane 2		1	1,190	--	1,190	--	0	--	0		
NB I-15 General Purpose (Total)		3	3,440	88.1%	3,032	6.8%	233	5.1%	175		
General Purpose Lane 1		1	1,650	--	1,650	--	0	--	0		
General Purpose Lane 2		1	1,639	--	1,382	--	147	--	110		
General Purpose Lane 3		1	151	--	0	--	86	--	65		
NB I-15 Express (Total)	Between Ontario Avenue Ramps (4 Lane)	2	2,380	100.0%	2,380	0.0%	0	0.0%	0	65 / 65 / 55	7
NB I-15 Express Lane 1		1	1,190	--	1,190	--	0	--	0		
NB I-15 Express Lane 2		1	1,190	--	1,190	--	0	--	0		
NB I-15 General Purpose (Total)		4	3,440	88.1%	3,032	6.8%	233	5.1%	175		
General Purpose Lane 1		1	860	--	860	--	0	--	0		
General Purpose Lane 2		1	860	--	860	--	0	--	0		
General Purpose Lane 3		1	860	--	655	--	117	--	88		
General Purpose Lane 4		1	860	--	657	--	116	--	87		
NB Ontario Avenue On-Ramp	Ontario Avenue Interchange	2-1	900	93.0%	837	4.0%	36	3.0%	27	10 / 10 / 10 to 65 / 65 / 55	3
On-Ramp Lane 1		1	450	--	418	--	18	--	14		
On-Ramp Lane 2		1	450	--	419	--	18	--	13		

Table A-3b. No Build Southbound AM Traffic Volumes for TNM Modeling

Table A-3b is based on traffic data supplied by the project's licensed traffic engineer (Fehr and Peers). Various rules were applied to the traffic data in order to represent worst-case traffic noise conditions and maximize traffic continuity along the freeway corridor. These rules are described in the NSR and summarized below.

To represent worst-case traffic noise conditions traffic volumes were capped at level-of-service (LOS) C/D volumes because traffic noise will generally decrease at higher traffic volumes due to the onset of congestion and lower average traffic speeds. These caps are applied to each roadway using the following maximum values: 1,650 vehicles per hour per lane (vphpl) for mainline (ML) and auxiliary lanes; 1,600 vphpl for express lanes; 900 vphpl for metered on-ramps (based on the minimum number of adjacent lanes present along the length of the ramp); no traffic volume caps are applied to off-ramps or non-metered on-ramps.

Traffic continuity is applied at offramps, but traffic volumes are reset each time an on-ramp joins the mainline to avoid the potential for accumulated traffic losses along the corridor that can occur as a result of traffic capping. That is, traffic reductions along the direction of travel will tend to accumulate when the traffic leaving the freeway (i.e., off-ramps) is not capped but the traffic entering the freeway (i.e., on-ramps) is capped, so resetting traffic at on-ramps avoids underestimating traffic noise levels.

Numbered notes, defined below, are provided in Table A-3b to indicate where capped values are applied and explain where discontinuities in the modeled traffic volumes occur.

1. The traffic volume for the off-ramp is removed from the outside ML lane. If the off-ramp requires more traffic than is in the outside ML lane, the additional traffic is taken from the neighboring ML lane. As a result, traffic volumes are lower on the outside lane(s).
2. ML traffic volumes are reset at this freeway segment due to the on-ramp joining the ML.
3. The predicted traffic volume for this ramp was projected by the traffic engineer to exceed 900 vehicles per hour (vph). Therefore, it has been capped at 900 vph. As a result, traffic volumes at the ramp's intersection with the local roadway will appear unbalanced.
4. The reset of ML traffic volumes at this location results in a traffic discontinuity because the on-ramp traffic volume was capped at 900 vph.
5. This note is not used in Table A-3b.
6. This note is not used in Table A-3b.
7. Traffic is redistributed due to an increase in the total number of ML lanes.
8. Traffic is redistributed due to a reduction in the total number of ML lanes.
9. ML Traffic is capped at 1,650 vphpl.
10. Trucks were excluded from some turn lanes on this roadway segment at the direction of the project traffic engineer. These lanes have regulatory or geometric restrictions that prevent trucks from using them.
11. This note is not used in Table A-3b.

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
SB Ontario Avenue Off-Ramp	Ontario Avenue Interchange	1-3	680	87.0%	591	7.0%	48	6.0%	41	65 / 65 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	426	--	370	--	30	--	26		
Off-Ramp Lane 2		1	427	--	372	--	30	--	25		
Off-Ramp Lane 3		1	427	--	371	--	30	--	26		

Table A-3b. No Build Southbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
SB I-15 Express (Total)	Between Ontario Avenue Ramps	2	400	100.0%	400	0.0%	0	0.0%	0	65 / 65 / 55	-
SB I-15 Express Lane 1		1	200	--	200	--	0	--	0		
SB I-15 Express Lane 2		1	200	--	200	--	0	--	0		
SB I-15 General Purpose (Total)		4	6,140	86.1%	5,289	7.5%	458	6.4%	393		
General Purpose Lane 1		1	1,535	--	1,535	--	0	--	0		
General Purpose Lane 2		1	1,535	--	1,535	--	0	--	0		
General Purpose Lane 3		1	1,535	--	1,110	--	229	--	196		
General Purpose Lane 4		1	1,535	--	1,109	--	229	--	197		
SB Ontario Avenue On-Ramp	Ontario Avenue Interchange	1	680	87.0%	591	7.0%	48	6.0%	41	15 / 15 / 15 to 65 / 65 / 55	-
On-Ramp Lane 1		1	680	--	591	--	48	--	41		
SB I-15 Express (Total)	Ontario Avenue On-Ramp to El Cerrito Road Off-Ramp	2	400	100.0%	400	0.0%	0	0.0%	0	65 / 65 / 55	2,9
SB I-15 Express Lane 1		1	200	--	200	--	0	--	0		
SB I-15 Express Lane 2		1	200	--	200	--	0	--	0		
SB I-15 General Purpose (Total)		4	6,600	86.2%	5,690	7.4%	490	6.4%	420		
General Purpose Lane 1		1	1,650	--	1,650	--	0	--	0		
General Purpose Lane 2		1	1,650	--	1,650	--	0	--	0		
General Purpose Lane 3		1	1,650	--	1,195	--	245	--	210		
General Purpose Lane 4		1	1,650	--	1,195	--	245	--	210		
SB El Cerrito Road Off-Ramp	El Cerrito Road Interchange	1-2	1,230	87.0%	1,070	7.0%	86	6.0%	74	65 / 65 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	410	--	356	--	29	--	25		
Off-Ramp Lane 2		1	820	--	714	--	57	--	49		
SB I-15 Express (Total)	El Cerrito Road Off-Ramp to Express Lane Egress	2	400	100.0%	400	0.0%	0	0.0%	0	65 / 65 / 55	9
SB I-15 Express Lane 1		1	200	--	200	--	0	--	0		
SB I-15 Express Lane 2		1	200	--	200	--	0	--	0		
SB I-15 General Purpose (Total)		3	4,950	85.9%	4,255	7.6%	375	6.5%	321		
General Purpose Lane 1		1	1,650	--	1,650	--	0	--	0		
General Purpose Lane 2		1	1,650	--	1,302	--	187	--	161		
General Purpose Lane 3		1	1,650	--	1,303	--	188	--	160		
SB I-15 Express (Total)	Express Lane Egress to El Cerrito Road On-Ramp	1	340	100.0%	340	0.0%	0	0.0%	0	65 / 65 / 55	7
SB I-15 General Purpose (Total)		4	5,010	86.1%	4,315	7.5%	375	6.4%	321		
General Purpose Lane 1 (EL Egress		1	1,253	--	1,253	--	0	--	0		
General Purpose Lane 2		1	1,253	--	1,253	--	0	--	0		
General Purpose Lane 3		1	1,253	--	905	--	187	--	161		
General Purpose Lane 4		1	1,251	--	904	--	188	--	160		

Table A-3b. No Build Southbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
SB I-15 Express (Total)	Express Lane Egress to El Cerrito Road On-Ramp	1	340	100.0%	340	0.0%	0	0.0%	0	65 / 65 / 55 to 70 / 70 / 55	8,9
SB I-15 General Purpose (Total)		3	4,950	86.1%	4,262	7.5%	370	6.4%	317		
General Purpose Lane 1		1	1,650	--	1,650	--	0	--	0		
General Purpose Lane 2		1	1,650	--	1,306	--	185	--	159		
General Purpose Lane 3		1	1,650	--	1,306	--	185	--	158		
SB El Cerrito Road On-Ramp	El Cerrito Road Interchange	1	420	87.0%	366	7.0%	29	6.0%	25	15 / 15 / 15 to 70 / 70 / 55	-
On-Ramp Lane 1		1	420	--	366	--	29	--	25		
SB I-15 Express (Total)	El Cerrito Road On-Ramp to Cajalco Road Off-Ramp	1	340	100.0%	340	0.0%	0	0.0%	0	70 / 70 / 55	2
SB I-15 General Purpose (Total)		4	6,070	86.3%	5,236	7.4%	449	6.3%	385		
General Purpose Lane 1		1	1,650	--	1,650	--	0	--	0		
General Purpose Lane 2		1	1,384	--	1,384	--	0	--	0		
General Purpose Lane 3		1	1,518	--	1,102	--	224	--	192		
General Purpose Lane 4 (Aux)		1	1,518	--	1,100	--	225	--	193		
SB Cajalco Road Off-Ramp	Cajalco Road Interchange	2-5	1,470	92.0%	1,352	4.0%	59	4.0%	59	70 / 70 / 55 to 18 / 13 / 10	10
Off-Ramp Lane 1		1	428	--	428	--	0	--	0		
Off-Ramp Lane 2		1	337	--	292	--	23	--	22		
Off-Ramp Lane 3		1	337	--	292	--	22	--	23		
Off-Ramp Lane 4		1	184	--	170	--	7	--	7		
Off-Ramp Lane 5		1	184	--	170	--	7	--	7		
SB I-15 Express (Total)	Cajalco Road Off-Ramp to Express Lane Egress at Cajalco Road	1	340	100.0%	340	0.0%	0	0.0%	0	70 / 70 / 55	8
SB I-15 General Purpose (Total)		3	4,600	84.4%	3,884	8.5%	390	7.1%	326		
General Purpose Lane 1		1	1,533	--	1,533	--	0	--	0		
General Purpose Lane 2		1	1,533	--	1,175	--	195	--	163		
General Purpose Lane 3		1	1,534	--	1,176	--	195	--	163		
SB I-15 General Purpose (Total)	Express Lane Egress to Cajalco Road On-Ramp	4	4,940	85.5%	4,224	7.9%	390	6.6%	326	70 / 70 / 55	7
General Purpose Lane 1		1	1,235	--	1,235	--	0	--	0		
General Purpose Lane 2		1	1,235	--	1,235	--	0	--	0		
General Purpose Lane 3		1	1,235	--	877	--	195	--	163		
General Purpose Lane 4		1	1,235	--	877	--	195	--	163		
SB Cajalco Road On-Ramp	Cajalco Road Interchange	2-1	280	92.1%	258	3.9%	11	3.9%	11	15 / 15 / 15 to 70 / 70 / 55	-
On-Ramp Lane 1		1	6	--	6	--	0	--	0		
On-Ramp Lane 2		1	274	--	252	--	11	--	11		

Table A-3b. No Build Southbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
SB I-15 General Purpose (Total)	Cajalco Road On-Ramp to Weirick Road Off-Ramp	4	5,220	87.0%	4,540	7.0%	366	6.0%	314	70 / 70 / 55	2
General Purpose Lane 1		1	1,515	--	1,515	--	0	--	0		
General Purpose Lane 2		1	1,235	--	1,235	--	0	--	0		
General Purpose Lane 3		1	1,235	--	895	--	183	--	157		
General Purpose Lane 4		1	1,235	--	895	--	183	--	157		
SB Weirick Road Off-Ramp	Weirick Road Interchange	1-3	690	87.0%	601	7.0%	48	6.0%	41	70 / 70 / 55 to 18 / 13 / 10	10
Off-Ramp Lane 1		1	234	--	204	--	16	--	14		
Off-Ramp Lane 2		1	168	--	109	--	32	--	27		
Off-Ramp Lane 3		1	288	--	288	--	0	--	0		
SB I-15 General Purpose (Total)	Between Weirick Road Ramps	3	4,530	87.0%	3,939	7.0%	318	6.0%	273	70 / 70 / 55	8
General Purpose Lane 1		1	1,510	--	1,510	--	0	--	0		
General Purpose Lane 2		1	1,510	--	1,215	--	159	--	136		
General Purpose Lane 3		1	1,510	--	1,214	--	159	--	137		
SB Weirick Road On-Ramp	Weirick Road Interchange	2-1	130	87.0%	113	7.0%	9	6.0%	8	15 / 15 / 15 to 70 / 70 / 55	-
On-Ramp Lane 1		1	65	--	57	--	4	--	4		
On-Ramp Lane 2		1	65	--	56	--	5	--	4		
SB I-15 General Purpose (Total)	Weirick Road On-Ramp to Temescal Canyon Road Off-Ramp	3	4,660	87.0%	4,052	7.0%	327	6.0%	281	70 / 70 / 55	2
General Purpose Lane 1		1	1,554	--	1,554	--	0	--	0		
General Purpose Lane 2		1	1,553	--	1,250	--	163	--	140		
General Purpose Lane 3		1	1,553	--	1,248	--	164	--	141		
SB Temescal Canyon Road Off-Ramp	Temescal Canyon Road Interchange	1-2	560	87.0%	487	7.0%	39	6.0%	34	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	190	--	165	--	13	--	12		
Off-Ramp Lane 2		1	370	--	322	--	26	--	22		
SB I-15 General Purpose (Total)	Between Temescal Canyon Road Ramps	3	4,100	87.0%	3,565	7.0%	288	6.0%	247	70 / 70 / 55	1
General Purpose Lane 1		1	1,554	--	1,554	--	0	--	0		
General Purpose Lane 2		1	1,553	--	1,250	--	163	--	140		
General Purpose Lane 3		1	993	--	761	--	125	--	107		
SB Temescal Canyon Road On-Ramp	Temescal Canyon Road Interchange	2-1	160	87.0%	139	7.0%	11	6.0%	10	15 / 15 / 15 to 70 / 70 / 55	-
On-Ramp Lane 1		1	53	--	46	--	4	--	3		
On-Ramp Lane 2		1	107	--	93	--	7	--	7		

Table A-3b. No Build Southbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
SB I-15 General Purpose (Total)	Temescal Canyon Road On-Ramp to Indian Truck Trail Off-Ramp	3	4,260	87.0%	3,704	7.0%	299	6.0%	257	70 / 70 / 55	2
General Purpose Lane 1		1	1,420	--	1,420	--	0	--	0		
General Purpose Lane 2		1	1,420	--	1,143	--	149	--	128		
General Purpose Lane 3		1	1,420	--	1,141	--	150	--	129		
SB Indian Truck Trail Off-Ramp	Indian Truck Trail Interchange	1-3	310	92.3%	286	3.9%	12	3.9%	12	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	104	--	96	--	4	--	4		
Off-Ramp Lane 2		1	103	--	95	--	4	--	4		
Off-Ramp Lane 3		1	103	--	95	--	4	--	4		
SB I-15 General Purpose (Total)	Between Indian Truck Trail Ramps	3	3,950	86.5%	3,418	7.3%	287	6.2%	245	70 / 70 / 55	1
General Purpose Lane 1		1	1,420	--	1,420	--	0	--	0		
General Purpose Lane 2		1	1,420	--	1,143	--	149	--	128		
General Purpose Lane 3		1	1,110	--	855	--	138	--	117		
SB Indian Truck Trail On-Ramp	Indian Truck Trail Interchange	1	180	92.2%	166	3.9%	7	3.9%	7	15 / 15 / 15 to 70 / 70 / 55	-
On-Ramp Lane 1		1	180	--	166	--	7	--	7		
SB I-15 General Purpose (Total)	Indian Truck Trail On-Ramp to Lake Street Off-Ramp	3	4,130	87.0%	3,591	7.0%	290	6.0%	249	70 / 70 / 55	2
General Purpose Lane 1		1	1,376	--	1,376	--	0	--	0		
General Purpose Lane 2		1	1,377	--	1,108	--	145	--	124		
General Purpose Lane 3		1	1,377	--	1,107	--	145	--	125		
SB Lake Street Off-Ramp	Lake Street Interchange	1-2	360	87.0%	313	7.0%	25	6.0%	22	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	72	--	57	--	8	--	7		
Off-Ramp Lane 2		1	288	--	256	--	17	--	15		
SB I-15 General Purpose (Total)	Between Lake Street Ramps	3	3,770	87.0%	3,278	7.0%	265	6.0%	227	70 / 70 / 55	1
General Purpose Lane 1		1	1,376	--	1,376	--	0	--	0		
General Purpose Lane 2		1	1,377	--	1,108	--	145	--	124		
General Purpose Lane 3		1	1,017	--	794	--	120	--	103		
SB Lake Street On-Ramp	Lake Street Interchange	1	580	87.0%	504	7.0%	41	6.0%	35	15 / 15 / 15 to	-
On-Ramp Lane 1		1	580	--	504	--	41	--	35		
SB I-15 General Purpose (Total)	Lake Street On-Ramp to Nichols Road Off-Ramp	3	4,100	87.0%	3,565	7.0%	288	6.0%	247	70 / 70 / 55	2
General Purpose Lane 1		1	1,366	--	1,366	--	0	--	0		
General Purpose Lane 2		1	1,367	--	1,100	--	144	--	123		
General Purpose Lane 3		1	1,367	--	1,099	--	144	--	124		
SB Nichols Road Off-Ramp	Nichols Road Interchange	1	350	87.0%	283	7.0%	37	6.0%	30	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	350	--	283	--	37	--	30		

Table A-3b. No Build Southbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
SB I-15 General Purpose (Total)	Between Nichols Road Ramps	3	3,750	87.5%	3,282	6.7%	251	5.8%	217	70 / 70 / 55	1
General Purpose Lane 1		1	1,366	--	1,366	--	0	--	0		
General Purpose Lane 2		1	1,367	--	1,100	--	144	--	123		
General Purpose Lane 3		1	1,017	--	816	--	107	--	94		
SB Nichols Road On-Ramp	Nichols Road Interchange	1	460	87.0%	400	7.0%	32	6.0%	28	15 / 15 / 15 to 70 / 70 / 55	-
On-Ramp Lane 1		1	460	--	400	--	32	--	28		
SB I-15 General Purpose (Total)	Nichols Road On-Ramp to Central Avenue (SR-74) Off-Ramp (3 lanes)	3	4,210	87.0%	3,661	7.0%	295	6.0%	254	70 / 70 / 55	2
General Purpose Lane 1		1	1,404	--	1,404	--	0	--	0		
General Purpose Lane 2		1	1,403	--	1,129	--	147	--	127		
General Purpose Lane 3		1	1,403	--	1,128	--	148	--	127		
SB I-15 General Purpose (Total)	Nichols Road On-Ramp to Central Avenue (SR-74) Off-Ramp (4 lanes)	4	4,210	87.0%	3,661	7.0%	295	6.0%	254	70 / 70 / 55	-
General Purpose Lane 1		1	1,404	--	1,404	--	0	--	0		
General Purpose Lane 2		1	1,403	--	1,129	--	147	--	127		
General Purpose Lane 3		1	702	--	507	--	92	--	103		
General Purpose Lane 4 (Aux)		1	701	--	621	--	56	--	24		
SB Central Avenue (SR-74) Off-Ramp	Central Avenue (SR-74) Interchange	4-1	830	90.4%	750	6.7%	56	2.9%	24	70 / 70 / 55 to 18 / 13 / 10	10
Off-Ramp Lane 1		1	142	--	142	--	0	--	0		
Off-Ramp Lane 2		1	134	--	126	--	4	--	4		
Off-Ramp Lane 3		1	239	--	198	--	31	--	10		
Off-Ramp Lane 4		1	315	--	284	--	21	--	10		
SB I-15 General Purpose (Total)	Between Central Avenue (SR-74) Ramps	3	3,380	87.0%	2,939	7.0%	237	6.0%	204	70 / 70 / 55	1
General Purpose Lane 1		1	1,404	--	1,404	--	0	--	0		
General Purpose Lane 2		1	1,403	--	1,129	--	147	--	127		
General Purpose Lane 3		1	573	--	378	--	92	--	103		

Table A-3b. No Build Southbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
SB Central Avenue On-Ramp	Central Avenue (SR-74) Interchange	3-1	900	87.0%	783	7.0%	63	6.0%	54	15 / 15 / 15 to 70 / 70 / 55	3
On-Ramp Lane 1		1	300	--	261	--	21	--	18		
On-Ramp Lane 2		1	300	--	261	--	21	--	18		
On-Ramp Lane 3		1	300	--	261	--	21	--	18		
SB I-15 General Purpose (Total)	Central Avenue (SR-74) On-Ramp to Main Street Off-Ramp	4	4,740	87.0%	4,122	7.0%	332	6.0%	286	70 / 70 / 55	2,4
General Purpose Lane 1		1	1,185	--	1,185	--	0	--	0		
General Purpose Lane 2		1	1,185	--	1,185	--	0	--	0		
General Purpose Lane 3		1	1,185	--	876	--	166	--	143		
General Purpose Lane 4		1	1,185	--	876	--	166	--	143		
SB Main Street Off-Ramp	Main Street Interchange	1-3	240	87.0%	209	7.0%	17	6.0%	14	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	41	--	35	--	3	--	3		
Off-Ramp Lane 2		1	39	--	34	--	3	--	2		
Off-Ramp Lane 3		1	160	--	140	--	11	--	9		
SB I-15 General Purpose (Total)	Between Main Street Ramps	3	4,500	87.0%	3,913	7.0%	315	6.0%	272	70 / 70 / 55	8
General Purpose Lane 1		1	1,500	--	1,500	--	0	--	0		
General Purpose Lane 2		1	1,500	--	1,206	--	158	--	136		
General Purpose Lane 3		1	1,500	--	1,207	--	157	--	136		
SB Main Street On-Ramp	Main Street Interchange	1	520	87.0%	453	7.0%	36	6.0%	31	15 / 15 / 15 to	-
On-Ramp Lane 1		1	520	--	453	--	36	--	31		

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Ontario Ave (Total)	California Avenue to I-15 Ramps	3	1,510	93.0%	1,405	4.0%	60	3.0%	45	45
Eastbound Lane 1		1	585		562		14		9	
Eastbound Lane 2		1	585		562		14		9	
Eastbound Lane 3		1	340		281		32		27	
WB Ontario Ave (Total)		2	2,684	91.7%	2,460	4.4%	118	3.9%	106	45
Westbound Lane 1		1	1,342		1,230		59		53	
Westbound Lane 2		1	1,342		1,230		59		53	
EB Ontario Ave (Total)	Between I-15 Ramps	3	1,596	93.6%	1,494	3.6%	58	2.8%	44	45
Eastbound Lane 1		1	549		506		25		19	
Eastbound Lane 2		1	549		506		24		18	
Eastbound Lane 3		1	498		482		9		7	
WB Ontario Ave (Total)		3	2,170	93.4%	2,027	3.4%	74	3.2%	69	45
Westbound Lane 1		1	340		310		16		14	
Westbound Lane 2		1	915		859		29		27	
Westbound Lane 3		1	915		858		29		28	
EB Ontario Ave (Total)	I-15 Ramps to State Street	2	876	96.0%	841	2.3%	20	1.7%	15	45
Eastbound Lane 1		1	438		421		10		7	
Eastbound Lane 2		1	438		420		10		8	
WB Ontario Ave (Total)		3	1,770	94.0%	1,664	3.0%	53	3.0%	53	45
Westbound Lane 1		1	519		488		14		17	
Westbound Lane 2		1	519		486		15		18	
Westbound Lane 3		1	732		690		24		18	
EB El Cerrito Rd (Total)	Bedford Canyon Road to I-15 Ramps	3	1,850	93.0%	1,720	4.0%	74	3.0%	56	45
Eastbound Lane 1		1	785		739		27		19	
Eastbound Lane 2		1	785		737		28		20	
Eastbound Lane 3		1	280		244		19		17	
WB El Cerrito Rd (Total)		2	1,500	88.9%	1,334	6.1%	91	5.0%	75	45
Westbound Lane 1		1	750		668		45		37	
Westbound Lane 2		1	750		666		46		38	
EB El Cerrito Rd (Total)	Between I-15 Ramps	3	1,980	92.6%	1,833	4.2%	84	3.2%	64	45
Eastbound Lane 1		1	550		507		25		19	
Eastbound Lane 2		1	550		507		25		19	
Eastbound Lane 3		1	880		818		35		27	
WB El Cerrito Rd (Total)		2	820	90.5%	742	5.4%	44	4.1%	34	45
Westbound Lane 1		1	140		122		10		8	
Westbound Lane 2		1	680		620		34		26	

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

EB El Cerrito Rd (Total)	I-15 Ramps to Temescal Canyon Road	2	1,220	93.0%	1,134	4.0%	49	3.0%	37	45
Eastbound Lane 1		1	610		568		24		18	
Eastbound Lane 2		1	610		566		25		19	
WB El Cerrito Rd (Total)		2	690	92.9%	641	4.1%	28	3.0%	21	45
Westbound Lane 1		1	140		121		11		8	
Westbound Lane 2		1	550		520		17		13	
EB El Cerrito Rd (Total)	West of Bedford Canyon Road	3	1,450	91.2%	1,323	5.0%	72	3.8%	55	45
Eastbound Lane 1		1	483		441		24		18	
Eastbound Lane 2		1	483		441		24		18	
Eastbound Lane 3		1	484		441		24		19	
WB El Cerrito Rd (Total)		2	1,450	88.8%	1,287	6.1%	89	5.1%	74	45
Westbound Lane 1		1	726		644		45		37	
Westbound Lane 2		1	724		643		44		37	
EB El Cerrito Rd (Total)	East of Bedford Canyon Road	3	1,850	93.0%	1,720	4.0%	74	3.0%	56	45
Eastbound Lane 1		1	785		739		27		19	
Eastbound Lane 2		1	785		737		28		20	
Eastbound Lane 3		1	280		244		19		17	
WB El Cerrito Rd (Total)		4	1,500	88.9%	1,334	6.1%	91	5.0%	75	45
Westbound Lane 1		1	200		105		5		3	
Westbound Lane 2		1	625		317		43		36	
Westbound Lane 3		1	625		319		43		36	
Westbound Lane 4		1	50		0		0		0	
NB Bedford Canyon Rd (Total)	South of El Cerrito Road	2	700	97.9%	685	1.4%	10	0.7%	5	25
Northbound Lane 1		1	200		195		3		2	
Northbound Lane 2		1	500		490		7		3	
SB Bedford Canyon Rd (Total)		1	300	95.0%	285	3.3%	10	1.7%	5	25
Southbound Lane 1		1	300		285		10		5	
NB Bedford Canyon Rd (Total)	North of Liberty Avenue	1	700	97.9%	685	1.4%	10	0.7%	5	30
Northbound Lane 1		1	700		685		10		5	
SB Bedford Canyon Rd (Total)		2	300	95.0%	285	3.3%	10	1.7%	5	30
Southbound Lane 1		1	300		285		10		5	
Southbound Lane 2		1	0		0		0		0	
EB Liberty Ave (Total)	West of Bedford Canyon Road	1	250	100.0%	250	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	250		250		0		0	
WB Liberty Ave (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	
NB Bedford Canyon Rd (Total)	South of Liberty Avenue	1	500	97.0%	485	2.0%	10	1.0%	5	30
Northbound Lane 1		1	500		485		10		5	
SB Bedford Canyon Rd (Total)		1	350	95.7%	335	2.9%	10	1.4%	5	30
Southbound Lane 1		1	350		335		10		5	

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

NB Bedford Canyon Rd (Total)	North of Klyne Street	1	500	97.0%	485	2.0%	10	1.0%	5	30
Northbound Lane 1		1	500		485		10		5	
SB Bedford Canyon Rd (Total)		1	350	95.7%	335	2.9%	10	1.4%	5	30
Southbound Lane 1		1	350		335		10		5	
EB Klyne St (Total)	West of Bedford Canyon Road	1	120	100.0%	120	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	120		120		0		0	
WB Klyne St (Total)		1	50	100.0%	50	0.0%	0	0.0%	0	25
Westbound Lane 1		1	50		50		0		0	
NB Bedford Canyon Rd (Total)	South of Klyne Street	1	456	96.7%	441	2.2%	10	1.1%	5	30
Northbound Lane 1		1	456		441		10		5	
SB Bedford Canyon Rd (Total)		1	376	96.0%	361	2.7%	10	1.3%	5	30
Southbound Lane 1		1	376		361		10		5	
NB Bedford Canyon Rd (Total)	North of Corona Street	1	456	96.7%	441	2.2%	10	1.1%	5	30
Northbound Lane 1		1	456		441		10		5	
SB Bedford Canyon Rd (Total)		1	376	96.0%	361	2.7%	10	1.3%	5	30
Southbound Lane 1		1	376		361		10		5	
EB Corona St (Total)	West of Bedford Canyon Road	1	90	100.0%	90	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	90		90		0		0	
WB Corona St (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	
NB Bedford Canyon Rd (Total)	South of Corona Street	1	411	96.4%	396	2.4%	10	1.2%	5	30
Northbound Lane 1		1	411		396		10		5	
SB Bedford Canyon Rd (Total)		1	421	96.4%	406	2.4%	10	1.2%	5	30
Southbound Lane 1		1	421		406		10		5	
NB Bedford Canyon Rd (Total)	North of Orange Street	1	411	96.4%	396	2.4%	10	1.2%	5	30
Northbound Lane 1		1	411		396		10		5	
SB Bedford Canyon Rd (Total)		1	421	96.4%	406	2.4%	10	1.2%	5	30
Southbound Lane 1		1	421		406		10		5	
EB Orange St (Total)	West of Bedford Canyon Road	1	10	100.0%	10	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	10		10		0		0	
WB Orange St (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	
NB Bedford Canyon Rd (Total)	South of Orange Street	1	411	96.4%	396	2.4%	10	1.2%	5	30
Northbound Lane 1		1	411		396		10		5	
SB Bedford Canyon Rd (Total)		1	431	96.5%	416	2.3%	10	1.2%	5	30
Southbound Lane 1		1	431		416		10		5	
NB Bedford Canyon Rd (Total)	North of Boyd Avenue	1	411	96.4%	396	2.4%	10	1.2%	5	30
Northbound Lane 1		1	411		396		10		5	
SB Bedford Canyon Rd (Total)		1	431	96.5%	416	2.3%	10	1.2%	5	30
Southbound Lane 1		1	431		416		10		5	

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

EB Boyd Ave (Total)	West of Bedford Canyon Road	1	10	100.0%	10	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	10		10		0		0	
WB Boyd Ave (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	
NB Bedford Canyon Rd (Total)	South of Boyd Avenue	1	401	96.3%	386	2.5%	10	1.2%	5	30
Northbound Lane 1		1	401		386		10		5	
SB Bedford Canyon Rd (Total)		1	431	96.5%	416	2.3%	10	1.2%	5	30
Southbound Lane 1		1	431		416		10		5	
NB Bedford Canyon Rd (Total)	North of Eagle Glen Parkway	2	501	97.0%	486	2.0%	10	1.0%	5	40
Northbound Lane 1		1	251		243		5		3	
Northbound Lane 2		1	250		243		5		2	
SB Bedford Canyon Rd (Total)		2	331	95.5%	316	3.0%	10	1.5%	5	40
Southbound Lane 1		1	225		214		8		3	
Southbound Lane 2		1	106		102		2		2	
EB Eagle Glen Pkwy (Total)	West of Bedford Canyon Road	3	780	93.3%	728	3.1%	24	3.6%	28	40
Eastbound Lane 1		1	125		122		2		1	
Eastbound Lane 2		1	328		303		11		14	
Eastbound Lane 3		1	327		303		11		13	
WB Eagle Glen Pkwy (Total)		2	930	95.5%	888	2.0%	19	2.5%	23	40
Westbound Lane 1		1	465		444		10		12	
Westbound Lane 2		1	465		444		9		11	
EB Eagle Glen Pkwy (Total)	East of Bedford Canyon Road	2	1,180	94.1%	1,110	3.0%	35	3.0%	35	40
Eastbound Lane 1		1	590		555		18		18	
Eastbound Lane 2		1	590		555		17		17	
WB Eagle Glen Pkwy (Total)		5	1,400	95.7%	1,340	2.1%	30	2.1%	30	40
Westbound Lane 1		1	125		120		3		3	
Westbound Lane 2		1	125		120		2		2	
Westbound Lane 3		1	412		393		9		11	
Westbound Lane 4		1	412		393		8		10	
Westbound Lane 5		1	326		314		8		4	
NB Bedford Canyon Rd (Total)	South of Eagle Glen Parkway	3	400	97.5%	390	1.3%	5	1.3%	5	40
Northbound Lane 1		1	50		50		0		0	
Northbound Lane 2		1	50		50		0		0	
Northbound Lane 3		1	300		290		5		5	
SB Bedford Canyon Rd (Total)		2	300	96.7%	290	1.7%	5	1.7%	5	40
Southbound Lane 1		1	150		145		3		3	
Southbound Lane 2		1	150		145		2		2	

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

EB Eagle Glen Pkwy (Total)	Bedford Canyon Road to I-15 Ramps	4	1,180	94.1%	1,110	3.0%	35	3.0%	35	40
Eastbound Lane 1		1	50		46		2		2	
Eastbound Lane 2		1	50		46		2		2	
Eastbound Lane 3		1	540		508		16		16	
Eastbound Lane 4		1	540		510		15		15	
WB Eagle Glen Pkwy (Total)		5	1,400	95.7%	1,340	2.1%	30	2.1%	30	40
Westbound Lane 1		1	125		119		3		3	
Westbound Lane 2		1	125		121		2		2	
Westbound Lane 3		1	383		363		9		11	
Westbound Lane 4		1	383		365		8		10	
Westbound Lane 5		1	326		314		8		4	
EB Cajalco Rd (Total)	East of SB Ramps	3	2,182	93.0%	2,030	3.5%	76	3.5%	76	40
Eastbound Lane 1		1	677		677		0		0	
Eastbound Lane 2		1	753		677		38		38	
Eastbound Lane 3		1	752		676		38		38	
WB Cajalco Rd (Total)		3	1,212	96.2%	1,166	1.9%	23	1.9%	23	40
Westbound Lane 1		1	516		500		8		8	
Westbound Lane 2		1	516		500		8		8	
Westbound Lane 3		1	180		166		7		7	
EB Cajalco Rd (Total)	West of NB Ramps	4	2,182	93.0%	2,030	3.5%	76	3.5%	76	40
Eastbound Lane 1		1	410		374		18		18	
Eastbound Lane 2		1	411		377		17		17	
Eastbound Lane 3		1	411		377		17		17	
Eastbound Lane 4		1	950		902		24		24	
WB Cajalco Rd (Total)		3	1,212	96.2%	1,166	1.9%	23	1.9%	23	40
Westbound Lane 1		1	516		500		8		8	
Westbound Lane 2		1	516		500		8		8	
Westbound Lane 3		1	180		166		7		7	
EB Cajalco Rd (Total)	I-15 Ramps to Grand Oaks	5	2,320	93.8%	2,176	3.1%	72	3.1%	72	40
Eastbound Lane 1		1	165		157		4		4	
Eastbound Lane 2		1	166		156		5		5	
Eastbound Lane 3		1	663		621		21		21	
Eastbound Lane 4		1	663		621		21		21	
Eastbound Lane 5		1	663		621		21		21	
WB Cajalco Rd (Total)		4	3,090	96.0%	2,966	2.0%	62	2.0%	62	40
Westbound Lane 1		1	226		226		0		0	
Westbound Lane 2		1	227		225		1		1	
Westbound Lane 3		1	227		225		1		1	
Westbound Lane 4		1	2,410		2,290		60		60	

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

EB Weirick Rd (Total)	Knabe Road to I-15 Ramps	3	1,627	94.0%	1,529	3.0%	49	3.0%	49	35
Eastbound Lane 1		1	781		737		22		22	
Eastbound Lane 2		1	781		736		22		23	
Eastbound Lane 3		1	65		56		5		4	
WB Weirick Rd (Total)		4	770	87.5%	674	6.2%	48	6.2%	48	35
Westbound Lane 1		1	191		167		12		12	
Westbound Lane 2		1	193		169		12		12	
Westbound Lane 3		1	193		169		12		12	
Westbound Lane 4		1	193		169		12		12	
EB Weirick Rd (Total)	Between I-15 Ramps	3	1,796	93.4%	1,677	3.3%	60	3.3%	59	35
Eastbound Lane 1		1	311		274		21		16	
Eastbound Lane 2		1	311		274		21		16	
Eastbound Lane 3		1	1,174		1,129		18		27	
WB Weirick Rd (Total)		3	379	88.1%	334	5.3%	20	6.6%	25	35
Westbound Lane 1		1	65		57		4		4	
Westbound Lane 2		1	157		139		8		10	
Westbound Lane 3		1	157		138		8		11	
EB Dos Lagos Dr (Total)	I-15 Ramps to Temescal Canyon Road	3	1,270	95.9%	1,218	1.7%	22	2.4%	30	35
Eastbound Lane 1		1	424		406		8		10	
Eastbound Lane 2		1	423		406		7		10	
Eastbound Lane 3		1	423		406		7		10	
WB Dos Lagos Dr (Total)		3	1,253	93.9%	1,177	3.0%	38	3.0%	38	35
Westbound Lane 1		1	163		142		9		12	
Westbound Lane 2		1	162		142		9		11	
Westbound Lane 3		1	928		893		20		15	
NB Knabe Rd (Total)	North of Weirick Road	1	30	100.0%	30	0.0%	0	0.0%	0	30
Northbound Lane 1		1	30		30		0		0	
SB Knabe Rd (Total)		3	30	100.0%	30	0.0%	0	0.0%	0	30
Southbound Lane 1		1	10		10		0		0	
Southbound Lane 2		1	10		10		0		0	
Southbound Lane 3		1	10		10		0		0	
EB Weirick Rd (Total)	West of Knabe Road	4	1,017	90.7%	922	4.6%	47	4.7%	48	35
Eastbound Lane 1		1	10		10		0		0	
Eastbound Lane 2		1	336		304		16		16	
Eastbound Lane 3		1	336		304		16		16	
Eastbound Lane 4		1	335		304		15		16	
WB Weirick Rd (Total)		2	710	88.0%	625	5.8%	41	6.2%	44	35
Westbound Lane 1		1	355		313		21		22	
Westbound Lane 2		1	355		312		20		22	

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

EB Weirick Rd (Total)	East of Knabe Road	4	1,627	94.0%	1,529	3.0%	49	3.0%	49	35
Eastbound Lane 1		1	407		382		12		12	
Eastbound Lane 2		1	407		382		12		12	
Eastbound Lane 3		1	407		382		12		12	
Eastbound Lane 4		1	406		383		13		13	
WB Weirick Rd (Total)		3	770	87.5%	674	6.2%	48	6.2%	48	35
Westbound Lane 1		1	175		168		5		3	
Westbound Lane 2		1	175		167		5		2	
Westbound Lane 3		1	420		339		38		43	
NB Knabe Rd (Total)	South of Weirick Road	5	1,000	98.7%	987	0.8%	8	0.5%	5	50
Northbound Lane 1		1	290		286		3		1	
Northbound Lane 2		1	10		10		0		0	
Northbound Lane 3		1	233		230		2		1	
Northbound Lane 4		1	233		230		2		1	
Northbound Lane 5		1	234		231		1		2	
SB Knabe Rd (Total)		2	450	95.3%	429	2.9%	13	1.8%	8	50
Southbound Lane 1		1	225		215		7		4	
Southbound Lane 2		1	225		214		6		4	
NB Knabe Rd (Total)	North of Badger Road	2	1,000	98.7%	987	0.8%	8	0.5%	5	50
Northbound Lane 1		1	500		494		4		3	
Northbound Lane 2		1	500		493		4		2	
SB Knabe Rd (Total)		2	450	95.3%	429	2.9%	13	1.8%	8	50
Southbound Lane 1		1	225		215		7		4	
Southbound Lane 2		1	225		214		6		4	
EB Badger Rd (Total)	West of Knabe Road	1	10	100.0%	10	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	10		10		0		0	
WB Badger Rd (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	30
Westbound Lane 1		1	0		0		0		0	
NB Knabe Rd (Total)	South of Badger Road	3	995	98.7%	982	0.8%	8	0.5%	5	50
Northbound Lane 1		1	0		0		0		0	
Northbound Lane 2		1	498		491		4		3	
Northbound Lane 3		1	497		491		4		2	
SB Knabe Rd (Total)		2	455	95.4%	434	2.9%	13	1.8%	8	50
Southbound Lane 1		1	228		217		7		4	
Southbound Lane 2		1	227		217		6		4	
NB Knabe Rd (Total)	North of Bedford Motor Way	2	995	98.7%	982	0.8%	8	0.5%	5	50
Northbound Lane 1		1	498		491		4		3	
Northbound Lane 2		1	497		491		4		2	
SB Knabe Rd (Total)		2	455	95.4%	434	2.9%	13	1.8%	8	50
Southbound Lane 1		1	228		217		7		4	
Southbound Lane 2		1	227		217		6		4	

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

EB Bedford Motor Way (Total)	West of Knabe Road	1	10	100.0%	10	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	10		10		0		0	
WB Bedford Motor Way (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	30
Westbound Lane 1		1	0		0		0		0	
NB Knabe Rd (Total)	South of Bedford Motor Way	3	990	98.7%	977	0.8%	8	0.5%	5	50
Northbound Lane 1		1	0		0		0		0	
Northbound Lane 2		1	495		489		4		3	
Northbound Lane 3		1	495		488		4		2	
SB Knabe Rd (Total)		2	460	95.4%	439	2.8%	13	1.7%	8	50
Southbound Lane 1		1	230		220		7		4	
Southbound Lane 2		1	230		219		6		4	
NB Knabe Rd (Total)	North of Forest Boundary Street	2	990	98.7%	977	0.8%	8	0.5%	5	50
Northbound Lane 1		1	495		489		4		3	
Northbound Lane 2		1	495		488		4		2	
SB Knabe Rd (Total)		2	460	95.4%	439	2.8%	13	1.7%	8	50
Southbound Lane 1		1	230		220		7		4	
Southbound Lane 2		1	230		219		6		4	
EB Forest Boundary St (Total)	West of Knabe Road	2	160	100.0%	160	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	80		80		0		0	
Eastbound Lane 2		1	80		80		0		0	
WB Forest Boundary St (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	30
Westbound Lane 1		1	0		0		0		0	
NB Knabe Rd (Total)	South of Forest Boundary Street	3	910	98.6%	897	0.9%	8	0.5%	5	50
Northbound Lane 1		1	0		0		0		0	
Northbound Lane 2		1	455		449		4		3	
Northbound Lane 3		1	455		448		4		2	
SB Knabe Rd (Total)		2	540	96.1%	519	2.4%	13	1.5%	8	50
Southbound Lane 1		1	270		260		7		4	
Southbound Lane 2		1	270		259		6		4	
NB Knabe Rd (Total)	North of Evonvale Drive	2	910	98.6%	897	0.9%	8	0.5%	5	50
Northbound Lane 1		1	455		449		4		3	
Northbound Lane 2		1	455		448		4		2	
SB Knabe Rd (Total)		2	540	96.1%	519	2.4%	13	1.5%	8	50
Southbound Lane 1		1	270		260		7		4	
Southbound Lane 2		1	270		259		6		4	
EB Evonvale Dr (Total)	West of Knabe Road	1	30	100.0%	30	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	30		30		0		0	
WB Evonvale Dr (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

NB Knabe Rd (Total)	South of Evonvale Drive	3	895	98.5%	882	0.9%	8	0.6%	5	50
Northbound Lane 1		1	0		0		0		0	
Northbound Lane 2		1	448		441		4		3	
Northbound Lane 3		1	447		441		4		2	
SB Knabe Rd (Total)		2	555	96.2%	534	2.3%	13	1.4%	8	50
Southbound Lane 1		1	278		267		7		4	
Southbound Lane 2		1	277		267		6		4	
NB Knabe Rd (Total)	North of White Sage Street	3	895	98.5%	882	0.9%	8	0.6%	5	50
Northbound Lane 1		1	298		294		3		2	
Northbound Lane 2		1	298		294		3		2	
Northbound Lane 3		1	299		294		2		1	
SB Knabe Rd (Total)		2	555	96.2%	534	2.3%	13	1.4%	8	50
Southbound Lane 1		1	278		267		7		4	
Southbound Lane 2		1	277		267		6		4	
EB White Sage St (Total)	West of Knabe Road	1	90	97.8%	88	2.2%	2	0.0%	0	25
Eastbound Lane 1		1	90		88		2		0	
WB White Sage St (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	
NB Knabe Rd (Total)	South of White Sage Street	3	850	98.6%	838	0.8%	7	0.6%	5	50
Northbound Lane 1		1	0		0		0		0	
Northbound Lane 2		1	425		419		4		3	
Northbound Lane 3		1	425		419		3		2	
SB Knabe Rd (Total)		2	600	96.3%	578	2.3%	14	1.3%	8	50
Southbound Lane 1		1	300		289		7		4	
Southbound Lane 2		1	300		289		7		4	
NB Knabe Rd (Total)	North of Desert Acacia Lane	2	850	98.6%	838	0.8%	7	0.6%	5	50
Northbound Lane 1		1	425		419		4		3	
Northbound Lane 2		1	425		419		3		2	
SB Knabe Rd (Total)		2	600	96.3%	578	2.3%	14	1.3%	8	50
Southbound Lane 1		1	300		289		7		4	
Southbound Lane 2		1	300		289		7		4	
EB Desert Acacia Ln (Total)	West of Knabe Road	1	90	100.0%	90	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	90		90		0		0	
WB Forest Boundary St (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

NB Knabe Rd (Total)	South of Desert Acacia Lane	2	850	98.6%	838	0.8%	7	0.6%	5	50
Northbound Lane 1		1	425		419		4		3	
Northbound Lane 2		1	425		419		3		2	
SB Knabe Rd (Total)		2	690	96.8%	668	2.0%	14	1.2%	8	50
Southbound Lane 1		1	345		334		7		4	
Southbound Lane 2		1	345		334		7		4	
NB Temescal Canyon Rd (Total)	North of Weirick Road	2	1,365	94.9%	1,295	2.0%	27	3.2%	43	45
Northbound Lane 1		1	683		647		14		22	
Northbound Lane 2		1	682		648		13		21	
SB Temescal Canyon Rd (Total)		3	765	91.9%	703	4.1%	31	4.1%	31	45
Southbound Lane 1		1	10		10		0		0	
Southbound Lane 2		1	202		174		14		14	
Southbound Lane 3		1	553		519		17		17	
WB Weirick Rd (Total)	Northbound I-15 Ramps to Temescal Canyon Road	3	1,253	93.9%	1,177	3.0%	38	3.0%	38	45
Westbound Lane 1		1	350		328		11		11	
Westbound Lane 2		1	350		330		10		10	
Westbound Lane 3		1	553		519		17		17	
EB Weirick Rd (Total)		3	1,270	95.9%	1,218	1.7%	22	2.4%	30	45
Eastbound Lane 1		1	385		369		7		9	
Eastbound Lane 2		1	385		370		6		9	
Eastbound Lane 3		1	500		479		9		12	
NB Temescal Canyon Rd (Total)	Between Weirick Road and Foster Road	3	1,285	93.7%	1,204	2.7%	35	3.6%	46	45
Northbound Lane 1		1	700		658		21		21	
Northbound Lane 2		1	293		273		7		13	
Northbound Lane 3		1	292		273		7		12	
SB Temescal Canyon Rd (Total)		3	702	93.0%	653	3.3%	23	3.7%	26	45
Southbound Lane 1		1	0		0		0		0	
Southbound Lane 2		1	351		326		12		13	
Southbound Lane 3		1	351		327		11		13	
EB Foster Rd (Total)	East of Temescal Canyon Road	1	0	100.0%	0	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	0		0		0		0	
WB Foster Rd (Total)		1	30	100.0%	30	0.0%	0	0.0%	0	30
Westbound Lane 1		1	30		30		0		0	
NB Temescal Canyon Rd (Total)	Between Foster Road and Leroy Road	2	1,270	93.8%	1,191	2.7%	34	3.5%	45	45
Northbound Lane 1		1	635		595		17		23	
Northbound Lane 2		1	635		596		17		22	
SB Temescal Canyon Rd (Total)		2	717	93.2%	668	3.2%	23	3.6%	26	45
Southbound Lane 1		1	359		334		12		13	
Southbound Lane 2		1	358		334		11		13	

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

EB Leroy Rd (Total)	East of Temescal Canyon Road	1	0	100.0%	0	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	0		0		0		0	
WB Leroy Rd (Total)		1	20	100.0%	20	0.0%	0	0.0%	0	30
Westbound Lane 1		1	20		20		0		0	
NB Temescal Canyon Rd (Total)	Between Leroy Road and Pulsar Court	2	1,260	93.7%	1,181	2.7%	34	3.6%	45	45
Northbound Lane 1		1	630		590		17		23	
Northbound Lane 2		1	630		591		17		22	
SB Temescal Canyon Rd (Total)		3	727	93.3%	678	3.2%	23	3.6%	26	45
Southbound Lane 1		1	65		63		1		1	
Southbound Lane 2		1	331		307		11		13	
Southbound Lane 3		1	331		308		11		12	
EB Pulsar Court (Total)	East of Temescal Canyon	1	130	100.0%	130	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	130		130		0		0	
WB Pulsar Court (Total)		1	40	100.0%	40	0.0%	0	0.0%	0	30
Westbound Lane 1		1	40		40		0		0	
NB Temescal Canyon Rd (Total)	Between Pulsar Court and Stellar Court	2	1,305	93.9%	1,226	2.6%	34	3.4%	45	45
Northbound Lane 1		1	652		613		17		22	
Northbound Lane 2		1	653		613		17		23	
SB Temescal Canyon Rd (Total)		3	682	92.8%	633	3.4%	23	3.8%	26	45
Southbound Lane 1		1	65		63		1		1	
Southbound Lane 2		1	309		285		11		13	
Southbound Lane 3		1	308		285		11		12	
EB Stellar Court (Total)	East of Temescal Canyon Road	1	130	100.0%	130	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	130		130		0		0	
WB Stellar Court (Total)		1	40	100.0%	40	0.0%	0	0.0%	0	30
Westbound Lane 1		1	40		40		0		0	
NB Temescal Canyon Rd (Total)	South of Stellar Court	2	1,350	94.1%	1,271	2.5%	34	3.3%	45	45
Northbound Lane 1		1	675		635		17		23	
Northbound Lane 2		1	675		636		17		22	
SB Temescal Canyon Rd (Total)		2	637	92.3%	588	3.6%	23	4.1%	26	45
Southbound Lane 1		1	319		294		12		13	
Southbound Lane 2		1	318		294		11		13	
NB Temescal Canyon Rd (Total)	North of Dawson Canyon Road	2	1,280	93.8%	1,201	2.7%	34	3.5%	45	45
Northbound Lane 1		1	640		600		17		23	
Northbound Lane 2		1	640		601		17		22	
SB Temescal Canyon Rd (Total)		3	637	92.3%	588	3.6%	23	4.1%	26	45
Southbound Lane 1		1	30		26		2		2	
Southbound Lane 2		1	303		281		10		12	
Southbound Lane 3		1	304		281		11		12	

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

EB Dawson Canyon Rd (Total)	West of Temescal Canyon Road	1	20	100.0%	20	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	20		20		0		0	
WB Dawson Canyon Rd (Total)		1	60	80.0%	48	10.0%	6	10.0%	6	25
Westbound Lane 1		1	60		48		6		6	
EB Dawson Canyon Rd (Total)	East of Temescal Canyon Road	1	60	83.3%	50	8.3%	5	8.3%	5	25
Eastbound Lane 1		1	60		50		5		5	
WB Dawson Canyon Rd (Total)		2	60	93.3%	56	3.3%	2	3.3%	2	25
Westbound Lane 1		1	30		28		1		1	
Westbound Lane 2		1	30		28		1		1	
NB Temescal Canyon Rd (Total)	South of Dawson Canyon Road	4	1,290	93.1%	1,201	3.0%	39	3.9%	50	45
Northbound Lane 1		1	20		14		3		3	
Northbound Lane 2		1	620		582		16		22	
Northbound Lane 3		1	620		581		17		22	
Northbound Lane 4		1	30		24		3		3	
SB Temescal Canyon Rd (Total)		2	607	93.1%	565	3.3%	20	3.6%	22	45
Southbound Lane 1		1	304		283		10		11	
Southbound Lane 2		1	303		282		10		11	
EB Temescal Canyon Rd (Total)	Lawson Road to I-15 Ramps	3	1,080	93.6%	1,011	2.6%	28	3.8%	41	40
Eastbound Lane 1		1	486		459		10		17	
Eastbound Lane 2		1	487		459		11		17	
Eastbound Lane 3		1	107		93		7		7	
WB Temescal Canyon Rd (Total)		2	967	91.4%	884	4.3%	42	4.2%	41	40
Westbound Lane 1		1	484		442		21		21	
Westbound Lane 2		1	483		442		21		20	
EB Temescal Canyon Rd (Total)	Between I-15 Ramps	3	1,163	93.1%	1,083	2.9%	34	4.0%	46	40
Eastbound Lane 1		1	435		405		17		13	
Eastbound Lane 2		1	364		340		8		16	
Eastbound Lane 3		1	364		338		9		17	
WB Temescal Canyon Rd (Total)		3	650	93.5%	608	3.1%	20	3.4%	22	40
Westbound Lane 1		1	53		46		4		3	
Westbound Lane 2		1	298		281		8		9	
Westbound Lane 3		1	299		281		8		10	
EB Temescal Canyon Rd (Total)	I-15 Ramps to Dawson Canyon Road	2	1,290	93.1%	1,201	3.0%	39	3.9%	50	40
Eastbound Lane 1		1	645		601		19		25	
Eastbound Lane 2		1	645		600		20		25	
WB Temescal Canyon Rd (Total)		3	607	93.7%	569	3.0%	18	3.3%	20	40
Westbound Lane 1		1	231		217		6		8	
Westbound Lane 2		1	231		217		6		8	
Westbound Lane 3		1	145		135		6		4	

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

EB Temescal Canyon Rd (Total)	Trilogy Parkway to Campbell Ranch Road	3	300	90.0%	270	5.0%	15	5.0%	15	40
Eastbound Lane 1		1	120		113		3		5	
Eastbound Lane 2		1	120		113		2		4	
Eastbound Lane 3		1	60		44		10		6	
WB Temescal Canyon Rd (Total)		2	1,200	96.7%	1,160	1.7%	20	1.7%	20	40
Westbound Lane 1		1	600		580		10		10	
Westbound Lane 2		1	600		580		10		10	
EB Temescal Canyon Rd (Total)	Between Campbell Ranch Road to Indian Truck Trail	2	429	95.3%	409	2.3%	10	2.3%	10	40
Eastbound Lane 1		1	215		205		5		5	
Eastbound Lane 2		1	214		204		5		5	
WB Temescal Canyon Rd (Total)		3	500	94.2%	471	3.0%	15	2.8%	14	40
Westbound Lane 1		1	50		43		5		2	
Westbound Lane 2		1	225		214		5		6	
Westbound Lane 3		1	225		214		5		6	
NB Campbell Ranch Rd (Total)	Between Temescal Canyon Road to Mayhew Canyon Road	2	939	97.4%	915	1.6%	15	1.0%	9	40
Northbound Lane 1		1	750		732		10		8	
Northbound Lane 2		1	189		183		5		1	
SB Campbell Ranch Rd (Total)		2	110	79.1%	87	13.6%	15	7.3%	8	40
Southbound Lane 1		1	55		44		8		4	
Southbound Lane 2		1	55		43		7		4	
NB Campbell Ranch Rd (Total)	North of Mayhew Canyon Road	2	939	97.4%	915	1.6%	15	1.0%	9	40
Northbound Lane 1		1	470		458		8		5	
Northbound Lane 2		1	469		457		7		4	
SB Campbell Ranch Road(Total)		2	110	79.1%	87	13.6%	15	7.3%	8	40
Southbound Lane 1		1	54		41		10		3	
Southbound Lane 2		1	56		46		5		5	
NB Campbell Ranch Rd (Total)	South of Mayhew Canyon Road	3	939	97.4%	915	1.6%	15	1.0%	9	40
Northbound Lane 1		1	169		159		5		5	
Northbound Lane 2		1	385		378		5		2	
Northbound Lane 3		1	385		378		5		2	
SB Campbell Ranch Rd (Total)		2	110	79.1%	87	13.6%	15	7.3%	8	40
Southbound Lane 1		1	55		44		8		4	
Southbound Lane 2		1	55		43		7		4	
EB Mayhew Canyon Rd (Total)	West of Campbell Ranch Road	1	225	91.1%	205	4.4%	10	4.4%	10	25
Eastbound Lane 1		1	225		205		10		10	
WB Mayhew Canyon Rd (Total)		1	225	91.1%	205	4.4%	10	4.4%	10	25
Westbound Lane 1		1	225		205		10		10	

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

NB Campbell Ranch Rd (Total)	North of Soapberry Street	2	939	97.4%	915	1.6%	15	1.0%	9	40
Northbound Lane 1		1	470		458		8		5	
Northbound Lane 2		1	469		457		7		4	
SB Campbell Ranch Rd (Total)		2	110	79.1%	87	13.6%	15	7.3%	8	40
Southbound Lane 1		1	55		44		8		4	
Southbound Lane 2		1	55		43		7		4	
EB Soapberry St (Total)	West of Campbell Ranch Road	1	140	100.0%	140	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	140		140		0		0	
WB Soapberry St (Total)		1	60	100.0%	60	0.0%	0	0.0%	0	25
Westbound Lane 1		1	60		60		0		0	
NB Campbell Ranch Rd (Total)	South of Soapberry Street	3	859	97.2%	835	1.7%	15	1.0%	9	40
Northbound Lane 1		1	60		60		0		0	
Northbound Lane 2		1	400		388		8		5	
Northbound Lane 3		1	399		387		7		4	
SB Campbell Ranch Rd (Total)		2	110	79.1%	87	13.6%	15	7.3%	8	40
Southbound Lane 1		1	55		44		8		4	
Southbound Lane 2		1	55		43		7		4	
NB Campbell Ranch Rd (Total)	North of Mayhew Canyon Road	2	859	97.2%	835	1.7%	15	1.0%	9	45
Northbound Lane 1		1	430		418		8		5	
Northbound Lane 2		1	429		417		7		4	
SB Campbell Ranch Rd (Total)		3	110	79.1%	87	13.6%	15	7.3%	8	45
Southbound Lane 1		1	37		25		7		4	
Southbound Lane 2		1	37		26		8		4	
Southbound Lane 3		1	36		36		0		0	
EB Mayhew Canyon Rd (Total)	West of Campbell Ranch Road	1	225	100.0%	225	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	225		225		0		0	
WB Mayhew Canyon Rd (Total)		1	225	100.0%	225	0.0%	0	0.0%	0	25
Westbound Lane 1		1	225		225		0		0	
NB Campbell Ranch Rd (Total)	South of Mayhew Canyon Road	3	969	97.5%	945	1.5%	15	0.9%	9	45
Northbound Lane 1		1	189		189		0		0	
Northbound Lane 2		1	390		378		8		5	
Northbound Lane 3		1	390		378		7		4	
SB Campbell Ranch Rd (Total)		2	220	89.5%	197	6.8%	15	3.6%	8	45
Southbound Lane 1		1	110		99		8		4	
Southbound Lane 2		1	110		98		7		4	
NB Campbell Ranch Rd (Total)	North of Songbird Drive	2	969	97.5%	945	1.5%	15	0.9%	9	45
Northbound Lane 1		1	485		473		8		5	
Northbound Lane 2		1	484		472		7		4	
SB Campbell Ranch Rd (Total)		2	220	89.5%	197	6.8%	15	3.6%	8	45
Southbound Lane 1		1	110		99		8		4	
Southbound Lane 2		1	110		98		7		4	

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

EB Mayhew Songbird Dr (Total)	West of Campbell Ranch Road	1	280	100.0%	280	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	280		280		0		0	
WB Mayhew Songbird Dr (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	
NB Campbell Ranch Rd (Total)	South of Songbird Drive	3	769	96.9%	745	2.0%	15	1.2%	9	45
Northbound Lane 1		1	0		0		0		0	
Northbound Lane 2		1	385		373		8		5	
Northbound Lane 3		1	384		372		7		4	
SB Campbell Ranch Rd (Total)		2	300	92.3%	277	5.0%	15	2.7%	8	45
Southbound Lane 1		1	150		139		8		4	
Southbound Lane 2		1	150		138		7		4	
NB Campbell Ranch Rd (Total)	North of Woodstock Road	2	769	96.9%	745	2.0%	15	1.2%	9	45
Northbound Lane 1		1	385		373		8		5	
Northbound Lane 2		1	384		372		7		4	
SB Campbell Ranch Rd (Total)		3	300	92.3%	277	5.0%	15	2.7%	8	45
Southbound Lane 1		1	150		139		8		4	
Southbound Lane 2		1	150		138		7		4	
Southbound Lane 3		1	0		0		0		0	
EB Woodstock (Total)	West of Campbell Ranch Road	1	70	100.0%	70	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	70		70		0		0	
WB Woodstock (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	
NB Campbell Ranch Rd (Total)	South of Woodstock Road	3	734	96.7%	710	2.0%	15	1.2%	9	45
Northbound Lane 1		1	0		0		0		0	
Northbound Lane 2		1	367		355		8		5	
Northbound Lane 3		1	367		355		7		4	
SB Campbell Ranch Rd (Total)		2	335	93.1%	312	4.5%	15	2.4%	8	45
Southbound Lane 1		1	168		156		8		4	
Southbound Lane 2		1	167		156		7		4	
EB Indian Truck Trail (Total)	De Palma Road to I-15 Ramps	4	600	92.0%	552	4.0%	24	4.0%	24	40
Eastbound Lane 1		1	170		156		7		7	
Eastbound Lane 2		1	170		156		7		7	
Eastbound Lane 3		1	170		156		7		7	
Eastbound Lane 4		1	90		84		3		3	
WB Indian Truck Trail (Total)		3	959	94.9%	910	2.6%	25	2.5%	24	40
Westbound Lane 1		1	319		302		9		8	
Westbound Lane 2		1	320		304		8		8	
Westbound Lane 3		1	320		304		8		8	

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

EB Indian Truck Trail (Total)	Between I-15 Ramps	4	614	91.9%	564	4.1%	25	4.1%	25	40
Eastbound Lane 1		1	247		229		10		8	
Eastbound Lane 2		1	246		229		10		7	
Eastbound Lane 3		1	61		53		3		5	
Eastbound Lane 4		1	60		53		2		5	
WB Indian Truck Trail (Total)		3	843	95.1%	802	2.5%	21	2.4%	20	40
Westbound Lane 1		1	90		82		4		4	
Westbound Lane 2		1	376		360		8		8	
Westbound Lane 3		1	377		360		9		8	
EB Indian Truck Trail (Total)	I-15 Ramps to Temescal Canyon Road	3	571	91.9%	525	4.0%	23	4.0%	23	40
Eastbound Lane 1		1	191		177		7		7	
Eastbound Lane 2		1	190		174		8		8	
Eastbound Lane 3		1	190		174		8		8	
WB Indian Truck Trail (Total)		3	640	95.9%	614	2.0%	13	2.0%	13	40
Westbound Lane 1		1	196		192		1		3	
Westbound Lane 2		1	197		192		2		3	
Westbound Lane 3		1	247		230		10		7	
NB Campbell Ranch Rd (Total)	North of Indian Truck Trail	2	734	96.7%	710	2.0%	15	1.2%	9	45
Northbound Lane 1		1	367		355		8		5	
Northbound Lane 2		1	367		355		7		4	
SB Campbell Ranch Rd (Total)		4	335	93.1%	312	4.5%	15	2.4%	8	45
Southbound Lane 1		1	125		121		2		2	
Southbound Lane 2		1	125		121		2		2	
Southbound Lane 3		1	43		35		6		2	
Southbound Lane 4		1	42		35		5		2	
EB Indian Truck Trail (Total)	Between Campbell Ranch Road/De Palma Road to I-15 Ramps	3	600	92.0%	552	4.0%	24	4.0%	24	45
Eastbound Lane 1		1	200		184		8		8	
Eastbound Lane 2		1	200		184		8		8	
Eastbound Lane 3		1	200		184		8		8	
WB Indian Truck Trail (Total)		3	959	94.9%	910	2.6%	25	2.5%	24	45
Westbound Lane 1		1	200		185		8		8	
Westbound Lane 2		1	479		455		12		11	
Westbound Lane 3		1	280		270		5		5	
NB De Palma Rd (Total)	South of Indian Truck Trail	4	525	91.4%	480	4.8%	25	3.8%	20	50
Northbound Lane 1		1	0		0		0		0	
Northbound Lane 2		1	88		85		3		0	
Northbound Lane 3		1	87		85		2		0	
Northbound Lane 4		1	350		310		20		20	
SB De Palma Rd (Total)		2	485	90.7%	440	5.4%	26	3.9%	19	50
Southbound Lane 1		1	243		220		13		10	
Southbound Lane 2		1	242		220		13		9	

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

NB De Palma Rd (Total)	Between Indian Truck Trail to Santiago Canyon Road	2	525	91.4%	480	4.8%	25	3.8%	20	55
Northbound Lane 1		1	263		240		13		10	
Northbound Lane 2		1	262		240		12		10	
SB De Palma Rd (Total)		3	485	90.7%	440	5.4%	26	3.9%	19	55
Southbound Lane 1		1	240		220		10		10	
Southbound Lane 2		1	110		98		8		5	
Southbound Lane 3		1	135		122		8		4	
EB Residential Driveway (Total)	West of De Palma Road	1	100	100.0%	100	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	100		100		0		0	
WB Residential Driveway (Total)		1	50	100.0%	50	0.0%	0	0.0%	0	25
Westbound Lane 1		1	50		50		0		0	
EB Retail Driveway (Total)	East of De Palma Road	1	300	90.0%	270	5.0%	15	5.0%	15	30
Eastbound Lane 1		1	300		270		15		15	
WB Retail Driveway (Total)		1	100	70.0%	70	15.0%	15	15.0%	15	30
Westbound Lane 1		1	100		70		15		15	
NB De Palma Rd (Total)	South of Santiago Canyon Road	4	470	91.7%	431	4.7%	22	3.6%	17	55
Northbound Lane 1		1	25		25		0		0	
Northbound Lane 2		1	198		183		9		6	
Northbound Lane 3		1	197		183		8		6	
Northbound Lane 4		1	50		40		5		5	
SB De Palma Rd (Total)		1	280	86.1%	241	8.2%	23	5.7%	16	55
Southbound Lane 1		1	280		241		23		16	
NB De Palma Rd (Total)	North of Glen Eden Road	1	470	91.7%	431	4.7%	22	3.6%	17	55
Northbound Lane 1		1	470		431		22		17	
SB De Palma Rd (Total)		1	280	86.1%	241	8.2%	23	5.7%	16	55
Southbound Lane 1		1	280		241		23		16	
EB Glen Eden Rd (Total)	West of De Palma Road	1	40	75.0%	30	12.5%	5	12.5%	5	30
Eastbound Lane 1		1	40		30		5		5	
WB Glen Eden Rd (Total)		1	100	70.0%	70	15.0%	15	15.0%	15	30
Westbound Lane 1		1	100		70		15		15	
NB De Palma Rd (Total)	South of Glen Eden Road	1	500	88.2%	441	6.4%	32	5.4%	27	55
Northbound Lane 1		1	500		441		32		27	
SB De Palma Rd (Total)		1	250	84.4%	211	9.2%	23	6.4%	16	55
Southbound Lane 1		1	250		211		23		16	

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

NB De Palma Rd (Total)	North of Horsethief Road	1	500	88.2%	441	6.4%	32	5.4%	27	55
Northbound Lane 1		1	500		441		32		27	
SB De Palma Rd (Total)		1	250	84.4%	211	9.2%	23	6.4%	16	55
Southbound Lane 1		1	250		211		23		16	
EB Horsethief Canyon Rd (Total)	West of De Palma Road	2	802	93.1%	747	3.6%	29	3.2%	26	40
Eastbound Lane 1		1	337		290		25		22	
Eastbound Lane 2		1	465		457		4		4	
WB Horsethief Canyon Rd (Total)		1	237	94.1%	223	2.5%	6	3.4%	8	40
Westbound Lane 1		1	237		223		6		8	
EB Horsethief Canyon Rd (Total)	East of De Palma Road	1	565	93.5%	528	3.9%	22	2.7%	15	40
Eastbound Lane 1		1	565		528		22		15	
WB Horsethief Canyon Rd (Total)		1	250	93.6%	234	3.2%	8	3.2%	8	40
Westbound Lane 1		1	250		234		8		8	
EB Temescal Canyon Rd (Total)	West of Mayhew Road	2	429	95.3%	409	2.3%	10	2.3%	10	40
Eastbound Lane 1		1	215		205		5		5	
Eastbound Lane 2		1	214		204		5		5	
WB Temescal Canyon Rd (Total)		2	500	94.2%	471	3.0%	15	2.8%	14	40
Westbound Lane 1		1	250		236		8		7	
Westbound Lane 2		1	250		235		7		7	
NB Mayhew Rd (Total)	North of Temescal Canyon Road	1	0	0.0%	0	0.0%	0	0.0%	0	40
Northbound Lane 1		1	0		0		0		0	
SB Mayhew Rd (Total)		1	10	100.0%	10	0.0%	0	0.0%	0	40
Southbound Lane 1		1	10		10		0		0	
EB Temescal Canyon Rd (Total)	East of Mayhew Road	2	429	95.3%	409	2.3%	10	2.3%	10	30
Eastbound Lane 1		1	215		205		5		5	
Eastbound Lane 2		1	214		204		5		5	
WB Temescal Canyon Rd (Total)		2	490	94.1%	461	3.1%	15	2.9%	14	30
Westbound Lane 1		1	245		231		8		7	
Westbound Lane 2		1	245		230		7		7	
NB Temescal Canyon Rd (Total)	North of Terramor Drive	2	490	94.1%	461	3.1%	15	2.9%	14	40
Northbound Lane 1		1	245		231		8		7	
Northbound Lane 2		1	245		230		7		7	
SB Temescal Canyon Rd (Total)		3	429	95.3%	409	2.3%	10	2.3%	10	40
Southbound Lane 1		1	45		45		0		0	
Southbound Lane 2		1	192		182		5		5	
Southbound Lane 3		1	192		182		5		5	
EB Terramor Dr (Total)	East of Temescal Canyon Road	1	80	100.0%	80	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	80		80		0		0	
WB Terramor Dr (Total)		2	250	100.0%	250	0.0%	0	0.0%	0	
Westbound Lane 1		1	50		50		0		0	30
Westbound Lane 2		1	200		200		0		0	

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

NB Temescal Canyon Rd (Total)	South of Terramor Drive	2	325	91.1%	296	4.6%	15	4.3%	14	40
Northbound Lane 1		1	163		148		8		7	
Northbound Lane 2		1	162		148		7		7	
SB Temescal Canyon Rd (Total)		2	434	95.4%	414	2.3%	10	2.3%	10	40
Southbound Lane 1		1	217		207		5		5	
Southbound Lane 2		1	217		207		5		5	
NB Temescal Canyon Rd (Total)	North of Indian Truck Trail	2	325	91.1%	296	4.6%	15	4.3%	14	55
Northbound Lane 1		1	163		148		8		7	
Northbound Lane 2		1	162		148		7		7	
SB Temescal Canyon Rd (Total)		3	434	95.4%	414	2.3%	10	2.3%	10	55
Southbound Lane 1		1	97		92		2		2	
Southbound Lane 2		1	97		92		3		3	
Southbound Lane 3		1	240		230		5		5	
EB Indian Truck Trail (Total)	Between I-15 Ramps to Temescal Canyon Road	3	571	91.9%	525	4.0%	23	4.0%	23	45
Eastbound Lane 1		1	95		85		5		5	
Eastbound Lane 2		1	95		85		5		5	
Eastbound Lane 3		1	381		355		13		13	
WB Indian Truck Trail (Total)		3	640	95.9%	614	2.0%	13	2.0%	13	45
Westbound Lane 1		1	213		205		4		4	
Westbound Lane 2		1	213		205		4		4	
Westbound Lane 3		1	214		204		5		5	
NB Temescal Canyon Rd (Total)	South of Indian Truck Trail	2	535	95.3%	510	2.4%	13	2.2%	12	55
Northbound Lane 1		1	400		384		8		8	
Northbound Lane 2		1	135		126		5		4	
SB Temescal Canyon Rd (Total)		1	575	93.7%	539	3.1%	18	3.1%	18	55
Southbound Lane 1		1	575		539		18		18	
NB Temescal Canyon Rd (Total)	North of Horsethief Road	1	485	94.8%	460	2.7%	13	2.5%	12	55
Northbound Lane 1		1	485		460		13		12	
SB Temescal Canyon Rd (Total)		1	525	95.2%	500	2.5%	13	2.3%	12	55
Southbound Lane 1		1	525		500		13		12	
EB Horsethief Rd (Total)	West of Temescal Canyon Road	1	565	93.5%	528	3.9%	22	2.7%	15	40
Eastbound Lane 1		1	565		528		22		15	
WB Horsethief Rd (Total)		1	250	93.6%	234	3.2%	8	3.2%	8	40
Westbound Lane 1		1	250		234		8		8	
NB Temescal Canyon Rd (Total)	South of Horsethief Road	1	420	94.5%	397	2.6%	11	2.9%	12	55
Northbound Lane 1		1	420		397		11		12	
SB Temescal Canyon Rd (Total)		1	775	94.3%	731	3.2%	25	2.5%	19	55
Southbound Lane 1		1	775		731		25		19	

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

NB Temescal Canyon Rd (Total)	North of Lester Circle	1	420	94.5%	397	2.6%	11	2.9%	12	55
Northbound Lane 1		1	420		397		11		12	
SB Temescal Canyon Rd (Total)		1	775	94.3%	731	3.2%	25	2.5%	19	55
Southbound Lane 1		1	775		731		25		19	
EB Lester Circle (Total)	West of Temescal Canyon Road	1	0	0.0%	0	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	0		0		0		0	
WB Lester Circle (Total)		1	10	100.0%	10	0.0%	0	0.0%	0	30
Westbound Lane 1		1	10		10		0		0	
NB Temescal Canyon Rd (Total)	South of Lester Circle	1	420	94.5%	397	2.6%	11	2.9%	12	55
Northbound Lane 1		1	420		397		11		12	
SB Temescal Canyon Rd (Total)		1	765	94.2%	721	3.3%	25	2.5%	19	55
Southbound Lane 1		1	765		721		25		19	
NB Temescal Canyon Rd (Total)	North of Earthmover Circle	1	420	94.5%	397	2.6%	11	2.9%	12	55
Northbound Lane 1		1	420		397		11		12	
SB Temescal Canyon Rd (Total)		1	765	94.2%	721	3.3%	25	2.5%	19	55
Southbound Lane 1		1	765		721		25		19	
EB Earthmover Circle (Total)	West of Temescal Canyon Road	1	0	0.0%	0	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	0		0		0		0	
WB Earthmover Circle (Total)		1	10	100.0%	10	0.0%	0	0.0%	0	30
Westbound Lane 1		1	10		10		0		0	
NB Temescal Canyon Rd (Total)	South of Earthmover Circle	1	420	94.5%	397	2.6%	11	2.9%	12	55
Northbound Lane 1		1	420		397		11		12	
SB Temescal Canyon Rd (Total)		1	755	94.2%	711	3.3%	25	2.5%	19	55
Southbound Lane 1		1	755		711		25		19	
NB Temescal Canyon Rd (Total)	North of Concordia Ranch Road	1	420	94.5%	397	2.6%	11	2.9%	12	55
Northbound Lane 1		1	420		397		11		12	
SB Temescal Canyon Rd (Total)		1	755	94.2%	711	3.3%	25	2.5%	19	55
Southbound Lane 1		1	755		711		25		19	
EB Concordia Ranch Rd (Total)	East of Temescal Canyon Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	0		0		0		0	
WB Concordia Ranch Rd (Total)		1	10	100.0%	10	0.0%	0	0.0%	0	25
Westbound Lane 1		1	10		10		0		0	
NB Temescal Canyon Rd (Total)	South of Concordia Ranch Road	1	410	94.4%	387	2.7%	11	2.9%	12	55
Northbound Lane 1		1	410		387		11		12	
SB Temescal Canyon Rd (Total)		1	755	94.2%	711	3.3%	25	2.5%	19	55
Southbound Lane 1		1	755		711		25		19	
NB Temescal Canyon Rd (Total)	North of Hostettler Road	1	410	94.4%	387	2.7%	11	2.9%	12	55
Northbound Lane 1		1	410		387		11		12	
SB Temescal Canyon Rd (Total)		1	755	94.2%	711	3.3%	25	2.5%	19	55
Southbound Lane 1		1	755		711		25		19	

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

EB Hostettler Rd (Total)	West of Temescal Canyon Road	1	140	100.0%	140	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	140		140		0		0	
WB Hostettler Rd (Total)		1	50	100.0%	50	0.0%	0	0.0%	0	30
Westbound Lane 1		1	50		50		0		0	
NB Temescal Canyon Rd (Total)	South of Hostettler Road	2	354	93.5%	331	3.1%	11	3.4%	12	55
Northbound Lane 1		1	20		20		0		0	
Northbound Lane 2		1	334		311		11		12	
SB Temescal Canyon Rd (Total)		1	789	94.4%	745	3.2%	25	2.4%	19	55
Southbound Lane 1		1	789		745		25		19	
NB Temescal Canyon Rd (Total)	North of Lake Street	1	354	93.5%	331	3.1%	11	3.4%	12	35
Northbound Lane 1		1	354		331		11		12	
SB Temescal Canyon Rd (Total)		1	789	94.4%	745	3.2%	25	2.4%	19	35
Southbound Lane 1		1	789		745		25		19	
EB Lake St (Total)	West of Temescal Canyon Road	2	1,284	91.0%	1,169	4.9%	63	4.0%	52	50
Eastbound Lane 1		1	304		295		4		5	
Eastbound Lane 2		1	980		874		59		47	
WB Lake St (Total)		1	715	94.8%	678	2.9%	21	2.2%	16	50
Westbound Lane 1		1	715		678		21		16	
EB Lake St (Total)	East of Temescal Canyon Road	1	1,480	91.0%	1,347	5.0%	74	4.0%	59	50
Eastbound Lane 1		1	1,480		1,347		74		59	
WB Lake St (Total)		1	476	92.9%	442	3.8%	18	3.4%	16	50
Westbound Lane 1		1	476		442		18		16	
EB Lake St (Total)	Temescal Canyon Road to I-15 Ramps	2	1,480	91.0%	1,347	5.0%	74	4.0%	59	40
Eastbound Lane 1		1	941		877		37		27	
Eastbound Lane 2		1	539		470		37		32	
WB Lake St (Total)		1	476	92.9%	442	3.8%	18	3.4%	16	40
Westbound Lane 1		1	476		442		18		16	

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

EB Lake St (Total)	Between I-15 Ramps	2	1,013	92.2%	934	4.4%	45	3.4%	34	40
Eastbound Lane 1		1	874		812		35		27	
Eastbound Lane 2		1	139		122		10		7	
WB Lake St (Total)		2	229	96.1%	220	2.2%	5	1.7%	4	40
Westbound Lane 1		1	41		34		4		3	
Westbound Lane 2		1	188		186		1		1	
EB Lake St (Total)	I-15 Ramps to Walker Canyon Drive	1	201	85.6%	172	8.0%	16	6.5%	13	40
Eastbound Lane 1		1	201		172		16		13	
WB Lake St (Total)		1	87	93.1%	81	3.4%	3	3.4%	3	40
Westbound Lane 1		1	87		81		3		3	
NB Walker Canyon Rd (Total)	South of Lake Street	1	87	93.1%	81	3.4%	3	3.4%	3	35
Northbound Lane 1		1	87		81		3		3	
SB Walker Canyon Rd (Total)		1	201	85.6%	172	8.0%	16	6.5%	13	35
Southbound Lane 1		1	201		172		16		13	
EB Nichols Rd (Total)	Collier Avenue to I-15 Ramps	2	1,480	94.5%	1,398	3.0%	44	2.6%	38	35
Eastbound Lane 1		1	1,070		1,018		28		24	
Eastbound Lane 2		1	410		380		16		14	
WB Nichols Rd (Total)		3	1,165	91.2%	1,062	5.7%	66	3.2%	37	35
Westbound Lane 1		1	388		354		22		12	
Westbound Lane 2		1	388		354		22		12	
Westbound Lane 3		1	389		354		22		13	
EB Nichols Rd (Total)	Between I-15 Ramps	2	1,345	92.9%	1,250	3.9%	52	3.2%	43	35
Eastbound Lane 1		1	150		131		11		8	
Eastbound Lane 2		1	1,195		1,119		41		35	
WB Nichols Rd (Total)		2	1,140	90.4%	1,031	6.1%	69	3.5%	40	35
Westbound Lane 1		1	50		20		16		14	
Westbound Lane 2		1	1,090		1,011		53		26	
EB Nichols Rd (Total)	I-15 Ramps to El Toro Road	1	1,255	92.9%	1,166	3.8%	48	3.3%	41	35
Eastbound Lane 1		1	1,255		1,166		48		41	
WB Nichols Rd (Total)		1	1,220	93.1%	1,136	4.6%	56	2.3%	28	35
Westbound Lane 1		1	1,220		1,136		56		28	
EB Nichols Rd (Total)	West of Collier Avenue	1	1,380	94.7%	1,307	3.2%	44	2.1%	29	40
Eastbound Lane 1		1	1,380		1,307		44		29	
WB Nichols Rd (Total)		1	1,042	91.1%	949	5.8%	60	3.2%	33	40
Westbound Lane 1		1	1,042		949		60		33	
EB Nichols Rd (Total)	East of Collier Avenue	2	1,480	94.5%	1,398	3.0%	44	2.6%	38	40
Eastbound Lane 1		1	1,070		1,018		28		24	
Eastbound Lane 2		1	410		380		16		14	
WB Nichols Rd (Total)		2	1,165	91.2%	1,062	5.7%	66	3.2%	37	40
Westbound Lane 1		1	313		287		19		7	
Westbound Lane 2		1	852		775		47		30	

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

NB Collier Ave (Total)	South of Nichols Rd	2	490	89.4%	438	6.7%	33	3.9%	19	50
Northbound Lane 1		1	190		174		13		3	
Northbound Lane 2		1	300		264		20		16	
SB Collier Ave (Total)		2	513	89.7%	460	7.6%	39	2.7%	14	50
Southbound Lane 1		1	257		230		20		7	
Southbound Lane 2		1	256		230		19		7	
NB Collier Ave (Total)	North of Riverside Drive	2	590	91.2%	538	5.6%	33	3.2%	19	50
Northbound Lane 1		1	295		269		17		10	
Northbound Lane 2		1	295		269		16		9	
SB Collier Ave (Total)		3	613	91.4%	560	6.4%	39	2.3%	14	50
Southbound Lane 1		1	0		0		0		0	
Southbound Lane 2		1	307		280		20		7	
Southbound Lane 3		1	306		280		19		7	
EB Riverside Dr (Total)	East of Collier Avenue	1	40	100.0%	40	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	40		40		0		0	
WB Riverside Dr (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	30
Westbound Lane 1		1	0		0		0		0	
EB Riverside Dr (Total)	West of Collier Avenue	2	100	76.0%	76	20.0%	20	4.0%	4	40
Eastbound Lane 1		1	50		43		5		2	
Eastbound Lane 2		1	50		33		15		2	
WB Riverside Dr (Total)		2	240	91.3%	219	5.4%	13	3.3%	8	40
Westbound Lane 1		1	120		110		7		4	
Westbound Lane 2		1	120		109		6		4	
NB Collier Ave (Total)	South of Riverside Drive	2	780	92.3%	720	4.9%	38	2.8%	22	40
Northbound Lane 1		1	200		185		10		5	
Northbound Lane 2		1	580		535		28		17	
SB Collier Ave (Total)		2	623	89.7%	559	8.2%	51	2.1%	13	40
Southbound Lane 1		1	312		280		26		7	
Southbound Lane 2		1	311		279		25		6	
NB Collier Ave (Total)	North of Hunco Way	2	780	92.3%	720	4.9%	38	2.8%	22	40
Northbound Lane 1		1	390		360		19		11	
Northbound Lane 2		1	390		360		19		11	
SB Collier Ave (Total)		3	623	89.7%	559	8.2%	51	2.1%	13	40
Southbound Lane 1		1	20		10		10		0	
Southbound Lane 2		1	302		275		21		7	
Southbound Lane 3		1	301		274		20		6	

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

EB Hunco Way (Total)	East of Collier Avenue	1	420	92.9%	390	4.8%	20	2.4%	10	30
Eastbound Lane 1		1	420		390		20		10	
WB Hunco Way (Total)		3	320	95.3%	305	3.1%	10	1.6%	5	30
Westbound Lane 1		1	300		285		10		5	
Westbound Lane 2		1	0		0		0		0	
Westbound Lane 3		1	20		20		0		0	
EB Hunco Way (Total)	West of Collier Avenue	1	320	95.3%	305	3.1%	10	1.6%	5	30
Eastbound Lane 1		1	320		305		10		5	
WB Hunco Way (Total)		1	420	92.9%	390	4.8%	20	2.4%	10	30
Westbound Lane 1		1	420		390		20		10	
NB Collier Ave (Total)	South of Hunco Way	4	1,540	93.5%	1,440	3.8%	58	2.7%	42	40
Northbound Lane 1		1	400		380		10		10	
Northbound Lane 2		1	370		340		19		11	
Northbound Lane 3		1	370		340		19		11	
Northbound Lane 4		1	400		380		10		10	
SB Collier Ave (Total)		2	1,183	93.7%	1,109	4.3%	51	1.9%	23	40
Southbound Lane 1		1	592		555		26		12	
Southbound Lane 2		1	591		554		25		11	
NB Collier Ave (Total)	North of Central Avenue	2	1,640	93.9%	1,540	3.5%	58	2.6%	42	50
Northbound Lane 1		1	820		770		29		21	
Northbound Lane 2		1	820		770		29		21	
SB Collier Ave (Total)		6	1,283	94.2%	1,209	4.0%	51	1.8%	23	50
Southbound Lane 1		1	354		332		15		7	
Southbound Lane 2		1	354		332		15		7	
Southbound Lane 3		1	355		333		16		6	
Southbound Lane 4		1	100		96		2		1	
Southbound Lane 5		1	100		97		2		2	
Southbound Lane 6		1	20		19		1		0	
EB Central Ave (Total)	East of Collier Avenue	4	1,773	94.9%	1,683	3.4%	60	1.7%	30	40
Eastbound Lane 1		1	443		421		15		8	
Eastbound Lane 2		1	443		421		15		8	
Eastbound Lane 3		1	443		421		15		8	
Eastbound Lane 4		1	444		420		15		6	
WB Central Ave (Total)		5	2,578	94.6%	2,439	3.1%	80	2.3%	59	40
Westbound Lane 1		1	419		402		10		8	
Westbound Lane 2		1	419		401		10		7	
Westbound Lane 3		1	510		493		10		7	
Westbound Lane 4		1	615		572		25		19	
Westbound Lane 5		1	615		571		25		18	

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

WB Central Ave (Total)	West of Collier Avenue	5	420	96.7%	406	2.1%	9	1.2%	5	50
Eastbound Lane 1		1	15		15		1		0	
Eastbound Lane 2		1	15		14		0		0	
Eastbound Lane 3		1	130		126		3		2	
Eastbound Lane 4		1	130		126		3		2	
Eastbound Lane 5		1	130		125		2		1	
EB Central Ave (Total)		2	560	96.6%	541	2.1%	12	1.3%	7	50
Westbound Lane 1		1	280		271		6		4	
Westbound Lane 2		1	280		270		6		3	
NB Collier Ave (Total)	South of Central Avenue	5	810	96.7%	783	2.0%	16	1.4%	11	40
Northbound Lane 1		1	30		29		1		0	
Northbound Lane 2		1	190		184		4		3	
Northbound Lane 3		1	190		184		3		2	
Northbound Lane 4		1	200		193		4		3	
Northbound Lane 5		1	200		193		4		3	
SB Collier Ave (Total)		2	1,118	96.0%	1,073	2.3%	26	1.7%	19	40
Southbound Lane 1		1	559		537		13		10	
Southbound Lane 2		1	559		536		13		9	
NB Collier Ave (Total)	North of 3rd Street	1	810	96.7%	783	2.0%	16	1.4%	11	50
Northbound Lane 1		1	810		783		16		11	
SB Collier Ave (Total)		3	1,118	96.0%	1,073	2.3%	26	1.7%	19	50
Southbound Lane 1		1	0		0		0		0	
Southbound Lane 2		1	1,098		1,053		26		19	
Southbound Lane 3		1	20		20		0		0	
EB 3rd St (Total)	West of Collier Avenue	2	20	100.0%	20	0.0%	0	0.0%	0	40
Eastbound Lane 1		1	20		20		0		0	
Eastbound Lane 2		1	0		0		0		0	
WB 3rd St (Total)		1	20	100.0%	20	0.0%	0	0.0%	0	40
Westbound Lane 1		1	20		20		0		0	
NB Collier Ave (Total)	South of 3rd Street	2	790	96.6%	763	2.0%	16	1.4%	11	50
Northbound Lane 1		1	0		0		0		0	
Northbound Lane 2		1	790		763		16		11	
SB Collier Ave (Total)		1	1,098	95.9%	1,053	2.4%	26	1.7%	19	50
Southbound Lane 1		1	1,098		1,053		26		19	
NB Collier Ave (Total)	North of Chaney Street	1	790	96.6%	763	2.0%	16	1.4%	11	45
Northbound Lane 1		1	790		763		16		11	
SB Collier Ave (Total)		2	1,098	95.9%	1053	2.4%	26	1.7%	19	45
Southbound Lane 1		1	908		898		6		4	
Southbound Lane 2		1	190		155		20		15	

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

EB Chaney St (Total)	West of Collier Avenue	2	240	90.4%	217	5.4%	13	4.2%	10	40
Eastbound Lane 1		1	220		203		10		7	
Eastbound Lane 2		1	20		14		3		3	
WB Chaney St (Total)		2	290	84.5%	245	8.6%	25	6.9%	20	40
Westbound Lane 1		1	145		123		13		10	
Westbound Lane 2		1	145		122		12		10	
NB Collier Ave (Total)	South of Chaney Street	1	670	97.0%	650	1.6%	11	1.3%	9	45
Northbound Lane 1		1	670		650		11		9	
SB Collier Ave (Total)		1	928	98.3%	912	1.0%	9	0.8%	7	45
Southbound Lane 1		1	928		912		9		7	
EB Collier Ave (Total)	East of Minthorn Street	1	570	97.9%	558	1.1%	6	1.1%	6	45
Eastbound Lane 1		1	570		558		6		6	
WB Collier Ave (Total)		1	828	98.7%	817	0.7%	6	0.6%	5	45
Westbound Lane 1		1	828		817		6		5	
NB Minthorn St (Total)	North of Collier Avenue	1	150	100.0%	150	0.0%	0	0.0%	0	30
Northbound Lane 1		1	150		150		0		0	
SB Minthorn St (Total)		1	100	100.0%	100	0.0%	0	0.0%	0	30
Southbound Lane 1		1	100		100		0		0	
NB Minthorn St (Total)	South of Collier Avenue	1	720	98.3%	708	0.8%	6	0.8%	6	30
Northbound Lane 1		1	720		708		6		6	
SB Minthorn St (Total)		1	928	98.8%	917	0.6%	6	0.5%	5	30
Southbound Lane 1		1	928		917		6		5	
EB W Minthorn St (Total)	West of N Spring Street	1	928	98.8%	917	0.6%	6	0.5%	5	25
Eastbound Lane 1		1	928		917		6		5	
WB W Minthorn St (Total)		1	720	98.3%	708	0.8%	6	0.8%	6	25
Westbound Lane 1		1	720		708		6		6	
EB W Minthorn St (Total)	East of N Spring Street	1	2	100.0%	2	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	2		2		0		0	
WB W Minthorn St (Total)		1	8	100.0%	8	0.0%	0	0.0%	0	25
Westbound Lane 1		1	8		8		0		0	
NB N Spring St (Total)	South of Minthorn Street	1	712	98.3%	700	0.8%	6	0.8%	6	25
Northbound Lane 1		1	712		700		6		6	
SB N Spring St (Total)		1	927	98.7%	915	0.6%	6	0.6%	6	25
Southbound Lane 1		1	927		915		6		5	

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

EB Central Ave (Total)	Collier Avenue to I-15 Ramps	4	1,773	94.9%	1,683	3.4%	60	1.7%	30	40
Eastbound Lane 1		1	444		421		15		8	
Eastbound Lane 2		1	444		421		15		8	
Eastbound Lane 3		1	440		421		15		4	
Eastbound Lane 4		1	445		420		15		10	
WB Central Ave (Total)		3	2,578	94.6%	2,439	3.1%	80	2.3%	59	45
Westbound Lane 1		1	859		813		27		20	
Westbound Lane 2		1	859		813		27		20	
Westbound Lane 3		1	860		813		26		19	
EB Central Ave (Total)	Between I-15 Ramps	4	1,638	95.4%	1,563	3.1%	51	1.5%	24	40
Eastbound Lane 1		1	410		391		13		6	
Eastbound Lane 2		1	410		391		13		6	
Eastbound Lane 3		1	410		391		13		6	
Eastbound Lane 4		1	408		390		12		6	
WB Central Ave (Total)*		5	2,973	93.8%	2,790	3.8%	112	2.4%	71	45
Westbound Lane 1		1	432		432		0		0	
Westbound Lane 2		1	278		203		53		22	
Westbound Lane 3		1	754		718		20		16	
Westbound Lane 4		1	754		718		20		16	
Westbound Lane 5		1	755		719		19		17	
EB Central Ave (Total)	I-15 Ramps to Dexter Avenue	6	2,248	94.6%	2,126	3.5%	78	2.0%	44	40
Eastbound Lane 1		1	165		149		6		10	
Eastbound Lane 2		1	165		149		6		10	
Eastbound Lane 3		1	480		457		17		6	
Eastbound Lane 4		1	480		457		17		6	
Eastbound Lane 5		1	480		457		17		6	
Eastbound Lane 6		1	478		457		15		6	
WB Central Ave (Total)		3	2,113	94.4%	1,994	3.6%	76	2.0%	43	45
Westbound Lane 1		1	704		665		25		14	
Westbound Lane 2		1	704		665		25		14	
Westbound Lane 3		1	705		664		26		15	
NB Dexter Ave (Total)	Central Avenue to I-15 Hook Ramps	4	1,480	94.1%	1,392	3.0%	44	3.0%	44	40
Northbound Lane 1		1	240		227		7		6	
Northbound Lane 2		1	240		227		7		6	
Northbound Lane 3		1	500		469		15		16	
Northbound Lane 4		1	500		469		15		16	
SB Dexter Ave (Total)		2	805	91.2%	734	4.3%	35	4.5%	36	40
Southbound Lane 1		1	403		367		18		18	
Southbound Lane 2		1	402		367		17		18	

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

NB Dexter Ave (Total)	North of I-15 Hook Ramps	2	1,095	93.5%	1,024	3.2%	35	3.3%	36	40
Northbound Lane 1		1	548		512		18		18	
Northbound Lane 2		1	547		512		17		18	
SB Dexter Ave (Total)		2	950	92.0%	874	4.0%	38	4.0%	38	40
Southbound Lane 1		1	710		646		31		33	
Southbound Lane 2		1	240		228		7		5	
EB Central Ave (Total)	I-15 Ramps to Dexter Avenue	6	2,248	94.6%	2,126	3.5%	78	2.0%	44	40
Eastbound Lane 1		1	165		149		6		10	
Eastbound Lane 2		1	165		149		6		10	
Eastbound Lane 3		1	480		457		17		6	
Eastbound Lane 4		1	480		457		17		6	
Eastbound Lane 5		1	480		457		17		6	
Eastbound Lane 6		1	478		457		15		6	
WB Central Ave (Total)		3	2,113	94.4%	1,994	3.6%	76	2.0%	43	40
Westbound Lane 1		1	704		665		25		14	
Westbound Lane 2		1	704		665		25		14	
Westbound Lane 3		1	705		664		26		15	
EB Central Ave (Total)	East of Dexter Avenue	4	1,900	93.8%	1,783	4.1%	77	2.1%	40	40
Eastbound Lane 1		1	475		446		19		10	
Eastbound Lane 2		1	475		446		19		10	
Eastbound Lane 3		1	476		446		20		10	
Eastbound Lane 4		1	474		445		19		10	
WB Central Ave (Total)		4	2,510	95.7%	2,402	2.2%	55	2.1%	53	40
Westbound Lane 1		1	554		525		15		12	
Westbound Lane 2		1	553		526		15		13	
Westbound Lane 3		1	553		526		15		13	
Westbound Lane 4		1	850		825		10		15	
NB Dexter Ave (Total)	North of Central Avenue	2	1,480	93.9%	1,390	3.0%	45	3.0%	45	40
Northbound Lane 1		1	740		695		23		23	
Northbound Lane 2		1	740		695		22		22	
SB Dexter Ave (Total)		3	805	91.2%	734	4.3%	35	4.5%	36	40
Southbound Lane 1		1	112		96		3		13	
Southbound Lane 2		1	370		336		15		19	
Southbound Lane 3		1	323		302		17		4	
NB Dexter Ave (Total)	South of Central Avenue	3	470	86.2%	405	10.6%	50	3.2%	15	40
Northbound Lane 1		1	130		115		14		1	
Northbound Lane 2		1	170		145		18		7	
Northbound Lane 3		1	170		145		18		7	
SB Dexter Ave (Total)		1	540	92.6%	500	3.7%	20	3.7%	20	40
Southbound Lane 1		1	540		500		20		20	

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

NB Camino Del Norte St (Total)	North of Ohana Circle	1	420	93.8%	394	3.1%	13	3.1%	13	55
Northbound Lane 1		1	420		0		13		13	
SB Camino Del Norte St (Total)		1	480	93.8%	450	3.1%	15	3.1%	15	55
Southbound Lane 1		1	480		450		15		15	
EB Ohana Circle (Total)	East of Camino Del Norte	1	10	100.0%	10	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	10		10		0		0	
WB Ohana Circle (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	
NB Camino Del Norte St (Total)	South of Ohana Circle	1	430	94.0%	404	3.0%	13	3.0%	13	55
Northbound Lane 1		1	430		404		13		13	
SB Camino Del Norte St (Total)		1	480	93.8%	450	3.1%	15	3.1%	15	55
Southbound Lane 1		1	480		450		15		15	
NB Camino Del Norte St (Total)	North of Main Street	1	430	94.0%	404	3.0%	13	3.0%	13	55
Northbound Lane 1		1	430		404		13		13	
SB Camino Del Norte St (Total)		1	480	93.8%	450	3.1%	15	3.1%	15	55
Southbound Lane 1		1	480		450		15		15	
EB Main St (Total)	I-15 Ramps to Camino Del Norte/Minthorn Street	2	315	93.7%	295	3.8%	12	2.5%	8	35
Eastbound Lane 1		1	158		148		6		2	
Eastbound Lane 2		1	157		147		6		5	
WB Main St (Total)		2	515	94.2%	485	3.0%	15	3.0%	15	35
Westbound Lane 1		1	250		239		4		7	
Westbound Lane 2		1	265		246		11		8	
NB Camino Del Norte St (Total)	South of Main Street	1	529	94.0%	497	2.6%	14	3.4%	18	55
Northbound Lane 1		1	529		497		14		18	
SB Camino Del Norte St (Total)		2	379	93.4%	354	3.4%	13	3.2%	12	55
Southbound Lane 1		1	190		177		7		6	
Southbound Lane 2		1	189		177		6		6	
EB Main St (Total)	West of I-15 Ramps	2	720	91.0%	655	5.0%	36	4.0%	29	35
Eastbound Lane 1		1	330		315		9		6	
Eastbound Lane 2		1	390		340		27		23	
WB Main St (Total)		1	790	93.8%	741	3.3%	26	2.9%	23	35
Westbound Lane 1		1	790		741		26		23	
EB Main St (Total)	Between I-15 Ramps	3	410	93.7%	384	3.7%	15	2.7%	11	35
Eastbound Lane 1		1	265		247		10		8	
Eastbound Lane 2		1	73		68		3		2	
Eastbound Lane 3		1	72		69		2		1	
WB Main St (Total)		2	760	93.9%	714	3.2%	24	2.9%	22	35
Westbound Lane 1		1	130		113		9		8	
Westbound Lane 2		1	630		601		15		14	

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

NB Blue Springs Dr (Total)	North of Lakeshore Drive	1	560	97.9%	548	1.1%	6	1.1%	6	25
SB Blue Springs Dr (Total)		1	110	98.2%	108	0.9%	1	0.9%	1	
NB Lakeshore Dr (Total)	South of Blue Springs Drive	1	560	97.9%	548	1.1%	6	1.1%	6	25
SB Lakeshore Dr (Total)		1	110	98.2%	108	0.9%	1	0.9%	1	
NB Nob Hill Rd (Total)	North of Weirick Road	1	0	--	0	--	0	--	0	25
SB Nob Hill Rd (Total)		1	10	90.0%	9	10.0%	1	0.0%	0	
EB Glen Rd (Total)	East of North Weirick Road	1	0	--	0	--	0	--	0	25
WB Glen Rd (Total)		1	10	90.0%	9	10.0%	1	0.0%	0	
NB Dry Gulch Rd (Total)	Dry Gulch Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
SB Dry Gulch Rd (Total)		1	10	90.0%	9	10.0%	1	0.0%	0	25
NB Calico Cir (Total)	Calico Circle	1	30	96.7%	29	3.3%	1	0.0%	0	25
SB Calico Cir (Total)		1	30	96.7%	29	3.3%	1	0.0%	0	25
NB Long Branch Way	Long Branch Way	1	10	90.0%	9	10.0%	1	0.0%	0	25
SB Long Branch Way		1	0	0.0%	0	0.0%	0	0.0%	0	25
NB Piute Creek Dr	Piute Creek Drive	1	20	95.0%	19	5.0%	1	0.0%	0	25
SB Piute Creek Dr		1	20	95.0%	19	5.0%	1	0.0%	0	25
NB Newton St	Newton Street	1	20	95.0%	19	5.0%	1	0.0%	0	25
SB Newton St		1	0	0.0%	0	0.0%	0	0.0%	0	25
NB Katy Way	Katy Way	1	10	90.0%	9	10.0%	1	0.0%	0	25
SB Katy Way		1	0	0.0%	0	0.0%	0	0.0%	0	25
EB Tom Barnes St	Tom Barnes Street	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Tom Barnes St		1	50	96.0%	48	2.0%	1	2.0%	1	25
EB Tuscany St	Tuscany Street	2	30	93.3%	28	3.3%	1	3.3%	1	25
		1	15	--	13	--	1	--	1	
		1	15	--	15	--	0	--	0	
WB Tuscany St		2	30	93.3%	28	3.3%	1	3.3%	1	25
		1	16	--	14	--	1	--	1	
		1	14	--	14	--	0	--	0	
EB Glen Rd	Glen Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Glen Rd		1	10	90.0%	9	10.0%	1	0.0%	0	25
EB Cabot Dr	Cabot Drive	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Cabot Dr		1	110	96.4%	106	1.8%	2	1.8%	2	25
EB Dial Way	Dial Way	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Dial Way		1	70	97.1%	68	2.9%	2	0.0%	0	25
NB Unnamed cul-de-sac	Unnamed cul-de-sac	1	10	90.0%	9	10.0%	1	0.0%	0	25
SB Unnamed cul-de-sac		1	0	0.0%	0	0.0%	0	0.0%	0	25
NB Dial Way Ct	Dial Way Court	1	0	0.0%	0	0.0%	0	0.0%	0	25
SB Dial Way Ct		1	10	80.0%	8	10.0%	1	10.0%	1	25
NB Hayworth Ct	Hayworth Court	1	30	96.7%	29	3.3%	1	0.0%	0	30
SB Hayworth Ct		1	0	0.0%	0	0.0%	0	0.0%	0	30

Table A-3c. No Build Local AM Traffic Volumes for TNM Modeling

EB Patina Ct	Patina Court	1	10	90.0%	9	10.0%	1	0.0%	0	30
WB Patina Ct		1	0	0.0%	0	0.0%	0	0.0%	0	30
NB Silver Dollar St	Silver Dollar Street	1	70	97.1%	68	2.9%	2	0.0%	0	25
SB Silver Dollar St		1	70	97.1%	68	2.9%	2	0.0%	0	25
EB Lantana Dr	Lantana Drive	1	20	95.0%	19	5.0%	1	0.0%	0	25
WB Lantana Dr		1	20	95.0%	19	5.0%	1	0.0%	0	25
EB Sydney Blue Cir	Sydney Circle	1	20	95.0%	19	5.0%	1	0.0%	0	25
WB Sydney Blue Cir		1	0	0.0%	0	0.0%	0	0.0%	0	25
NB Hannah Ct	Hannah Court	1	40	97.5%	39	2.5%	1	0.0%	0	25
SB Hannah Ct		1	0	0.0%	0	0.0%	0	0.0%	0	25
EB Scotty Way	Scotty Way	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Scotty Way		1	40	97.5%	39	2.5%	1	0.0%	0	25
NB Nickellaus Ct	Nickellaus Court	1	60	96.7%	58	3.3%	2	0.0%	0	25
SB Nickellaus Ct		1	0	0.0%	0	0.0%	0	0.0%	0	25
EB Lapis Ct	Lapis Court	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Lapis Ct		1	10	90.0%	9	10.0%	1	0.0%	0	25
EB Palm Canyon Dr	Palm Canyon Drive	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Palm Canyon Dr		1	20	95.0%	19	5.0%	1	0.0%	0	25
EB Stone Canyon Dr	Stone Canyon Drive	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Stone Canyon Dr		1	20	95.0%	19	5.0%	1	0.0%	0	25
EB Icefield Ct	Icefield Court	1	20	95.0%	19	5.0%	1	0.0%	0	25
WB Icefield Ct		1	0	0.0%	0	0.0%	0	0.0%	0	25
NB Kenosha Cir	Kenosha Circle	1	0	0.0%	0	0.0%	0	0.0%	0	25
SB Kenosha Cir		1	10	90.0%	9	10.0%	1	0.0%	0	25
NB Whitecrown Cir	Whitecrown Circle	1	70	97.1%	68	2.9%	2	0.0%	0	25
SB Whitecrown Cir		1	0	0.0%	0	0.0%	0	0.0%	0	25
EB Baldy Ct	Baldy Court	1	10	90.0%	9	10.0%	1	0.0%	0	25
WB Baldy Ct		1	0	0.0%	0	0.0%	0	0.0%	0	25
EB Stageline St	Stageline Street	1	30	96.7%	29	3.3%	1	0.0%	0	25
WB Stageline St		1	0	0.0%	0	0.0%	0	0.0%	0	25
NB Wrangler Way	Wrangler Way	1	0	0.0%	0	0.0%	0	0.0%	0	25
SB Wrangler Way		1	30	96.7%	29	3.3%	1	0.0%	0	25
EB Rosemary Way	Rosemary Way	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Rosemary Way		1	40	97.5%	39	2.5%	1	0.0%	0	25
EB Coral Canyon Rd	Coral Canyon Road	1	60	100.0%	60	0.0%	0	0.0%	0	25
WB Coral Canyon Rd		1	120	97.5%	117	2.5%	3	0.0%	0	25
NB Cassia Ct	Cassia Court	1	0	0.0%	0	0.0%	0	0.0%	0	25
SB Cassia Ct		1	10	90.0%	9	10.0%	1	0.0%	0	25
NB Whitebark Ln	Whitebark Lane	1	20	95.0%	19	5.0%	1	0.0%	0	25
SB Whitebark Ln		1	20	95.0%	19	5.0%	1	0.0%	0	25

NB Pinecone St	Pinecone Street	1	60	100.0%	60	0.0%	0	0.0%	0	25
SB Pinecone St		1	140	97.9%	137	2.1%	3	0.0%	0	25
EB Birchtree Ct	Birchtree Court	1	20	95.0%	19	5.0%	1	0.0%	0	25
WB Birchtree Ct		1	0	0.0%	0	0.0%	0	0.0%	0	25
EB Sagebrush Way	Sagebrush Way	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Sagebrush Way		1	50	98.0%	49	2.0%	1	0.0%	0	25
NB Magnolia St	Magnolia Street	1	40	97.5%	39	2.5%	1	0.0%	0	25
SB Magnolia St		1	40	97.5%	39	2.5%	1	0.0%	0	25
EB Chinaberry St	Chinaberry Street	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Chinaberry St		1	50	98.0%	49	2.0%	1	0.0%	0	25
EB Poplar Ct	Poplar Court	1	10	90.0%	9	10.0%	1	0.0%	0	25
WB Poplar Ct		1	0	0.0%	0	0.0%	0	0.0%	0	25
NB Temescal Valley Ln	Temescal Valley Lane	1	40	97.5%	39	2.5%	1	0.0%	0	25
SB Temescal Valley Ln		1	40	97.5%	39	2.5%	1	0.0%	0	25
EB Valley Oak Ln	Valley Oak Lane	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Valley Oak Ln		1	70	97.1%	68	2.9%	2	0.0%	0	25
EB Holly Hill Ave	Holly Hill Avenue	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Holly Hill Ave		1	70	97.1%	68	2.9%	2	0.0%	0	25
EB Orange Grove Pl	Orange Grove Place	1	10	90.0%	9	10.0%	1	0.0%	0	25
WB Orange Grove Pl		1	0	0.0%	0	0.0%	0	0.0%	0	25
NB El Toro Rd	West of I-15	1	40	100.0%	40	0.0%	0	0.0%	0	25
SB El Toro Rd		1	0	0.0%	0	0.0%	0	0.0%	0	25
NB El Toro Rd	East of I-15	1	1,095	93.5%	1,024	3.2%	35	3.3%	36	40
SB El Toro Rd		1	950	92.0%	874	4.0%	38	4.0%	38	40
EB 11th St	11th Street	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB 11th St		1	30	96.7%	29	3.3%	1	0.0%	0	25
NB Dexter Pl	Dexter Place	1	30	93.3%	28	3.3%	1	3.3%	1	25
SB Dexter Pl		1	30	93.3%	28	3.3%	1	3.3%	1	25
EB 2nd St	2nd Street	1	420	93.8%	394	3.1%	13	3.1%	13	40
WB 2nd St		1	480	93.8%	450	3.1%	15	3.1%	15	40
NB Frances Street	Frances Street	1	10	90.0%	9	10.0%	1	0.0%	0	25
SB Frances Street		1	10	90.0%	9	10.0%	1	0.0%	0	25
NB Katy Street	Katy Street	1	80	98.8%	79	1.3%	1	0.0%	0	25
SB Katy Street		1	20	95.0%	19	5.0%	1	0.0%	0	25

* Trucks were excluded from some turn lanes on this roadway segment at the direction of the project traffic engineer. These lanes have regulatory or geometric restrictions that prevent trucks from using them.

Appendix A-4 Design-Year Build Traffic Volumes

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Table A-4a. Build Northbound AM Traffic Volumes for TNM Modeling

Table A-4a is based on traffic data supplied by the project's licensed traffic engineer (Fehr and Peers). Various rules were applied to the traffic data in order to represent worst-case traffic noise conditions and maximize traffic continuity along the freeway corridor. These rules are described in the NSR and summarized below.

To represent worst-case traffic noise conditions traffic volumes were capped at level-of-service (LOS) C/D volumes because traffic noise will generally decrease at higher traffic volumes due to the onset of congestion and lower average traffic speeds. These caps are applied to each roadway using the following maximum values: 1,650 vehicles per hour per lane (vphpl) for mainline (ML) and auxiliary lanes; 1,600 vphpl for express lanes; 900 vphpl for metered on-ramps (based on the minimum number of adjacent lanes present along the length of the ramp); no traffic volume caps are applied to off-ramps or non-metered on-ramps.

Traffic continuity is applied at offramps, but traffic volumes are reset each time an on-ramp joins the mainline to avoid the potential for accumulated traffic losses along the corridor that can occur as a result of traffic capping. That is, traffic reductions along the direction of travel will tend to accumulate when the traffic leaving the freeway (i.e., off-ramps) is not capped but the traffic entering the freeway (i.e., on-ramps) is capped, so resetting traffic at on-ramps avoids underestimating traffic noise levels.

Numbered notes, defined below, are provided in Table A-4a to indicate where capped values are applied and explain where discontinuities in the modeled traffic volumes occur.

1. The traffic volume for the off-ramp is removed from the outside ML lane. If the off-ramp requires more traffic than is in the outside ML lane, the additional traffic is taken from the neighboring ML lane. As a result, traffic volumes are lower on the outside lane(s).
2. ML traffic volumes are reset at this freeway segment due to the on-ramp joining the ML.
3. The predicted traffic volume for this ramp was projected by the traffic engineer to exceed 900 vehicles per hour (vph). Therefore, it has been capped at 900 vph. As a result, traffic volumes at the ramp's intersection with the local roadway will appear unbalanced.
4. The reset of ML traffic volumes at this location results in a traffic discontinuity because the on-ramp traffic volume was capped at 900 vph.
5. The traffic volume entering the express lane(s) is removed from the inside ML lane.
6. This note is not used in Table A-4a.
7. Traffic is redistributed due to an increase in the total number of ML lanes.
8. Traffic is redistributed due to a reduction in the total number of ML lanes.
9. ML Traffic is capped at 1,650 vphpl.
10. Trucks were excluded from some turn lanes on this roadway segment at the direction of the project traffic engineer. These lanes have regulatory or geometric restrictions that prevent trucks from using them.
11. ML traffic is redistributed due to the large loss of vehicles to the express lanes.

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
NB Main Street Off-Ramp	Main Street Interchange	1-2	590	92.0%	543	4.6%	27	3.4%	20	70 / 70 / 55	-
Off-Ramp Lane 1		1	442	--	407	--	20	--	15	to	
Off-Ramp Lane 2		1	148	--	136	--	7	--	5	18 / 13 / 10	
NB I-15 General Purpose (Total)	Between Main Street Ramps	3	4,360	94.4%	4,118	3.2%	138	2.4%	104	70 / 70 / 55	1
General Purpose Lane 1		1	1,650	--	1,650	--	0	--	0		
General Purpose Lane 2		1	1,650	--	1,505	--	83	--	62		
General Purpose Lane 3		1	1,060	--	963	--	55	--	42		
NB Main Street On-Ramp	Main Street Interchange	2-1	850	95.6%	813	2.5%	21	1.9%	16	10 / 10 / 10	-
On-Ramp Lane 1		1	425	--	407	--	10	--	8	to	
On-Ramp Lane 2		1	425	--	406	--	11	--	8	70 / 70 / 55	

Table A-4a. Build Northbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
NB I-15 General Purpose (Total)	Main Street On-Ramp to Central Avenue (SR-74) Off-Ramp (3 lanes)	3	4,950	94.6%	4,681	3.1%	154	2.3%	115	70 / 70 / 55	2,9
General Purpose Lane 1		1	1,650	--	1,650	--	0	--	0		
General Purpose Lane 2		1	1,650	--	1,515	--	77	--	58		
General Purpose Lane 3		1	1,650	--	1,516	--	77	--	57		
NB I-15 General Purpose (Total)	Main Street On-Ramp to Central Avenue (SR-74) Off-Ramp (4 lanes)	4	4,950	94.6%	4,681	3.1%	154	2.3%	115	70 / 70 / 55	7
General Purpose Lane 1		1	1,236	--	1,236	--	0	--	0		
General Purpose Lane 2		1	1,238	--	1,238	--	0	--	0		
General Purpose Lane 3		1	1,238	--	1,103	--	77	--	58		
General Purpose Lane 4		1	1,238	--	1,104	--	77	--	57		
NB Central Avenue Off-Ramp	Central Avenue (SR-74) Interchange	1-3	550	92.4%	508	4.4%	24	3.3%	18	70 / 70 / 55 to 18 / 13 / 10	10
Off-Ramp Lane 1		1	212	--	212		0		0		
Off-Ramp Lane 2		1	155	--	127		16		12		
Off-Ramp Lane 3		1	183	--	169		8		6		
NB I-15 General Purpose (Total)	Between Central Avenue (SR-74) Ramps	4	4,400	94.8%	4,173	3.0%	130	2.2%	97	70 / 70 / 55	1
General Purpose Lane 1		1	1,236	--	1,236	--	0	--	0		
General Purpose Lane 2		1	1,238	--	1,238	--	0	--	0		
General Purpose Lane 3		1	1,238	--	1,103	--	77	--	58		
General Purpose Lane 4		1	688	--	596	--	53	--	39		
NB Central Avenue Loop Off-Ramp	Central Avenue (SR-74) Interchange	1	810	92.6%	750	4.2%	34	3.2%	26	70 / 70 / 55 to 18 / 13 / 10	-
Loop Off-Ramp Lane 1		1	810	--	750	--	34	--	26		
NB I-15 General Purpose (Total)	Central Avenue Loop Off-Ramp to Express Lane Ingress	4	3,590	95.3%	3,423	2.7%	96	2.0%	71	70 / 70 / 55	8
General Purpose Lane 1		1	1,197	--	1,197	--	0	--	0		
General Purpose Lane 2		1	1,197	--	1,113	--	48	--	36		
General Purpose Lane 3		1	1,196	--	1,113	--	48	--	35		
NB I-15 Express (Total)	Express Lane Ingress to Dexter Avenue Off-Ramp	1	1,600	100.00%	1,600	0.0%	0	0.0%	0	70 / 70 / 55	11
NB I-15 General Purpose (Total)		4	1,990	91.6%	1,823	4.8%	96	3.6%	71		
General Purpose Lane 1		1	663	--	663	--	0	--	0		
General Purpose Lane 2		1	663	--	579	--	48	--	36		
General Purpose Lane 3		1	664	--	581	--	48	--	35		
NB Dexter Off-Ramp	Central Avenue (SR-74) Interchange	1-2	180	92.2%	166	4.4%	8	3.3%	6	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	105	--	96	--	5	--	4		
Off-Ramp Lane 2		1	75	--	70	--	3	--	2		

Table A-4a. Build Northbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
NB I-15 Express (Total)	Between Dexter Avenue Ramps	1	1,600	100.00%	1,600	0.0%	0	0.0%	0	70 / 70 / 55	1
NB I-15 General Purpose (Total)		3	1,810	91.5%	1,657	4.9%	88	3.6%	65		
General Purpose Lane 1		1	663	--	663	--	0	--	0		
General Purpose Lane 2		1	663	--	579	--	48	--	36		
General Purpose Lane 3		1	484	--	415	--	40	--	29		
NB Dexter Avenue On-Ramp	Central Avenue (SR-74) Interchange	2-1	760	93.3%	709	3.8%	29	2.9%	22	10 / 10 / 10 to 70 / 70 / 55	-
On-Ramp Lane 1		1	380	--	355	--	15	--	11		
On-Ramp Lane 2		1	380		354		14		11		
NB I-15 Express (Total)	Between Central Avenue (SR-74) On-Ramp to Nichols Road Off-Ramp/Express Lane Ingress	1	1,600	100.00%	1,600	0.0%	0	0.0%	0	70 / 70 / 55	2
NB I-15 General Purpose (Total)		3	3,860	92.80%	3,582	4.1%	159	3.1%	119		
General Purpose Lane 1		1	1,286	--	1,286	--	0	--	0		
General Purpose Lane 2		1	1,287	--	1,149	--	79	--	59		
General Purpose Lane 3		1	1,287	--	1,147	--	80	--	60		
NB Nichols Road Off-Ramp	Nichols Road Interchange	1	470	92.77%	436	4.0%	19	3.2%	15	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	470	--	436	--	19	--	15		
NB I-15 Express (Total)	Between Nichols Road Ramps	1	1,600	100.0%	1,600	0.0%	0	0.0%	0	70 / 70 / 55	1
NB I-15 General Purpose (Total)		3	3,390	92.8%	3,146	4.1%	140	3.1%	104		
General Purpose Lane 1		1	1,286	--	1,286	--	0	--	0		
General Purpose Lane 2		1	1,287	--	1,149	--	79	--	59		
General Purpose Lane 3		1	817	--	711	--	61	--	45		
NB Nichols Road On-Ramp	Nichols Road Interchange	1	900	96.5%	868	2.0%	18	1.5%	14	10 / 10 / 10 to 70 / 70 / 55	3
On-Ramp Lane 1		1	900	--	868	--	18	--	14		
NB I-15 Express (Total)	Nichols On-Ramp to Lake Street Off-Ramp/Express Lane Ingress	1	1,600	100.0%	1,600	0.0%	0	0.0%	0	70 / 70 / 55	2,4
NB I-15 General Purpose (Total)		3	4,450	93.7%	4,169	3.6%	161	2.7%	120		
General Purpose Lane 1		1	1,484	--	1,484	--	0	--	0		
General Purpose Lane 2		1	1,483	--	1,343	--	80	--	60		
General Purpose Lane 3		1	1,483	--	1,342	--	81	--	60		
NB I-15 Express (Total)	Express Lane Ingress to Lake Street Off-Ramp	2	2,700	100.0%	2,700	0.0%	0	0.0%	0	70 / 70 / 55	5
NB I-15 Express Lane 1		1	1,350	--	1,350	--	0	--	0		
NB I-15 Express Lane 2		1	1,350	--	1,350	--	0	--	0		
NB I-15 General Purpose (Total)		3	3,350	91.6%	3,069	4.8%	161	3.6%	120		
General Purpose Lane 1		1	384	--	384	--	0	--	0		
General Purpose Lane 2		1	1,483	--	1,343	--	80	--	60		
General Purpose Lane 3		1	1,483	--	1,342	--	81	--	60		

Table A-4a. Build Northbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
NB Lake Street Off-Ramp	Lake Street Interchange	1-2	270	93.3%	252	3.7%	10	3.0%	8	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	203	--	197	--	4	--	2		
Off-Ramp Lane 2		1	67	--	55	--	6	--	6		
NB I-15 Express (Total)	Between Lake Street Ramps	2	2,700	100.0%	2,700	0.0%	0	0.0%	0	70 / 70 / 55	1
NB I-15 Express Lane 1		1	1,350	--	1,350	--	0	--	0		
NB I-15 Express Lane 2		1	1,350	--	1,350	--	0	--	0		
NB I-15 General Purpose (Total)		3	3,080	91.5%	2,817	4.9%	151	3.6%	112		
General Purpose Lane 1		1	384	--	384	--	0	--	0		
General Purpose Lane 2		1	1,483	--	1,343	--	80	--	60		
General Purpose Lane 3		1	1,213	--	1,090	--	71	--	52		
NB Lake Street On-Ramp	Lake Street Interchange	1	900	94.8%	853	3.0%	27	2.3%	20	10 / 10 / 10 to 70 / 70 / 55	3
On-Ramp Lane 1		1	900	--	853	--	27	--	20		
NB I-15 Express (Total)	Lake Street On-Ramp to Express Lane Access	2	2,700	100.0%	2,700	0.0%	0	0.0%	0	70 / 70 / 55	2,4
NB I-15 Express Lane 1		1	1,350	--	1,350	--	0	--	0		
NB I-15 Express Lane 2		1	1,350	--	1,350	--	0	--	0		
NB I-15 General Purpose (Total)		3	4,390	92.5%	4,062	4.3%	188	3.2%	140		
General Purpose Lane 1		1	1,464	--	1,464	--	0	--	0		
General Purpose Lane 2		1	1,463	--	1,299	--	94	--	70		
General Purpose Lane 3		1	1,463	--	1,299	--	94	--	70		
NB I-15 Express (Total)	Express Lane Access to Indian Truck Trail Off-Ramp	2	2,910	100.0%	2,910	0.0%	0	0.0%	0	70 / 70 / 55	5
NB I-15 Express Lane 1		1	1,455	--	1,455	--	0	--	0		
NB I-15 Express Lane 2		1	1,455	--	1,455	--	0	--	0		
NB I-15 General Purpose (Total)		3	4,180	92.2%	3,852	4.5%	188	3.3%	140		
General Purpose Lane 1		1	1,254	--	1,254	--	0	--	0		
General Purpose Lane 2		1	1,463	--	1,299	--	94	--	70		
General Purpose Lane 3		1	1,463	--	1,299	--	94	--	70		
NB Indian Truck Trail Off-Ramp	Indian Truck Trail Interchange	1-3	480	86.9%	417	7.5%	36	5.6%	27	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	160	--	139	--	12	--	9		
Off-Ramp Lane 2		1	160	--	139	--	12	--	9		
Off-Ramp Lane 3		1	160	--	139	--	12	--	9		
NB I-15 Express (Total)	Between Indian Truck Trail Ramps	2	2,910	100.0%	2,910	0.0%	0	0.0%	0	70 / 70 / 55	1
NB I-15 Express Lane 1		1	1,455	--	1,455	--	0	--	0		
NB I-15 Express Lane 2		1	1,455	--	1,455	--	0	--	0		
NB I-15 General Purpose (Total)		3	3,700	92.8%	3,435	4.1%	152	3.1%	113		
General Purpose Lane 1		1	1,254	--	1,254	--	0	--	0		
General Purpose Lane 2		1	1,463	--	1,299	--	94	--	70		
General Purpose Lane 3		1	983	--	882	--	58	--	43		

Table A-4a. Build Northbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
NB Indian Truck Trail On-Ramp	Indian Truck Trail Interchange	2-1	520	90.0%	468	5.8%	30	4.2%	22	15 / 15 / 15 to 70 / 70 / 55	-
On-Ramp Lane 1		1	260	--	234	--	15	--	11		
On-Ramp Lane 2		1	260	--	234	--	15	--	11		
NB I-15 Express (Total)	Indian Truck Trail On-Ramp to Express Lane Access	2	2,910	100.0%	2,910	0.0%	0	0.0%	0	70 / 70 / 55	2
NB I-15 Express Lane 1		1	1,455	--	1,455	--	0	--	0		
NB I-15 Express Lane 2		1	1,455	--	1,455	--	0	--	0		
NB I-15 General Purpose (Total)		3	4,400	93.0%	4,091	4.0%	177	3.0%	132		
General Purpose Lane 1		1	1,466	--	1,466	--	0	--	0		
General Purpose Lane 2		1	1,467	--	1,313	--	88	--	66		
General Purpose Lane 3		1	1,467	--	1,312	--	89	--	66		
NB I-15 Express (Total)	Express Lane Access to Temescal Canyon Off-Ramp	2	2,260	100.0%	2,260	0.0%	0	0.0%	0	70 / 70 / 55	9
NB I-15 Express Lane 1		1	1,130	--	1,130	--	0	--	0		
NB I-15 Express Lane 2		1	1,130	--	1,130	--	0	--	0		
NB I-15 General Purpose (Total)		3	4,950	93.8%	4,645	3.5%	175	2.6%	130		
General Purpose Lane 1		1	1,650	--	1,650	--	0	--	0		
General Purpose Lane 2		1	1,650	--	1,496	--	88	--	66		
General Purpose Lane 3		1	1,650	--	1,495	--	89	--	66		
NB Temescal Canyon Road Off-Ramp	Temescal Canyon Road Interchange	1-2	650	91.8%	597	4.6%	30	3.5%	23	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	650	--	597	--	30	--	23		
NB I-15 Express (Total)	Between Temescal Canyon Ramps	2	2,260	100.0%	2,260	0.0%	0	0.0%	0	70 / 70 / 55	1
NB I-15 Express Lane 1		1	1,130	--	1,130	--	0	--	0		
NB I-15 Express Lane 2		1	1,130	--	1,130	--	0	--	0		
NB I-15 General Purpose (Total)		3	4,300	94.0%	4,044	3.4%	147	2.5%	109		
General Purpose Lane 1		1	1,650	--	1,650	--	0	--	0		
General Purpose Lane 2		1	1,650	--	1,496	--	88	--	66		
General Purpose Lane 3		1	1,000	--	898	--	59	--	43		
NB Temescal Canyon Road On-Ramp	Temescal Canyon Road Interchange	2-1	280	85.7%	240	8.2%	23	6.1%	17	15 / 15 / 15 to 70 / 70 / 55	-
On-Ramp Lane 1		1	210	--	180	--	17	--	13		
On-Ramp Lane 2		1	70	--	60	--	6	--	4		
NB I-15 Express (Total)	Temescal Canyon On-Ramp to Weirick Road Off-Ramp	2	2,260	100.0%	2,260	0.0%	0	0.0%	0	70 / 70 / 55	2
NB I-15 Express Lane 1		1	1,130	--	1,130	--	0	--	0		
NB I-15 Express Lane 2		1	1,130	--	1,130	--	0	--	0		
NB I-15 General Purpose (Total)		3	4,680	93.7%	4,384	3.6%	170	2.7%	126		
General Purpose Lane 1		1	1,560	--	1,560	--	0	--	0		
General Purpose Lane 2		1	1,560	--	1,412	--	85	--	63		
General Purpose Lane 3		1	1,560	--	1,412	--	85	--	63		

Table A-4a. Build Northbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
NB Weirick Road Off-Ramp	Weirick Road Interchange	1-3	80	86.3%	69	7.5%	6	6.3%	5	70 / 70 / 55 to 18 / 13 / 10	10
Off-Ramp Lane 1		1	30	--	26	--	2	--	2		
Off-Ramp Lane 2		1	17	--	10	--	4	--	3		
Off-Ramp Lane 3		1	33	--	33	--	0	--	0		
NB I-15 Express (Total)	Between Weirick Road Ramps	2	2,260	100.0%	2,260	0.0%	0	0.0%	0	70 / 70 / 55	1
NB I-15 Express Lane 1		1	1,130	--	1,130	--	0	--	0		
NB I-15 Express Lane 2		1	1,130	--	1,130	--	0	--	0		
NB I-15 General Purpose (Total)		3	4,600	93.8%	4,315	3.6%	164	2.6%	121		
General Purpose Lane 1		1	1,560	--	1,560	--	0	--	0		
General Purpose Lane 2		1	1,560	--	1,412	--	85	--	63		
General Purpose Lane 3		1	1,480	--	1,343	--	79	--	58		
NB Weirick Road On-Ramp	Weirick Road Interchange	2-1	900	90.9%	818	5.2%	47	3.9%	35	15 / 15 / 15 to 70 / 70 / 55	3
On-Ramp Lane 1		1	450	--	409	--	23	--	18		
On-Ramp Lane 2		1	450	--	409	--	24	--	17		
NB I-15 Express (Total)	Weirick Road On-Ramp to Start of Express Lane Ingress	2	2,260	100.0%	2,260	0.0%	0	0.0%	0	70 / 70 / 55	2,9
NB I-15 Express Lane 1		1	1,130	--	1,130	--	0	--	0		
NB I-15 Express Lane 2		1	1,130	--	1,130	--	0	--	0		
NB I-15 General Purpose (Total)		3	4,950	92.9%	4,598	4.1%	202	3.0%	150		
General Purpose Lane 1		1	1,650	--	1,650	--	0	--	0		
General Purpose Lane 2		1	1,650	--	1,474	--	101	--	75		
General Purpose Lane 3		1	1,650	--	1,474	--	101	--	75		
NB I-15 Express (Total)	Start of Express Lane Ingress to Cajalco Road Off-Ramp	2	2,260	100.0%	2,260	0.0%	0	0.0%	0	70 / 70 / 55	5
NB I-15 Express Lane 1		1	1,130	--	1,130	--	0	--	0		
NB I-15 Express Lane 2		1	1,130	--	1,130	--	0	--	0		
NB I-15 General Purpose (Total)		3	4,950	92.9%	4,598	4.1%	202	3.0%	150		
TEL Transition Lane		1	240	--	240	--	0	--	0		
General Purpose Lane 1		1	1,410	--	1,410	--	0	--	0		
General Purpose Lane 2		1	1,650	--	1,474	--	101	--	75		
General Purpose Lane 3		1	1,650	--	1,474	--	101	--	75		
NB Cajalco Road Off-Ramp	Cajalco Road Interchange	1-4	1,280	93.6%	1,198	3.2%	41	3.2%	41	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	257	--	234	--	12	--	11		
Off-Ramp Lane 2		1	263	--	244	--	9	--	10		
Off-Ramp Lane 3		1	380	--	360	--	10	--	10		
Off-Ramp Lane 4		1	380	--	360	--	10	--	10		

Table A-4a. Build Northbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
NB I-15 Express (Total)	Cajalco Road Off-Ramp to End of Express Lane Ingress	2	2,260	100.0%	2,260	0.0%	0	0.0%	0	70 / 70 / 55	1
NB I-15 Express Lane 1		1	1,130	--	1,130	--	0	--	0		
NB I-15 Express Lane 2		1	1,130	--	1,130	--	0	--	0		
NB I-15 General Purpose (Total)		4	3,670	92.6%	3,400	4.4%	161	3.0%	109		
TEL Transition Lane		1	240	--	240	--	0	--	0		
General Purpose Lane 1		1	1,410	--	1,410	--	0	--	0		
General Purpose Lane 2		1	1,650	--	1,474	--	101	--	75		
General Purpose Lane 3		1	370	--	276	--	60	--	34		
NB I-15 Express (Total)	Express Lanes Ingress to Cajalco Road Loop On-Ramp	2	2,500	100.0%	2,500	0.0%	0	0.0%	0	70 / 70 / 55	-
NB I-15 Express Lane 1		1	1,250	--	1,250	--	0	--	0		
NB I-15 Express Lane 2		1	1,250	--	1,250	--	0	--	0		
NB I-15 General Purpose (Total)		3	3,430	92.1%	3,160	4.7%	161	3.2%	109		
General Purpose Lane 1		1	1,410	--	1,410	--	0	--	0		
General Purpose Lane 2		1	1,650	--	1,474	--	101	--	75		
General Purpose Lane 3		1	370	--	276	--	60	--	34		
NB Cajalco Road Loop On-Ramp	Cajalco Road Interchange	2-1	900	94.9%	854	2.6%	23	2.6%	23	10 / 10 / 10 to 70 / 70 / 55	3
Loop On-Ramp Lane 1		1	135	--	135	--	0	--	0		
Loop On-Ramp Lane 2		1	765	--	719	--	23	--	23		
NB I-15 Express (Total)	Cajalco Road Loop On-Ramp to Cajalco Road On-Ramp	2	2,500	100.0%	2,500	0.0%	0	0.0%	0	70 / 70 / 55	2,9
NB I-15 Express Lane 1		1	1,250	--	1,250	--	0	--	0		
NB I-15 Express Lane 2		1	1,250	--	1,250	--	0	--	0		
NB I-15 General Purpose (Total)		3	4,950	93.0%	4,602	4.1%	202	2.9%	146		
General Purpose Lane 1		1	1,650	--	1,650	--	0	--	0		
General Purpose Lane 2		1	1,650	--	1,476	--	101	--	73		
General Purpose Lane 3		1	1,650	--	1,476	--	101	--	73		
NB Cajalco Road On-Ramp	Cajalco Road Interchange	2-1	900	94.8%	854	2.6%	23	2.6%	23	10 / 10 / 10 to 70 / 70 / 55	3
On-Ramp Lane 1		1	450	--	427	--	11	--	12		
On-Ramp Lane 2		1	450	--	427	--	12	--	11		
NB I-15 Express (Total)	Cajalco Road On-Ramp to El Cerrito Road Off-Ramp	2	2,500	100.0%	2,500	0.0%	0	0.0%	0	70 / 70 / 55 to 65 / 65 / 55	2,9
NB I-15 Express Lane 1		1	1,250	--	1,250	--	0	--	0		
NB I-15 Express Lane 2		1	1,250	--	1,250	--	0	--	0		
NB I-15 General Purpose (Total)		4	6,600	93.4%	6,165	3.7%	244	2.9%	191		
General Purpose Lane 1		1	1,650	--	1,650	--	0	--	0		
General Purpose Lane 2		1	1,650	--	1,505	--	81	--	64		
General Purpose Lane 3		1	1,650	--	1,505	--	81	--	64		
General Purpose Lane 4 (Aux)		1	1,650	--	1,505	--	82	--	63		

Table A-4a. Build Northbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
NB El Cerrito Road Off-Ramp	El Cerrito Road Interchange	1-1	1,060	93.2%	988	3.9%	41	2.9%	31	65 / 65 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	1,060	--	988	--	41	--	31		
NB I-15 Express (Total)	El Cerrito Off-Ramp to Express Lane Access	2	2,500	100.0%	2,500	0.0%	0	0.0%	0	65 / 65 / 55	8,9
NB I-15 Express Lane 1		1	1,250	--	1,250	--	0	--	0		
NB I-15 Express Lane 2		1	1,250	--	1,250	--	0	--	0		
NB I-15 General Purpose (Total)		3	4,950	93.2%	4,612	3.8%	189	3.0%	149		
General Purpose Lane 1		1	1,650	--	1,650	--	0	--	0		
General Purpose Lane 2		1	1,650	--	1,480	--	95	--	75		
General Purpose Lane 3		1	1,650	--	1,482	--	94	--	74		
NB I-15 Express (Total)	Express Lane Access to El Cerrito Road On-Ramp	2	3,020	100.0%	3,020	0.0%	0	0.0%	0	65 / 65 / 55	5
NB I-15 Express Lane 1		1	1,510	--	1,510	--	0	--	0		
NB I-15 Express Lane 2		1	1,510	--	1,510	--	0	--	0		
NB I-15 General Purpose (Total)		3	4,430	92.4%	4,092	4.3%	189	3.4%	149		
General Purpose Lane 1		1	1,130	--	1,130	--	0	--	0		
General Purpose Lane 2		1	1,650	--	1,480	--	95	--	75		
General Purpose Lane 3		1	1,650	--	1,482	--	94	--	74		
NB El Cerrito Road On-Ramp	El Cerrito Road Interchange	2-1	900	88.8%	800	6.3%	57	4.8%	43	15 / 15 / 15 to 65 / 65 / 55	3
On-Ramp Lane 1		1	450	--	400	--	28	--	22		
On-Ramp Lane 2		1	450	--	400	--	29	--	21		
NB I-15 Express (Total)	El Cerrito Road On-Ramp to Ontario Avenue Off-Ramp	2	3,020	100.0%	3,020	0.0%	0	0.0%	0	65 / 65 / 55	2,9
NB I-15 Express Lane 1		1	1,510	--	1,510	--	0	--	0		
NB I-15 Express Lane 2		1	1,510	--	1,510	--	0	--	0		
NB I-15 General Purpose (Total)		3	4,950	91.6%	4,533	4.7%	234	3.7%	183		
General Purpose Lane 1		1	1,650	--	1,650	--	0	--	0		
General Purpose Lane 2		1	1,650	--	1,441	--	117	--	92		
General Purpose Lane 3		1	1,650	--	1,442	--	117	--	91		
NB Ontario Avenue Off-Ramp	Ontario Avenue Interchange	1-3	1,170	91.0%	1,065	5.1%	60	3.8%	45	65 / 65 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	438	--	399	--	22	--	17		
Off-Ramp Lane 2		1	439	--	399	--	23	--	17		
Off-Ramp Lane 3		1	293	--	267	--	15	--	11		

Table A-4a. Build Northbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
NB I-15 Express (Total)	Between Ontario Avenue Ramps (3 Lanes)	2	3,020	100.0%	3,020	0.0%	0	0.0%	0	65 / 65 / 55	1
NB I-15 Express Lane 1		1	1,510	--	1,510	--	0	--	0		
NB I-15 Express Lane 2		1	1,510	--	1,510	--	0	--	0		
NB I-15 General Purpose (Total)		3	3,780	91.7%	3,468	4.6%	174	3.7%	138		
General Purpose Lane 1		1	1,650	--	1,650	--	0	--	0		
General Purpose Lane 2		1	1,650	--	1,441	--	117	--	92		
General Purpose Lane 3		1	480	--	377	--	57	--	46		
NB I-15 Express (Total)	Between Ontario Avenue Ramps (4 Lane)	2	3,020	100.0%	3,020	0.0%	0	0.0%	0	65 / 65 / 55	7
NB I-15 Express Lane 1		1	1,510	--	1,510	--	0	--	0		
NB I-15 Express Lane 2		1	1,510	--	1,510	--	0	--	0		
NB I-15 General Purpose (Total)		4	3,780	91.7%	3,468	4.6%	174	3.7%	138		
General Purpose Lane 1		1	945	--	945	--	0	--	0		
General Purpose Lane 2		1	945	--	945	--	0	--	0		
General Purpose Lane 3		1	945	--	789	--	87	--	69		
General Purpose Lane 4		1	945	--	789	--	87	--	69		
NB Ontario Avenue On-Ramp	Ontario Avenue Interchange	2-1	900	91.5%	823	4.8%	44	3.6%	33	15 / 15 / 15 to 65 / 65 / 55	3
On-Ramp Lane 1		1	450	--	411	--	22	--	17		
On-Ramp Lane 2		1	450	--	412	--	22	--	16		

Table A-4b. Build Southbound AM Traffic Volumes for TNM Modeling

Table A-4b is based on traffic data supplied by the project's licensed traffic engineer (Fehr and Peers). Various rules were applied to the traffic data in order to represent worst-case traffic noise conditions and maximize traffic continuity along the freeway corridor. These rules are described in the NSR and summarized below.

To represent worst-case traffic noise conditions traffic volumes were capped at level-of-service (LOS) C/D volumes because traffic noise will generally decrease at higher traffic volumes due to the onset of congestion and lower average traffic speeds. These caps are applied to each roadway using the following maximum values: 1,650 vehicles per hour per lane (vphpl) for mainline (ML) and auxiliary lanes; 1,600 vphpl for express lanes; 900 vphpl for metered on-ramps (based on the minimum number of adjacent lanes present along the length of the ramp); no traffic volume caps are applied to off-ramps or non-metered on-ramps.

Traffic continuity is applied at offramps, but traffic volumes are reset each time an on-ramp joins the mainline to avoid the potential for accumulated traffic losses along the corridor that can occur as a result of traffic capping. That is, traffic reductions along the direction of travel will tend to accumulate when the traffic leaving the freeway (i.e., off-ramps) is not capped but the traffic entering the freeway (i.e., on-ramps) is capped, so resetting traffic at on-ramps avoids underestimating traffic noise levels.

Numbered notes, defined below, are provided in Table A-4b to indicate where capped values are applied and explain where discontinuities in the modeled traffic volumes occur.

1. The traffic volume for the off-ramp is removed from the outside ML lane. If the off-ramp requires more traffic than is in the outside ML lane, the additional traffic is taken from the neighboring ML lane. As a result, traffic volumes are lower on the outside lane(s).
2. ML traffic volumes are reset at this freeway segment due to the on-ramp joining the ML.
3. The predicted traffic volume for this ramp was projected by the traffic engineer to exceed 900 vehicles per hour (vph). Therefore, it has been capped at 900 vph. As a result, traffic volumes at the ramp's intersection with the local roadway will appear unbalanced.
4. The reset of ML traffic volumes at this location results in a traffic discontinuity because the on-ramp traffic volume was capped at 900 vph.
5. This note is not used in Table A-4b.
6. This note is not used in Table A-4b.
7. Traffic is redistributed due to an increase in the total number of ML lanes.
8. Traffic is redistributed due to a reduction in the total number of ML lanes.
9. ML Traffic is capped at 1,650 vphpl.
10. Trucks were excluded from some turn lanes on this roadway segment at the direction of the project traffic engineer. These lanes have regulatory or geometric restrictions that prevent trucks from using them.
11. This note is not used in Table A-4b.

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
SB Ontario Avenue Off-Ramp	Ontario Avenue Interchange	1-3	1,120	85.1%	953	8.0%	90	6.9%	77	65 / 65 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	374	--	318	--	30	--	26		
Off-Ramp Lane 2		1	373	--	318	--	30	--	25		
Off-Ramp Lane 3		1	373	--	317	--	30	--	26		

Table A-4b. Build Southbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
SB I-15 Express (Total)	Between Ontario Avenue Ramps	2	420	100.0%	420	0.0%	0	0.0%	0	65 / 65 / 55	-
SB I-15 Express Lane 1		1	210	--	210	--	0	--	0		
SB I-15 Express Lane 2		1	210	--	210	--	0	--	0		
SB I-15 General Purpose (Total)		4	6,530	87.0%	5,679	7.0%	458	6.0%	393		
General Purpose Lane 1		1	1,631	--	1,631	--	0	--	0		
General Purpose Lane 2		1	1,633	--	1,633	--	0	--	0		
General Purpose Lane 3		1	1,633	--	1,208	--	229	--	196		
General Purpose Lane 4		1	1,633	--	1,207	--	229	--	197		
SB Ontario Avenue On-Ramp	Ontario Avenue Interchange	1	740	88.0%	651	6.5%	48	5.5%	41	15 / 15 / 15 to 65 / 65 / 55	-
On-Ramp Lane 1		1	740	--	651	--	48	--	41		
SB I-15 Express (Total)	Ontario Avenue On-Ramp to El Cerrito Road Off-Ramp	2	420	100.0%	420	0.0%	0	0.0%	0	65 / 65 / 55	2,9
SB I-15 Express Lane 1		1	210	--	210	--	0	--	0		
SB I-15 Express Lane 2		1	210	--	210	--	0	--	0		
SB I-15 General Purpose (Total)		4	6,600	87.1%	5,742	7.0%	462	6.0%	396		
General Purpose Lane 1		1	1,650	--	1,650	--	0	--	0		
General Purpose Lane 2		1	1,650	--	1,364	--	154	--	132		
General Purpose Lane 3		1	1,650	--	1,364	--	154	--	132		
General Purpose Lane 4		1	1,650	--	1,364	--	154	--	132		
SB El Cerrito Road Off-Ramp	El Cerrito Road Interchange	1-2	1,230	87.0%	1,070	7.0%	86	6.0%	74	65 / 65 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	410	--	561	--	29	--	25		
Off-Ramp Lane 2		1	820	--	509	--	57	--	49		
SB I-15 Express (Total)	El Cerrito Road Off-Ramp to Express Lane Egress	2	420	100.0%	420	0.0%	0	0.0%	0	65 / 65 / 55	8,9
SB I-15 Express Lane 1		1	210	--	210	--	0	--	0		
SB I-15 Express Lane 2		1	210	--	210	--	0	--	0		
SB I-15 General Purpose (Total)		3	4,950	86.9%	4,302	7.1%	349	6.0%	299		
General Purpose Lane 1		1	1,650	--	1,650	--	0	--	0		
General Purpose Lane 2		1	1,650	--	1,325	--	175	--	150		
General Purpose Lane 3		1	1,650	--	1,327	--	174	--	149		
SB I-15 Express (Total)	Express Lane Egress to El Cerrito Road On-Ramp	2	370	100.0%	370	0.0%	0	0.0%	0	65 / 65 / 55 to 70 / 70 / 55	9
SB I-15 Express Lane 1		1	185	--	185	--	0	--	0		
SB I-15 Express Lane 2		1	185	--	185	--	0	--	0		
SB I-15 General Purpose (Total)		3	4,950	87.0%	4,308	7.0%	346	6.0%	296		
General Purpose Lane 1		1	1,650	--	1,650	--	0	--	0		
General Purpose Lane 2		1	1,650	--	1,329	--	173	--	148		
General Purpose Lane 3		1	1,650	--	1,329	--	173	--	148		

Table A-4b. Build Southbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
SB El Cerrito Road On-Ramp	El Cerrito Road Interchange	1	420	87.1%	366	6.9%	29	6.0%	25	15 / 15 / 15 to 70 / 70 / 55	-
On-Ramp Lane 1		1	420	--	366	--	29	--	25		
SB I-15 Express (Total)	El Cerrito Road On-Ramp to Cajalco Road Off-Ramp	2	370	100.0%	370	0.0%	0	0.0%	0	70 / 70 / 55	2
SB I-15 Express Lane 1		1	185	--	185	--	0	--	0		
SB I-15 Express Lane 2		1	185	--	185	--	0	--	0		
SB I-15 General Purpose (Total)		4	6,510	87.2%	5,676	6.9%	449	5.9%	385		
General Purpose Lane 1		1	1,626	--	1,626	--	0	--	0		
General Purpose Lane 2		1	1,628	--	1,628	--	0	--	0		
General Purpose Lane 3		1	1,628	--	1,212	--	224	--	192		
General Purpose Lane 4 (Aux)		1	1,628	--	1,210	--	225	--	193		
SB Cajalco Road Off-Ramp	Cajalco Road Interchange	2-5	1,490	92.1%	1,372	4.0%	59	4.0%	59	70 / 70 / 55 to 18 / 13 / 10	10
Off-Ramp Lane 1		1	433	--	433	--	0	--	0		
Off-Ramp Lane 2		1	343	--	298	--	23	--	22		
Off-Ramp Lane 3		1	342	--	297	--	22	--	23		
Off-Ramp Lane 4		1	186	--	172	--	7	--	7		
Off-Ramp Lane 5		1	186	--	172	--	7	--	7		
SB I-15 Express (Total)	Between Cajalco Road Ramps	2	370	100.0%	370	0.0%	0	0.0%	0	70 / 70 / 55	8,9
SB I-15 Express Lane 1		1	185	--	185	--	0	--	0		
SB I-15 Express Lane 2		1	185	--	185	--	0	--	0		
SB I-15 General Purpose (Total)		3	4,950	85.7%	4,243	7.8%	385	6.5%	322		
General Purpose Lane 1		1	1,650	--	1,650	--	0	--	0		
General Purpose Lane 2		1	1,650	--	1,296	--	193	--	161		
General Purpose Lane 3		1	1,650	--	1,297	--	192	--	161		
SB Cajalco Road On-Ramp	Cajalco Road Interchange	2-1	290	92.4%	268	3.8%	11	3.8%	11	15 / 15 / 15 to 70 / 70 / 55	-
On-Ramp Lane 1		1	6	--	6	--	0	--	0		
On-Ramp Lane 2		1	284	--	262	--	11	--	11		
SB I-15 Express (Total)	Cajalco Road On-Ramp to Express Lane Access	2	370	100.0%	370	0.0%	0	0.0%	0	70 / 70 / 55	2
SB I-15 Express Lane 1		1	185	--	185	--	0	--	0		
SB I-15 Express Lane 2		1	185	--	185	--	0	--	0		
SB I-15 General Purpose (Total)		4	5,310	86.1%	4,572	7.6%	401	6.3%	337		
General Purpose Lane 1		1	1,328	--	1,328	--	0	--	0		
General Purpose Lane 2		1	1,328	--	1,328	--	0	--	0		
General Purpose Lane 3		1	1,328	--	958	--	201	--	169		
General Purpose Lane 4 (Aux)		1	1,326	--	958	--	200	--	168		

Table A-4b. Build Southbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
SB I-15 Express (Total)	Express Lane Access to Weirick Road Off-Ramp	2	330	100.0%	330	0.0%	0	0.0%	0	70 / 70 / 55	-
SB I-15 Express Lane 1		1	165	--	165	--	0	--	0		
SB I-15 Express Lane 2		1	165	--	165	--	0	--	0		
SB I-15 General Purpose (Total)		4	5,350	86.2%	4,612	7.5%	401	6.3%	337		
General Purpose Lane 1		1	1,338	--	1,338	--	0	--	0		
General Purpose Lane 2		1	1,337	--	1,337	--	0	--	0		
General Purpose Lane 3		1	1,338	--	970	--	200	--	168		
General Purpose Lane 4		1	1,337	--	967	--	201	--	169		
SB Weirick Road Off-Ramp	Weirick Road Interchange	2-3	700	87.3%	611	6.9%	48	5.9%	41	70 / 70 / 55 to 18 / 13 / 10	10
Off-Ramp Lane 1		1	238	--	208	--	16	--	14		
Off-Ramp Lane 2		1	171	--	112	--	32	--	27		
Off-Ramp Lane 3		1	291	--	291	--	0	--	0		
SB I-15 Express (Total)	Between Weirick Road Ramps	2	330	100.0%	330	0.0%	0	0.0%	0	70 / 70 / 55	8
SB I-15 Express Lane 1		1	165	--	165	--	0	--	0		
SB I-15 Express Lane 2		1	165	--	165	--	0	--	0		
SB I-15 General Purpose (Total)		3	4,650	86.0%	4,001	7.6%	353	6.4%	296		
General Purpose Lane 1		1	1,550	--	1,550	--	0	--	0		
General Purpose Lane 2		1	1,550	--	1,225	--	177	--	148		
General Purpose Lane 3		1	1,550	--	1,226	--	176	--	148		
SB Weirick Road On-Ramp	Weirick Road Interchange	2-1	130	86.9%	113	6.9%	9	6.2%	8	15 / 15 / 15 to 70 / 70 / 55	-
On-Ramp Lane 1		1	65	--	57	--	4	--	4		
On-Ramp Lane 2		1	65	--	56	--	5	--	4		
SB I-15 Express (Total)	Weirick Road On-Ramp to Temescal Canyon Road Off-Ramp	2	330	100.0%	330	0.0%	0	0.0%	0	70 / 70 / 55	2
SB I-15 Express Lane 1		1	165	--	165	--	0	--	0		
SB I-15 Express Lane 2		1	165	--	165	--	0	--	0		
SB I-15 General Purpose (Total)		3	4,780	86.1%	4,114	7.6%	362	6.4%	304		
General Purpose Lane 1		1	1,594	--	1,594	--	0	--	0		
General Purpose Lane 2		1	1,593	--	1,260	--	181	--	152		
General Purpose Lane 3		1	1,593	--	1,260	--	181	--	152		
SB Temescal Canyon Road Off-Ramp	Temescal Canyon Road Interchange	1-2	610	88.0%	537	6.4%	39	5.6%	34	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	207	--	182	--	13	--	12		
Off-Ramp Lane 2		1	403	--	355	--	26	--	22		

Table A-4b. Build Southbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
SB I-15 Express (Total)	Between Temescal Canyon Road Ramps	2	330	100.0%	330	0.0%	0	0.0%	0	70 / 70 / 55	1
SB I-15 Express Lane 1		1	165	--	165	--	0	--	0		
SB I-15 Express Lane 2		1	165	--	165	--	0	--	0		
SB I-15 General Purpose (Total)		3	4,170	85.8%	3,577	7.7%	323	6.5%	270		
General Purpose Lane 1		1	1,594	--	1,594	--	0	--	0		
General Purpose Lane 2		1	1,593	--	1,260	--	181	--	152		
General Purpose Lane 3		1	983	--	723	--	142	--	118		
SB Temescal Canyon Road On-Ramp	Temescal Canyon Road Interchange	2-1	190	88.9%	169	5.8%	11	5.3%	10	15 / 15 / 15 to 70 / 70 / 55	-
On-Ramp Lane 1		1	63	--	56	--	4	--	3		
On-Ramp Lane 2		1	127	--	113	--	7	--	7		
SB I-15 Express (Total)	Temescal Canyon Road On-Ramp to Express Lane Access	2	330	100.0%	330	0.0%	0	0.0%	0	70 / 70 / 55	2
SB I-15 Express Lane 1		1	165	--	165	--	0	--	0		
SB I-15 Express Lane 2		1	165	--	165	--	0	--	0		
SB I-15 General Purpose (Total)		3	4,360	85.9%	3,746	7.7%	334	6.4%	280		
General Purpose Lane 1		1	1,454	--	1,454	--	0	--	0		
General Purpose Lane 2		1	1,453	--	1,146	--	167	--	140		
General Purpose Lane 3		1	1,453	--	1,146	--	167	--	140		
SB I-15 Express (Total)	Express Lane Access to Indian Truck Trail	2	330	100.0%	330	0.0%	0	0.0%	0	70 / 70 / 55	-
SB I-15 Express Lane 1		1	165	--	165	--	0	--	0		
SB I-15 Express Lane 2		1	165	--	165	--	0	--	0		
SB I-15 General Purpose (Total)		3	4,360	85.9%	3,746	7.7%	334	6.4%	280		
General Purpose Lane 1		1	1,454		1,454		0		0		
General Purpose Lane 2		1	1,453		1,146		167		140		
General Purpose Lane 3		1	1,453		1,146		167		140		
SB Indian Truck Trail Off-Ramp	Indian Truck Trail Interchange	1-3	300	92.0%	276	4.0%	12	4.0%	12	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	100		92		4		4		
Off-Ramp Lane 2		1	100		92		4		4		
Off-Ramp Lane 3		1	100		92		4		4		
SB I-15 Express (Total)	Between Indian Truck Trail Ramps	2	330	100.0%	330	0.0%	0	0.0%	0	70 / 70 / 55	1
SB I-15 Express Lane 1		1	165	--	165	--	0	--	0		
SB I-15 Express Lane 2		1	165	--	165	--	0	--	0		
SB I-15 General Purpose (Total)		3	4,060	85.5%	3,470	7.9%	322	6.6%	268		
General Purpose Lane 1		1	1,454	--	1,454	--	0	--	0		
General Purpose Lane 2		1	1,453	--	1,146	--	167	--	140		
General Purpose Lane 3		1	1,153	--	870	--	155	--	128		

Table A-4b. Build Southbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
SB Indian Truck Trail On-Ramp	Indian Truck Trail Interchange	1	200	93.0%	186	3.5%	7	3.5%	7	15 / 15 / 15 to 70 / 70 / 55	-
On-Ramp Lane 1		1	200		186		7		7		
SB I-15 Express (Total)	Indian Truck Trail On-Ramp to Express Lane Access	2	330	100.0%	330	0.0%	0	0.0%	0	70 / 70 / 55	2
SB I-15 Express Lane 1		1	165	--	165	--	0	--	0		
SB I-15 Express Lane 2		1	165	--	165	--	0	--	0		
SB I-15 General Purpose (Total)		3	4,260	85.8%	3,656	7.7%	329	6.5%	275		
General Purpose Lane 1		1	1,420	--	1,420	--	0	--	0		
General Purpose Lane 2		1	1,420	--	1,119	--	164	--	137		
General Purpose Lane 3		1	1,420	--	1,117	--	165	--	138		
SB I-15 Express (Total)	Express Lane Access to Lake Street Off-Ramp	2	320	100.0%	320	0.0%	0	0.0%	0	70 / 70 / 55	-
SB I-15 Express Lane 1		1	160	--	160	--	0	--	0		
SB I-15 Express Lane 2		1	160	--	160	--	0	--	0		
SB I-15 General Purpose (Total)		3	4,270	85.9%	3,666	7.7%	329	6.4%	275		
General Purpose Lane 1		1	1,430	--	1,430	--	0	--	0		
General Purpose Lane 2		1	1,420	--	1,119	--	164	--	137		
General Purpose Lane 3		1	1,420	--	1,117	--	165	--	138		
SB Lake Street Off-Ramp	Lake Street Interchange	1-2	240	80.4%	193	10.4%	25	9.2%	22	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	48	--	33	--	8	--	7		
Off-Ramp Lane 2		1	192	--	160	--	17	--	15		
SB I-15 Express (Total)	Between Lake Street Ramps	2	320	100.0%	320	0.0%	0	0.0%	0	70 / 70 / 55	1
SB I-15 Express Lane 1		1	160	--	160	--	0	--	0		
SB I-15 Express Lane 2		1	160	--	160	--	0	--	0		
SB I-15 General Purpose (Total)		3	4,030	86.2%	3,473	7.5%	304	6.3%	253		
General Purpose Lane 1		1	1,430	--	1,430	--	0	--	0		
General Purpose Lane 2		1	1,420	--	1,119	--	164	--	137		
General Purpose Lane 3		1	1,180	--	924	--	140	--	116		
SB Lake Street On-Ramp	Lake Street Interchange	1	330	77.0%	254	12.4%	41	10.6%	35	15 / 15 / 15 to 70 / 70 / 55	-
On-Ramp Lane 1		1	330	--	254	--	41	--	35		
SB I-15 Express (Total)	Lake Street On-Ramp to Express Lane Egress	2	320	100.0%	320	0.0%	0	0.0%	0	70 / 70 / 55	2
SB I-15 Express Lane 1		1	160	--	160	--	0	--	0		
SB I-15 Express Lane 2		1	160	--	160	--	0	--	0		
SB I-15 General Purpose (Total)		3	4,290	86.0%	3,690	7.6%	327	6.4%	273		
General Purpose Lane 1		1	1,430	--	1,430	--	0	--	0		
General Purpose Lane 2		1	1,430	--	1,131	--	163	--	136		
General Purpose Lane 3		1	1,430	--	1,129	--	164	--	137		

Table A-4b. Build Southbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
SB I-15 Express (Total)	Express Lane Egress to Nichols Road Off-Ramp	1	250	100.0%	250	0.0%	0	0.0%	0	70 / 70 / 55	7
SB I-15 General Purpose (Total)		4	4,360	86.2%	3,760	7.5%	327	6.3%	273		
General Purpose Lane 1		1	1,090	--	1,090	--	0	--	0		
General Purpose Lane 2		1	1,090	--	1,090	--	0	--	0		
General Purpose Lane 3		1	1,090	--	791	--	163	--	136		
General Purpose Lane 4		1	1,090	--	789	--	164	--	137		
SB Nichols Road Off-Ramp	Nichols Road Interchange	1	570	80.5%	459	11.2%	64	8.2%	47	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	570	--	459	--	64	--	47		
SB I-15 Express (Total)	Between Nichols Road Ramps	1	250	100.0%	250	0.0%	0	0.0%	0	70 / 70 / 55	8
SB I-15 General Purpose (Total)		3	3,790	87.1%	3,301	6.9%	263	6.0%	226		
General Purpose Lane 1		1	1,264	--	1,264	--	0	--	0		
General Purpose Lane 2		1	1,263	--	1,019	--	131	--	113		
General Purpose Lane 3		1	1,263	--	1,018	--	132	--	113		
SB Nichols Road On-Ramp	Nichols Road Interchange	1	620	90.32%	560	5.16%	32	4.52%	28	10 / 10 / 10 to 70 / 70 / 55	-
On-Ramp Lane 1		1	620	--	560	--	32	--	28		
SB I-15 Express (Total)	Nichols Road On-Ramp to Central Avenue (SR-74) Off-Ramp	1	250	100.0%	250	0.0%	0	0.0%	0	70 / 70 / 55	2
SB I-15 General Purpose (Total)		4	4,410	87.6%	3,861	6.7%	295	5.8%	254		
General Purpose Lane 1		1	1,101	--	1,101	--	0	--	0		
General Purpose Lane 2		1	1,103	--	1,103	--	0	--	0		
General Purpose Lane 3		1	1,103	--	829	--	147	--	127		
General Purpose Lane 4 (Aux)		1	1,103	--	828	--	148	--	127		
SB Central Avenue (SR-74) Off-Ramp	Central Avenue (SR-74) Interchange	2-4	860	90.3%	777	6.7%	58	2.9%	25	70 / 70 / 55 to 18 / 13 / 10	10
Off-Ramp Lane 1		1	161	--	161	--	0	--	0		
Off-Ramp Lane 2		1	149	--	137	--	9	--	3		
Off-Ramp Lane 3		1	193	--	154	--	27	--	12		
Off-Ramp Lane 4		1	357	--	325	--	22	--	10		
SB I-15 Express (Total)	Central Avenue (SR-74) Off-Ramp to Express Lane Egress	1	250	100.0%	250	0.0%	0	0.0%	0	70 / 70 / 55	8
SB I-15 General Purpose (Total)		3	3,550	86.9%	3,084	6.7%	237	6.5%	229		
General Purpose Lane 1		1	1,184	--	1,184	--	0	--	0		
General Purpose Lane 2		1	1,183	--	951	--	118	--	114		
General Purpose Lane 3		1	1,183	--	949	--	119	--	115		
SB I-15 General Purpose (Total)	Express Lane Egress to Central Avenue (SR-74) On-Ramp	4	3,800	87.7%	3,334	6.2%	237	6.0%	229	70 / 70 / 55	7
General Purpose Lane 1		1	950	--	950	--	0	--	0		
General Purpose Lane 2		1	950	--	950	--	0	--	0		
General Purpose Lane 3		1	950	--	718	--	118	--	114		
General Purpose Lane 4		1	950	--	716	--	119	--	115		

Table A-4b. Build Southbound AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)	Notes
				%	Volume	%	Volume	%	Volume		
SB Central Avenue On-Ramp	Central Avenue (SR-74) Interchange	3-1	900	89.8%	808	7.1%	64	3.1%	28	10 / 10 / 10 to 70 / 70 / 55	3
On-Ramp Lane 1		1	299	--	269	--	21	--	9		
On-Ramp Lane 2		1	299	--	269	--	21	--	9		
On-Ramp Lane 3		1	302	--	270	--	22	--	10		
SB I-15 General Purpose (Total)	Central Avenue (SR-74) On-Ramp to Main Street Off-Ramp	4	5,130	88.3%	4,528	6.5%	332	5.3%	270	70 / 70 / 55	2,4
General Purpose Lane 1		1	1,283	--	1,283	--	0	--	0		
General Purpose Lane 2		1	1,282	--	1,282	--	0	--	0		
General Purpose Lane 3		1	1,283	--	982	--	166	--	135		
General Purpose Lane 4 (Aux)		1	1,282	--	981	--	166	--	135		
SB Main Street Off-Ramp	Main Street Interchange	1-3	250	87.60%	219	6.80%	17	5.60%	14	70 / 70 / 55 to 18 / 13 / 10	-
Off-Ramp Lane 1		1	83	--	72	--	6	--	5		
Off-Ramp Lane 2		1	83	--	72	--	6	--	5		
Off-Ramp Lane 3		1	84	--	75	--	5	--	4		
SB I-15 General Purpose (Total)	Between Main Street Ramps	4	4,800	88.3%	4,238	6.5%	310	5.3%	252	70 / 70 / 55	8
General Purpose Lane 1		1	1,600	--	1,600	--	0	--	0		
General Purpose Lane 2		1	1,600	--	1,319	--	155	--	126		
General Purpose Lane 3		1	1,600	--	1,319	--	155	--	126		
SB Main Street On-Ramp	Main Street Interchange	1	520	87.12%	453	6.92%	36	5.96%	31	10 / 10 / 10 to 70 / 70 / 55	-
On-Ramp Lane 1		1	520	--	453	--	36	--	31		

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Ontario Ave (Total)	California Avenue to I-15 Ramps	3	1,720	93.0%	1,599	4.0%	69	3.0%	52	45
Eastbound Lane 1		1	582		556		16		10	
Eastbound Lane 2		1	583		555		17		11	
Eastbound Lane 3		1	555		488		36		31	
WB Ontario Ave (Total)		2	2,500	91.1%	2,278	4.7%	118	4.2%	104	45
Westbound Lane 1		1	1,250		1,139		59		52	
Westbound Lane 2		1	1,250		1,139		59		52	
EB Ontario Ave (Total)	Between I-15 Ramps	3	1,539	92.9%	1,429	4.1%	63	3.1%	47	45
Eastbound Lane 1		1	567		518		28		21	
Eastbound Lane 2		1	565		518		27		20	
Eastbound Lane 3		1	407		393		8		6	
WB Ontario Ave (Total)		3	1,939	93.1%	1,806	3.6%	70	3.2%	63	45
Westbound Lane 1		1	185		163		12		10	
Westbound Lane 2		1	877		822		29		26	
Westbound Lane 3		1	877		821		29		27	
EB Ontario Ave (Total)	I-15 Ramps to State Street	2	700	95.3%	667	2.7%	19	2.0%	14	45
Eastbound Lane 1		1	350		334		9		7	
Eastbound Lane 2		1	350		333		10		7	
WB Ontario Ave (Total)		3	1,440	94.0%	1,354	3.0%	43	3.0%	43	45
Westbound Lane 1		1	531		505		12		14	
Westbound Lane 2		1	531		503		13		15	
Westbound Lane 3		1	378		346		18		14	
EB El Cerrito Rd (Total)	Bedford Canyon Road to I-15 Ramps	3	1,510	93.0%	1,405	4.0%	60	3.0%	45	45
Eastbound Lane 1		1	615		581		20		14	
Eastbound Lane 2		1	615		580		21		14	
Eastbound Lane 3		1	280		244		19		17	
WB El Cerrito Rd (Total)		2	1,527	89.1%	1,361	6.0%	91	4.9%	75	45
Westbound Lane 1		1	763		681		45		37	
Westbound Lane 2		1	764		680		46		38	
EB El Cerrito Rd (Total)	Between I-15 Ramps	3	1,640	92.5%	1,517	4.3%	70	3.2%	53	45
Eastbound Lane 1		1	260		217		25		19	
Eastbound Lane 2		1	260		217		25		19	
Eastbound Lane 3		1	1,120		1,083		21		16	
WB El Cerrito Rd (Total)		3	847	90.8%	769	5.2%	44	4.0%	34	45
Westbound Lane 1		1	140		122		10		8	
Westbound Lane 2		1	354		324		17		13	
Westbound Lane 3		1	353		323		17		13	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB El Cerrito Rd (Total)	I-15 Ramps to Temescal Canyon Road	2	1,473	95.9%	1,412	2.4%	35	1.8%	26	45
Eastbound Lane 1		1	736		706		17		13	
Eastbound Lane 2		1	737		706		18		13	
WB El Cerrito Rd (Total)		2	660	93.0%	614	4.0%	26	3.0%	20	45
Westbound Lane 1		1	140		124		9		7	
Westbound Lane 2		1	520		490		17		13	
EB El Cerrito Rd (Total)	West of Bedford Canyon Road	3	1,120	90.9%	1,018	5.2%	58	3.9%	44	45
Eastbound Lane 1		1	375		340		20		15	
Eastbound Lane 2		1	373		339		19		15	
Eastbound Lane 3		1	372		339		19		14	
WB El Cerrito Rd (Total)		2	1,477	89.0%	1,314	6.0%	89	5.0%	74	45
Westbound Lane 1		1	739		657		45		37	
Westbound Lane 2		1	738		657		44		37	
EB El Cerrito Rd (Total)	East of Bedford Canyon Road	3	1,510	93.0%	1,405	4.0%	60	3.0%	45	45
Eastbound Lane 1		1	615		581		20		14	
Eastbound Lane 2		1	615		580		21		14	
Eastbound Lane 3		1	280		244		19		17	
WB El Cerrito Rd (Total)		4	1,527	89.1%	1,361	6.0%	91	4.9%	75	45
Westbound Lane 1		1	200		192		5		3	
Westbound Lane 2		1	639		560		43		36	
Westbound Lane 3		1	639		560		43		36	
Westbound Lane 4		1	50		50		0		0	
NB Bedford Canyon Rd (Total)	South of El Cerrito Road	2	680	97.8%	665	1.5%	10	0.7%	5	25
Northbound Lane 1		1	200		195		3		2	
Northbound Lane 2		1	480		470		7		3	
SB Bedford Canyon Rd (Total)		1	290	94.8%	275	3.4%	10	1.7%	5	25
Southbound Lane 1		1	290		275		10		5	
NB Bedford Canyon Rd (Total)	North of Liberty Avenue	1	680	97.8%	665	1.5%	10	0.7%	5	30
Northbound Lane 1		1	680		665		10		5	
SB Bedford Canyon Rd (Total)		2	290	94.8%	275	3.4%	10	1.7%	5	30
Southbound Lane 1		1	290		275		10		5	
Southbound Lane 2		1	0		0		0		0	
EB Liberty Ave (Total)	West of Bedford Canyon Road	1	250	100.0%	250	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	250		250		0		0	
WB Liberty Ave (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
NB Bedford Canyon Rd (Total)	South of Liberty Avenue	1	480	96.9%	465	2.1%	10	1.0%	5	30
Northbound Lane 1		1	480		465		10		5	
SB Bedford Canyon Rd (Total)		1	340	95.6%	325	2.9%	10	1.5%	5	30
Southbound Lane 1		1	340		325		10		5	
NB Bedford Canyon Rd (Total)	North of Klyne Street	1	480	96.9%	465	2.1%	10	1.0%	5	30
Northbound Lane 1		1	480		465		10		5	
SB Bedford Canyon Rd (Total)		1	340	95.6%	325	2.9%	10	1.5%	5	30
Southbound Lane 1		1	340		325		10		5	
EB Klyne St (Total)	West of Bedford Canyon Road	1	120	100.0%	120	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	120		120		0		0	
WB Klyne St (Total)		1	50	100.0%	50	0.0%	0	0.0%	0	25
Westbound Lane 1		1	50		50		0		0	
NB Bedford Canyon Rd (Total)	South of Klyne Street	1	436	96.6%	421	2.3%	10	1.1%	5	30
Northbound Lane 1		1	436		421		10		5	
SB Bedford Canyon Rd (Total)		1	366	95.9%	351	2.7%	10	1.4%	5	30
Southbound Lane 1		1	366		351		10		5	
NB Bedford Canyon Rd (Total)	North of Corona Street	1	436	96.6%	421	2.3%	10	1.1%	5	30
Northbound Lane 1		1	436		421		10		5	
SB Bedford Canyon Rd (Total)		1	366	95.9%	351	2.7%	10	1.4%	5	30
Southbound Lane 1		1	366		351		10		5	
EB Corona St (Total)	West of Bedford Canyon Road	1	90	100.0%	90	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	90		90		0		0	
WB Corona St (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	
NB Bedford Canyon Rd (Total)	South of Corona Street	1	391	96.2%	376	2.6%	10	1.3%	5	30
Northbound Lane 1		1	391		376		10		5	
SB Bedford Canyon Rd (Total)		1	411	96.4%	396	2.4%	10	1.2%	5	30
Southbound Lane 1		1	411		396		10		5	
NB Bedford Canyon Rd (Total)	North of Orange Street	1	391	96.2%	376	2.6%	10	1.3%	5	30
Northbound Lane 1		1	391		376		10		5	
SB Bedford Canyon Rd (Total)		1	411	96.4%	396	2.4%	10	1.2%	5	30
Southbound Lane 1		1	411		396		10		5	
EB Orange St (Total)	West of Bedford Canyon Road	1	10	100.0%	10	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	10		10		0		0	
WB Orange St (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
NB Bedford Canyon Rd (Total)	South of Orange Street	1	391	96.2%	376	2.6%	10	1.3%	5	30
Northbound Lane 1		1	391		376		10		5	
SB Bedford Canyon Rd (Total)		1	421	96.4%	406	2.4%	10	1.2%	5	30
Southbound Lane 1		1	421		406		10		5	
NB Bedford Canyon Rd (Total)	North of Boyd Avenue	1	391	96.2%	376	2.6%	10	1.3%	5	30
Northbound Lane 1		1	391		376		10		5	
SB Bedford Canyon Rd (Total)		1	421	96.4%	406	2.4%	10	1.2%	5	30
Southbound Lane 1		1	421		406		10		5	
EB Boyd Ave (Total)	West of Bedford Canyon Road	1	10	100.0%	10	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	10		10		0		0	
WB Boyd Ave (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	
NB Bedford Canyon Rd (Total)	South of Boyd Avenue	1	381	96.1%	366	2.6%	10	1.3%	5	30
Northbound Lane 1		1	381		366		10		5	
SB Bedford Canyon Rd (Total)		1	421	96.4%	406	2.4%	10	1.2%	5	30
Southbound Lane 1		1	421		406		10		5	
NB Bedford Canyon Rd (Total)	North of Eagle Glen Parkway	2	481	96.9%	466	2.1%	10	1.0%	5	40
Northbound Lane 1		1	241		233		5		3	
Northbound Lane 2		1	240		233		5		2	
SB Bedford Canyon Rd (Total)		2	321	95.3%	306	3.1%	10	1.6%	5	40
Southbound Lane 1		1	215		204		8		3	
Southbound Lane 2		1	106		102		2		2	
EB Eagle Glen Pkwy (Total)	West of Bedford Canyon Road	3	780	93.3%	728	3.1%	24	3.6%	28	40
Eastbound Lane 1		1	125		122		2		1	
Eastbound Lane 2		1	328		303		11		14	
Eastbound Lane 3		1	327		303		11		13	
WB Eagle Glen Pkwy (Total)		2	782	94.1%	736	2.7%	21	3.2%	25	40
Westbound Lane 1		1	391		368		11		13	
Westbound Lane 2		1	391		368		10		12	
EB Eagle Glen Pkwy (Total)	East of Bedford Canyon Road	2	1,170	94.0%	1,100	3.0%	35	3.0%	35	40
Eastbound Lane 1		1	585		550		18		18	
Eastbound Lane 2		1	585		550		17		17	
WB Eagle Glen Pkwy (Total)		5	1,232	94.8%	1,168	2.6%	32	2.6%	32	40
Westbound Lane 1		1	250		240		5		5	
Westbound Lane 3		1	676		634		19		23	
Westbound Lane 5		1	306		294		8		4	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
NB Bedford Canyon Rd (Total)	South of Eagle Glen Parkway	3	400	97.5%	390	1.3%	5	1.3%	5	40
Northbound Lane 1		1	50		50		0		0	
Northbound Lane 2		1	50		50		0		0	
Northbound Lane 3		1	300		290		5		5	
SB Bedford Canyon Rd (Total)		2	300	96.7%	290	1.7%	5	1.7%	5	40
Southbound Lane 1		1	150		145		3		3	
Southbound Lane 2		1	150		145		2		2	
EB Eagle Glen Pkwy (Total)	Bedford Canyon Road to I-15 Ramps	4	1,170	94.0%	1,100	3.0%	35	3.0%	35	40
Eastbound Lane 1		1	50		46		2		2	
Eastbound Lane 2		1	50		46		2		2	
Eastbound Lane 3		1	535		503		16		16	
Eastbound Lane 4		1	535		505		15		15	
WB Eagle Glen Pkwy (Total)		5	1,232	94.8%	1,168	2.6%	32	2.6%	32	40
Westbound Lane 1		1	250		240		5		5	
Westbound Lane 2		1	676		634		19		23	
Westbound Lane 3		1	306		294		8		4	
EB Cajalco Rd (Total)	East of SB Ramps	3	2,188	93.1%	2,036	3.5%	76	3.5%	76	40
Eastbound Lane 1		1	679		679		0*		0*	
Eastbound Lane 2		1	755		679		38		38	
Eastbound Lane 3		1	754		678		38		38	
WB Cajalco Rd (Total)		3	1,050	95.2%	1,000	2.4%	25	2.4%	25	40
Westbound Lane 1		1	430		412		9		9	
Westbound Lane 2		1	430		412		9		9	
Westbound Lane 3		1	190		176		7		7	
EB Cajalco Rd (Total)	Between I-15 Ramps	4	2,188	93.1%	2,036	3.5%	76	3.5%	76	40
Eastbound Lane 1		1	416		380		18		18	
Eastbound Lane 2		1	416		382		17		17	
Eastbound Lane 3		1	416		382		17		17	
Eastbound Lane 4		1	940		892		24		24	
WB Cajalco Rd (Total)		3	1,050	95.2%	1,000	2.4%	25	2.4%	25	40
Westbound Lane 1		1	430		412		9		9	
Westbound Lane 2		1	430		412		9		9	
Westbound Lane 3		1	190		176		7		7	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Cajalco Rd (Total)	I-15 Ramps to Grand Oaks	5	2,008	92.8%	1,864	3.6%	72	3.6%	72	40
Eastbound Lane 1		1	143		135		4		4	
Eastbound Lane 2		1	143		133		5		5	
Eastbound Lane 3		1	574		532		21		21	
Eastbound Lane 4		1	574		532		21		21	
Eastbound Lane 5		1	574		532		21		21	
WB Cajalco Rd (Total)		4	2,860	95.5%	2,732	2.3%	64	2.3%	64	40
Westbound Lane 1		1	176		172		2		2	
Westbound Lane 2		1	177		175		1		1	
Westbound Lane 3		1	177		175		1		1	
Westbound Lane 4		1	2330**		2,210		60		60	
EB Weirick Rd (Total)	Knabe Road to I-15 Ramps	4	1,499	94.0%	1,409	3.0%	45	3.0%	45	35
Eastbound Lane 1		1	478		451		14		14	
Eastbound Lane 2		1	478		451		13		14	
		1	478		451		13		13	
Eastbound Lane 3		1	65		56		5		4	
WB Weirick Rd (Total)		4	800	89.3%	714	5.4%	43	5.4%	43	35
Westbound Lane 1		1	180		173		5		3	
Westbound Lane 2		1	180		172		5		2	
Westbound Lane 3		1	440		369		33		38	
EB Weirick Rd (Total)	Between I-15 Ramps	3	1,672	93.4%	1,561	3.3%	56	3.3%	55	35
Eastbound Lane 1		1	241		204		21		16	
Eastbound Lane 2		1	241		204		21		16	
Eastbound Lane 3		1	1,190		1,153		14		23	
WB Weirick Rd (Total)		3	403	91.3%	368	3.7%	15	5.0%	20	35
Westbound Lane 1		1	65		57		4		4	
Westbound Lane 2		1	169		156		5		8	
Westbound Lane 3		1	169		155		6		8	
EB Dos Lagos Dr (Total)	I-15 Ramps to Temescal Canyon Road	3	1,240	96.5%	1,196	1.5%	18	2.1%	26	35
Eastbound Lane 1		1	385		371		6		8	
Eastbound Lane 2		1	385		372		5		8	
Eastbound Lane 3		1	470		453		7		10	
WB Dos Lagos Dr (Total)		3	1,091	94.0%	1,025	3.0%	33	3.0%	33	35
Westbound Lane 1		1	187		171		7		9	
Westbound Lane 2		1	186		171		6		9	
Westbound Lane 3		1	718		683		20		15	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
NB Weirick Rd (Total)	North of Knabe Road	1	30	100.0%	30	0.0%	0	0.0%	0	30
Northbound Lane 1		1	30		30		0		0	
SB Weirick Rd (Total)		3	30	100.0%	30	0.0%	0	0.0%	0	30
Southbound Lane 1		1	10		10		0		0	
Southbound Lane 2		1	10		10		0		0	
Southbound Lane 3		1	10		10		0		0	
EB Retreat Pkwy Ln (Total)	West of Knabe Road	4	1,019	91.4%	931	4.2%	43	4.4%	45	35
Eastbound Lane 1		1	10		10		0		0	
Eastbound Lane 2		1	337		307		15		15	
Eastbound Lane 3		1	336		307		14		15	
Eastbound Lane 4		1	336		307		14		15	
WB Retreat Pkwy Ln (Total)		2	730	89.9%	656	4.8%	35	5.3%	39	35
Westbound Lane 1		1	365		328		18		20	
Westbound Lane 2		1	365		328		17		19	
EB Weirick Rd (Total)	East of Knabe Road	4	1,499	94.0%	1,409	3.0%	45	3.0%	45	35
Eastbound Lane 1		1	478		451		14		14	
Eastbound Lane 2		1	478		451		13		14	
Eastbound Lane 3		1	478		451		13		13	
Eastbound Lane 4		1	65		56		5		4	
WB Weirick Rd (Total)		3	800	89.3%	714	5.4%	43	5.4%	43	35
Westbound Lane 1		1	180		173		5		3	
Westbound Lane 2		1	180		172		5		2	
Westbound Lane 3		1	440		369		33		38	
NB Knabe Rd (Total)	South of Weirick Road	5	870	98.6%	858	0.8%	7	0.6%	5	50
Northbound Lane 1		1	290		287		2		1	
Northbound Lane 2		1	10		10		0		0	
Northbound Lane 3		1	190		187		2		1	
Northbound Lane 4		1	190		187		2		1	
Northbound Lane 5		1	190		187		1		2	
SB Knabe Rd (Total)		2	460	95.2%	438	2.8%	13	2.0%	9	50
Southbound Lane 1		1	230		219		7		5	
Southbound Lane 2		1	230		219		6		4	
NB Knabe Rd (Total)	North of Badger Road	2	870	98.6%	858	0.8%	7	0.6%	5	50
Northbound Lane 1		1	435		429		4		3	
Northbound Lane 2		1	435		429		3		2	
SB Knabe Rd (Total)		2	460	95.2%	438	2.8%	13	2.0%	9	50
Southbound Lane 1		1	230		219		7		5	
Southbound Lane 2		1	230		219		6		4	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Badger Rd (Total)	West of Knabe Road	1	10	100.0%	10	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	10		10		0		0	
WB Badger Rd (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	30
Westbound Lane 1		1	0		0		0		0	
NB Knabe Rd (Total)	South of Badger Road	3	865	98.6%	853	0.8%	7	0.6%	5	50
Northbound Lane 1		1	0		0		0		0	
Northbound Lane 2		1	433		427		4		3	
Northbound Lane 3		1	432		426		3		2	
SB Knabe Rd (Total)		2	465	95.3%	443	2.8%	13	1.9%	9	50
Southbound Lane 1		1	233		222		7		5	
Southbound Lane 2		1	232		221		6		4	
NB Knabe Rd (Total)	North of Bedford Motor Way	2	865	98.6%	853	0.8%	7	0.6%	5	50
Northbound Lane 1		1	433		427		4		3	
Northbound Lane 2		1	432		426		3		2	
SB Knabe Rd (Total)		2	465	95.3%	443	2.8%	13	1.9%	9	50
Southbound Lane 1		1	233		222		7		5	
Southbound Lane 2		1	232		221		6		4	
EB Bedford Motor Way (Total)	West of Knabe Road	1	10	100.0%	10	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	10		10		0		0	
WB Bedford Motor Way (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	30
Westbound Lane 1		1	0		0		0		0	
NB Knabe Rd (Total)	South of Bedford Motor Way	3	860	98.6%	848	0.8%	7	0.6%	5	50
Northbound Lane 1		1	0		0		0		0	
Northbound Lane 2		1	430		424		4		3	
Northbound Lane 3		1	430		424		3		2	
SB Knabe Rd (Total)		2	470	95.3%	448	2.8%	13	1.9%	9	50
Southbound Lane 1		1	235		224		7		5	
Southbound Lane 2		1	235		224		6		4	
NB Knabe Rd (Total)	North of Forest Boundary Street	2	860	98.6%	848	0.8%	7	0.6%	5	50
Northbound Lane 1		1	430		424		4		3	
Northbound Lane 2		1	430		424		3		2	
SB Knabe Rd (Total)		2	470	95.3%	448	2.8%	13	1.9%	9	50
Southbound Lane 1		1	235		224		7		5	
Southbound Lane 2		1	235		224		6		4	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Forest Boundary St (Total)	West of Knabe Road	2	160	100.0%	160	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	80		80		0		0	
Eastbound Lane 2		1	80		80		0		0	
WB Forest Boundary St (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	30
Westbound Lane 1		1	0		0		0		0	
NB Knabe Rd (Total)	South of Forest Boundary Street	3	780	98.5%	768	0.9%	7	0.6%	5	50
Northbound Lane 1		1	0		0		0		0	
Northbound Lane 2		1	390		384		4		3	
Northbound Lane 3		1	390		384		3		2	
SB Knabe Rd (Total)		2	550	96.0%	528	2.4%	13	1.6%	9	50
Southbound Lane 1		1	275		264		7		5	
Southbound Lane 2		1	275		264		6		4	
NB Knabe Rd (Total)	North of Evonvale Drive	2	780	98.5%	768	0.9%	7	0.6%	5	50
Northbound Lane 1		1	390		384		4		3	
Northbound Lane 2		1	390		384		3		2	
SB Knabe Rd (Total)		2	550	96.0%	528	2.4%	13	1.6%	9	50
Southbound Lane 1		1	275		264		7		5	
Southbound Lane 2		1	275		264		6		4	
EB Evonvale Dr (Total)	West of Knabe Road	1	30	100.0%	30	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	30		30		0		0	
WB Evonvale Dr (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	
NB Knabe Rd (Total)	South of Evonvale Drive	3	765	98.4%	753	0.9%	7	0.7%	5	50
Northbound Lane 1		1	0		0		0		0	
Northbound Lane 2		1	383		377		4		3	
Northbound Lane 3		1	382		376		3		2	
SB Knabe Rd (Total)		2	565	96.1%	543	2.3%	13	1.6%	9	50
Southbound Lane 1		1	283		272		7		5	
Southbound Lane 2		1	282		271		6		4	
NB Knabe Rd (Total)	North of White Sage Street	3	765	98.4%	753	0.9%	7	0.7%	5	50
Northbound Lane 1		1	383		377		4		3	
Northbound Lane 2		1	382		376		3		2	
SB Knabe Rd (Total)		2	565	96.1%	543	2.3%	13	1.6%	9	50
Southbound Lane 1		1	283		272		7		5	
Southbound Lane 2		1	282		271		6		4	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB White Sage St (Total)	West of Knabe Road	1	90	97.8%	88	2.2%	2	0.0%	0	25
Eastbound Lane 1		1	90		88		2		0	
WB White Sage St (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	
NB Knabe Rd (Total)	South of White Sage Street	3	720	98.5%	709	0.8%	6	0.7%	5	50
Northbound Lane 1		1	0		0		0		0	
Northbound Lane 2		1	360		355		3		3	
Northbound Lane 3		1	360		354		3		2	
SB Knabe Rd (Total)		2	610	96.2%	587	2.3%	14	1.5%	9	50
Southbound Lane 1		1	305		294		7		5	
Southbound Lane 2		1	305		293		7		4	
NB Knabe Rd (Total)	North of Desert Acacia Lane	2	720	98.5%	709	0.8%	6	0.7%	5	50
Northbound Lane 1		1	360		355		3		3	
Northbound Lane 2		1	360		354		3		2	
SB Knabe Rd (Total)		2	610	96.2%	587	2.3%	14	1.5%	9	50
Southbound Lane 1		1	305		294		7		5	
Southbound Lane 2		1	305		293		7		4	
EB Desert Acacia Ln (Total)	West of Knabe Road	1	90	100.0%	90	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	90		90		0		0	
WB Forest Boundary St (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	
NB Knabe Rd (Total)	South of Desert Acacia Lane	2	720	98.5%	709	0.8%	6	0.7%	5	50
Northbound Lane 1		1	360		355		3		3	
Northbound Lane 2		1	360		354		3		2	
SB Knabe Rd (Total)		2	700	96.7%	677	2.0%	14	1.3%	9	50
Southbound Lane 1		1	350		339		7		5	
Southbound Lane 2		1	350		338		7		4	
NB Temescal Canyon Rd (Total)	North of Weirick Road	2	1,024	92.3%	945	2.9%	30	4.8%	49	45
Northbound Lane 1		1	512		472		15		25	
Northbound Lane 2		1	512		473		15		24	
SB Temescal Canyon Rd (Total)		3	605	92.1%	557	4.0%	24	4.0%	24	45
Southbound Lane 1		1	10		10		0		0	
Southbound Lane 2		1	195		171		12		12	
Southbound Lane 3		1	400		376		12		12	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
WB Dos Lagos Dr (Total)	West of Temescal Canyon	3	1,091	94.0%	1,025	3.0%	33	3.0%	33	45
Westbound Lane 1		1	346		324		11		11	
Westbound Lane 2		1	345		325		10		10	
Westbound Lane 3		1	400		376		12		12	
EB Dos Lagos Dr (Total)		3	1,240	96.5%	1,196	1.5%	18	2.1%	26	45
Eastbound Lane 1		1	385		371		6		8	
Eastbound Lane 2		1	385		372		5		8	
Eastbound Lane 3		1	470		453		7		10	
NB Temescal Canyon Rd (Total)	Between Weirick Road and Foster Road	3	935	89.9%	841	4.3%	40	5.8%	54	45
Northbound Lane 1		1	691		649		21		21	
Northbound Lane 2		1	122		95		10		17	
Northbound Lane 3		1	122		97		9		16	
SB Temescal Canyon Rd (Total)		3	665	93.8%	624	2.9%	19	3.3%	22	45
Southbound Lane 1		1	665		624		19		22	
EB Foster Rd (Total)	East of Temescal Canyon Road	1	0	100.0%	0	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	0		0		0		0	
WB Foster Rd (Total)		1	30	93.3%	28	3.3%	1	3.3%	1	30
Westbound Lane 1		1	30		28		1		1	
NB Temescal Canyon Rd (Total)	Between Foster Road and Leroy Road	2	920	90.0%	828	4.2%	39	5.8%	53	45
Northbound Lane 1		1	460		413		20		27	
Northbound Lane 2		1	460		415		19		26	
SB Temescal Canyon Rd (Total)		2	680	94.0%	639	2.8%	19	3.2%	22	45
Southbound Lane 1		1	340		319		10		11	
Southbound Lane 2		1	340		320		9		11	
EB Leroy Rd (Total)	East of Temescal Canyon Road	1	0	100.0%	0	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	0		0		0		0	
WB Leroy Rd (Total)		1	20	90.0%	18	5.0%	1	5.0%	1	30
Westbound Lane 1		1	20		18		1		1	
NB Temescal Canyon Rd (Total)	Between Leroy Road and Pulsar Court	2	910	90.1%	820	4.2%	38	5.7%	52	45
Northbound Lane 1		1	455		410		19		26	
Northbound Lane 2		1	455		410		19		26	
SB Temescal Canyon Rd (Total)		3	690	94.1%	649	2.8%	19	3.2%	22	45
Southbound Lane 1		1	65		63		1		1	
Southbound Lane 2		1	313		293		9		11	
Southbound Lane 3		1	312		293		9		10	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Pulsar Court (Total)	East of Temescal Canyon	1	130	96.9%	126	1.5%	2	1.5%	2	30
Eastbound Lane 1		1	130		126		2		2	
WB Pulsar Court (Total)		1	40	100.0%	40	0.0%	0	0.0%	0	30
Westbound Lane 1		1	40		40		0		0	
NB Temescal Canyon Rd (Total)	Between Pulsar Court and Stellar Court	2	955	90.4%	863	4.1%	39	5.5%	53	45
Northbound Lane 1		1	477		432		19		26	
Northbound Lane 2		1	478		431		20		27	
SB Temescal Canyon Rd (Total)		3	645	94.0%	606	2.8%	18	3.3%	21	45
Southbound Lane 1		1	65		63		1		1	
Southbound Lane 2		1	290		271		9		10	
Southbound Lane 3		1	290		272		8		10	
EB Stellar Court (Total)	East of Temescal Canyon Road	1	130	96.9%	126	1.5%	2	1.5%	2	30
Eastbound Lane 1		1	130		126		2		2	
WB Stellar Court (Total)		1	40	100.0%	40	0.0%	0	0.0%	0	30
Westbound Lane 1		1	40		40		0		0	
NB Temescal Canyon Rd (Total)	South of Stellar Court	2	1,000	90.6%	906	4.0%	40	5.4%	54	45
Northbound Lane 1		1	500		453		20		27	
Northbound Lane 2		1	500		453		20		27	
SB Temescal Canyon Rd (Total)		2	600	93.8%	563	2.8%	17	3.3%	20	45
Southbound Lane 1		1	300		281		9		10	
Southbound Lane 2		1	300		282		8		10	
NB Temescal Canyon Rd (Total)	North of Dawson Canyon Road	2	1,087	91.4%	993	3.7%	40	5.0%	54	45
Northbound Lane 1		1	1,087		993		40		27	
SB Temescal Canyon Rd (Total)		3	600	93.8%	563	2.8%	17	3.3%	20	45
Southbound Lane 1		1	30		27		1		2	
Southbound Lane 2		1	285		268		8		9	
Southbound Lane 3		1	285		268		8		9	
EB Dawson Canyon Rd (Total)	West of Temescal Canyon Road	1	20	100.0%	20	1.0%	0	1.0%	0	25
Eastbound Lane 1		1	20		20		0		0	
WB Dawson Canyon Rd (Total)		1	60	83.3%	50	8.3%	5	8.3%	5	25
Westbound Lane 1		1	60		50		5		5	
EB Dawson Canyon Rd (Total)	East of Temescal Canyon Road	1	60	85.0%	51	6.7%	4	8.3%	5	25
Eastbound Lane 1		1	60		51		4		5	
WB Dawson Canyon Rd (Total)		2	60	93.3%	56	3.3%	2	3.3%	2	25
Westbound Lane 1		1	30		28		1		1	
Westbound Lane 2		1	30		28		1		1	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
NB Temescal Canyon Rd (Total)	South of Dawson Canyon Road	4	1,097	90.5%	993	4.1%	45	5.4%	59	45
Northbound Lane 1		1	20		14		3		3	
Northbound Lane 2		1	1,047		955		39		53	
Northbound Lane 3		1	30		24		3		3	
SB Temescal Canyon Rd (Total)		2	570	94.4%	538	2.6%	15	3.0%	17	45
Southbound Lane 1		1	285		268		8		9	
Southbound Lane 2		1	285		270		7		8	
EB Temescal Canyon Rd (Total)	Lawson Road to I-15 Ramps	3	740	88.6%	656	4.7%	34	6.7%	50	40
Eastbound Lane 1		1	306		272		13		21	
Eastbound Lane 2		1	307		271		14		22	
Eastbound Lane 3		1	127		113		7		7	
WB Temescal Canyon Rd (Total)		2	1,003	92.3%	926	3.9%	39	3.8%	38	40
Westbound Lane 1		1	1,003		926		39		38	
EB Temescal Canyon Rd (Total)	Between I-15 Ramps	3	820	88.4%	725	4.9%	40	6.7%	55	40
Eastbound Lane 1		1	210		180		17		13	
Eastbound Lane 2		1	305		273		11		21	
Eastbound Lane 3		1	305		272		12		21	
WB Temescal Canyon Rd (Total)		3	663	94.6%	627	2.6%	17	2.9%	19	40
Westbound Lane 1		1	63		56		4		3	
Westbound Lane 2		1	600		571		13		16	
EB Temescal Canyon Rd (Total)	I-15 Ramps to Dawson Canyon Road	2	1,097	90.5%	993	4.1%	45	5.4%	59	40
Eastbound Lane 1		1	548		497		22		29	
Eastbound Lane 2		1	549		496		23		30	
WB Temescal Canyon Rd (Total)		3	570	94.4%	538	2.6%	15	3.0%	17	40
Westbound Lane 1		1	250		240		4		6	
Westbound Lane 2		1	250		238		5		7	
Westbound Lane 3		1	70		60		6		4	
EB Temescal Canyon Rd (Total)	Trilogy Parkway to Campbell Ranch Road	3	280	89.3%	250	5.4%	15	5.4%	15	40
Eastbound Lane 1		1	119		111		4		4	
Eastbound Lane 2		1	118		110		4		4	
Eastbound Lane 3		1	43		29		7		7	
WB Temescal Canyon Rd (Total)		2	920	95.7%	880	2.2%	20	2.2%	20	40
Westbound Lane 1		1	460		440		10		10	
Westbound Lane 2		1	460		440		10		10	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Temescal Canyon Rd (Total)	Between Campbell Ranch Road to Indian Truck Trail	2	394	87.8%	346	5.3%	21	6.9%	27	40
Eastbound Lane 1		1	197		173		11		14	
Eastbound Lane 2		1	197		173		10		13	
WB Temescal Canyon Rd (Total)		3	470	93.8%	441	3.2%	15	3.0%	14	40
Westbound Lane 1		1	50		43		5		2	
Westbound Lane 2		1	210		199		5		6	
Westbound Lane 3		1	210		199		5		6	
NB Campbell Ranch Rd (Total)	Between Temescal Canyon Road to Mayhew Canyon Road	2	657	92.4%	607	3.5%	23	4.1%	27	40
Northbound Lane 1		1	500		482		10		8	
Northbound Lane 2		1	157		125		13		19	
SB Campbell Ranch Rd (Total)		2	93	77.4%	72	12.9%	12	9.7%	9	40
Southbound Lane 1		1	47		36		6		5	
Southbound Lane 2		1	46		36		6		4	
NB Campbell Ranch Rd (Total)	North of Mayhew Canyon Road	2	657	92.4%	607	3.5%	23	4.1%	27	40
Northbound Lane 1		1	329		304		12		14	
Northbound Lane 2		1	328		303		11		13	
SB Campbell Ranch Road(Total)		2	93	77.4%	72	12.9%	12	9.7%	9	40
Southbound Lane 1		1	19		13		4		2	
Southbound Lane 2			18		13		3		2	
Southbound Lane 3		1	56		46		5		5	
NB Campbell Ranch Rd (Total)	South of Mayhew Canyon Road	3	657	92.4%	607	3.5%	23	4.1%	27	40
Northbound Lane 1		1	169		159		5		5	
Northbound Lane 2		1	244		224		9		11	
Northbound Lane 3		1	244		224		9		11	
SB Campbell Ranch Rd (Total)		2	93	77.4%	72	12.9%	12	9.7%	9	40
Southbound Lane 1		1	47		36		6		5	
Southbound Lane 2		1	46		36		6		4	
EB Mayhew Canyon Rd (Total)	West of Campbell Ranch Road	1	225	91.1%	205	4.4%	10	4.4%	10	25
Eastbound Lane 1		1	225		205		10		10	
WB Mayhew Canyon Rd (Total)		1	225	91.1%	205	4.4%	10	4.4%	10	25
Westbound Lane 1		1	225		205		10		10	
NB Campbell Ranch Rd (Total)	North of Soapberry Street	2	657	92.4%	607	3.5%	23	4.1%	27	40
Northbound Lane 1		1	329		304		12		14	
Northbound Lane 2		1	328		303		11		13	
SB Campbell Ranch Rd (Total)		2	93	77.4%	72	12.9%	12	9.7%	9	40
Southbound Lane 1		1	47		36		6		5	
Southbound Lane 2		1	46		36		6		4	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Soapberry St (Total)	West of Campbell Ranch Road	1	140	100.0%	140	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	140		140		0		0	
WB Soapberry St (Total)		1	60	100.0%	60	0.0%	0	0.0%	0	25
Westbound Lane 1		1	60		60		0		0	
NB Campbell Ranch Rd (Total)	South of Soapberry Street	3	577	91.3%	527	4.0%	23	4.7%	27	40
Northbound Lane 1		1	60		60		0		0	
Northbound Lane 2		1	259		234		12		14	
Northbound Lane 3		1	258		233		11		13	
SB Campbell Ranch Rd (Total)		2	93	77.4%	72	12.9%	12	9.7%	9	40
Southbound Lane 1		1	47		36		6		5	
Southbound Lane 2		1	46		36		6		4	
NB Campbell Ranch Rd (Total)	North of Mayhew Canyon Road	2	577	91.3%	527	4.0%	23	4.7%	27	45
Northbound Lane 1		1	289		264		12		14	
Northbound Lane 2		1	288		263		11		13	
SB Campbell Ranch Rd (Total)		3	93	77.4%	72	12.9%	12	9.7%	9	45
Southbound Lane 1		1	28		18		6		4	
Southbound Lane 2		1	29		18		6		5	
Southbound Lane 3		1	36		36		0		0	
EB Mayhew Canyon Rd (Total)	West of Campbell Ranch Road	1	225	100.0%	225	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	225		225		0		0	
WB Mayhew Canyon Rd (Total)		1	225	100.0%	225	0.0%	0	0.0%	0	25
Westbound Lane 1		1	225		225		0		0	
NB Campbell Ranch Rd (Total)	South of Mayhew Canyon Road	3	687	92.7%	637	3.3%	23	3.9%	27	45
Northbound Lane 1		1	189		189		0		0	
Northbound Lane 2		1	249		224		12		14	
Northbound Lane 3		1	249		224		11		13	
SB Campbell Ranch Rd (Total)		2	203	89.7%	182	5.9%	12	4.4%	9	45
Southbound Lane 1		1	102		91		6		5	
Southbound Lane 2		1	101		91		6		4	
NB Campbell Ranch Rd (Total)	North of Songbird Drive	2	687	92.7%	637	3.3%	23	3.9%	27	45
Northbound Lane 1		1	344		319		12		14	
Northbound Lane 2		1	343		318		11		13	
SB Campbell Ranch Rd (Total)		2	203	89.7%	182	5.9%	12	4.4%	9	45
Southbound Lane 1		1	102		91		6		5	
Southbound Lane 2		1	101		91		6		4	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Songbird Dr (Total)	West of Campbell Ranch Road	1	280	100.0%	280	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	280		280		0		0	
WB Songbird Dr (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	
NB Campbell Ranch Rd (Total)	South of Songbird Drive	3	487	89.7%	437	4.7%	23	5.5%	27	45
Northbound Lane 1		1	0		0		0		0	
Northbound Lane 2		1	244		219		12		14	
Northbound Lane 3		1	243		218		11		13	
SB Campbell Ranch Rd (Total)		2	283	92.6%	262	4.2%	12	3.2%	9	45
Southbound Lane 1		1	142		131		6		5	
Southbound Lane 2		1	141		131		6		4	
NB Campbell Ranch Rd (Total)	North of Woodstock Road	2	487	89.7%	437	4.7%	23	5.5%	27	45
Northbound Lane 1		1	244		219		12		14	
Northbound Lane 2		1	243		218		11		13	
SB Campbell Ranch Rd (Total)		3	283	92.6%	262	4.2%	12	3.2%	9	45
Southbound Lane 1		1	142		131		6		5	
Southbound Lane 2		1	141		131		6		4	
Southbound Lane 3		1	0		0		0		0	
EB Woodstock (Total)	West of Campbell Ranch Road	1	70	100.0%	70	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	70		70		0		0	
WB Woodstock (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	
NB Campbell Ranch Rd (Total)	South of Woodstock Road	3	452	88.9%	402	5.1%	23	6.0%	27	45
Northbound Lane 1		1	0		0		0		0	
Northbound Lane 2		1	226		201		12		14	
Northbound Lane 3		1	226		201		11		13	
SB Campbell Ranch Rd (Total)		2	318	93.4%	297	3.8%	12	2.8%	9	45
Southbound Lane 1		1	159		149		6		5	
Southbound Lane 2		1	159		148		6		4	
EB Indian Truck Trail (Total)	De Palma Road to I-15 Ramps	4	500	93.0%	465	4.0%	20	3.0%	15	40
Eastbound Lane 1		1	134		125		5		4	
Eastbound Lane 2		1	133		123		6		4	
Eastbound Lane 3		1	133		123		6		4	
Eastbound Lane 4		1	100		94		3		3	
WB Indian Truck Trail (Total)		3	757	92.2%	698	4.0%	30	3.8%	29	40
Westbound Lane 1		1	253		234		10		9	
Westbound Lane 2		1	252		232		10		10	
Westbound Lane 3		1	252		232		10		10	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Indian Truck Trail (Total)	Between I-15 Ramps	4	500	92.6%	463	4.2%	21	3.2%	16	40
Eastbound Lane 1		1	174		156		10		8	
Eastbound Lane 2		1	173		156		10		7	
Eastbound Lane 3		1	77		75		1		1	
Eastbound Lane 4		1	76		76		0		0	
WB Indian Truck Trail (Total)		3	657	92.2%	606	4.0%	26	3.8%	25	40
Westbound Lane 1		1	100		92		4		4	
Westbound Lane 2		1	278		257		11		10	
Westbound Lane 3		1	279		257		11		11	
EB Indian Truck Trail (Total)	I-15 Ramps to Temescal Canyon Road	3	393	91.6%	360	4.8%	19	3.6%	14	40
Eastbound Lane 1		1	131		120		7		4	
Eastbound Lane 2		1	131		120		6		5	
Eastbound Lane 3		1	131		120		6		5	
WB Indian Truck Trail (Total)		3	590	93.9%	554	3.1%	18	3.1%	18	40
Westbound Lane 1		1	208		199		4		5	
Westbound Lane 2		1	209		199		4		6	
Westbound Lane 3		1	173		156		10		7	
NB Campbell Ranch Rd (Total)	North of Indian Truck Trail	2	452	88.9%	402	5.1%	23	6.0%	27	45
Northbound Lane 1		1	226		201		12		14	
Northbound Lane 2		1	226		201		11		13	
SB Campbell Ranch Rd (Total)		4	318	93.4%	297	3.8%	12	2.8%	9	45
Southbound Lane 1		1	110		108		0		3	
Southbound Lane 2		1	110		107		0		2	
Southbound Lane 3		1	49		41		6		2	
Southbound Lane 4		1	49		41		6		2	
EB Indian Truck Trail (Total)	Between Campbell Ranch Road/De Palma Road to I-15 Ramps	3	500	93.0%	465	4.0%	20	3.0%	15	45
Eastbound Lane 1		1	167		155		7		5	
Eastbound Lane 2		1	167		155		7		5	
Eastbound Lane 3		1	166		155		6		5	
WB Indian Truck Trail (Total)		3	757	92.2%	698	4.0%	30	3.8%	29	45
Westbound Lane 1		1	175		160		8		8	
Westbound Lane 2		1	378		349		14		14	
Westbound Lane 3		1	204		189		8		7	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
NB De Palma Rd (Total)	South of Indian Truck Trail	4	325	84.3%	274	8.6%	28	7.1%	23	50
Northbound Lane 1		1	0		0		0		0	
Northbound Lane 2		1	23		12		4		7	
Northbound Lane 3		1	22		12		4		6	
Northbound Lane 4		1	280		250		20		10	
SB De Palma Rd (Total)		2	448	89.7%	402	6.0%	27	4.2%	19	50
Southbound Lane 1		1	224		201		14		10	
Southbound Lane 2		1	224		201		13		9	
NB De Palma Rd (Total)	Between Indian Truck Trail to Santiago Canyon Road	2	325	84.3%	274	8.6%	28	7.1%	23	55
Northbound Lane 1		1	163		137		14		12	
Northbound Lane 2		1	162		137		14		11	
SB De Palma Rd (Total)		3	448	89.7%	402	6.0%	27	4.2%	19	55
Southbound Lane 1		1	240		220		10		10	
Southbound Lane 2		1	92		79		9		5	
Southbound Lane 3		1	116		103		8		4	
EB Residential Driveway (Total)	West of De Palma Road	1	100	100.0%	100	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	100		100		0		0	
WB Residential Driveway (Total)		1	50	100.0%	50	0.0%	0	0.0%	0	25
Westbound Lane 1		1	50		50		0		0	
EB Retail Driveway (Total)	East of De Palma Road	1	300	90.0%	270	5.0%	15	5.0%	15	30
Eastbound Lane 1		1	300		270		15		15	
WB Retail Driveway (Total)		1	100	70.0%	70	15.0%	15	15.0%	15	30
Westbound Lane 1		1	100		70		15		15	
NB De Palma Rd (Total)	South of Santiago Canyon Road	4	270	83.3%	225	9.3%	25	7.4%	20	55
Northbound Lane 1		1	25		25		0		0	
Northbound Lane 2		1	98		80		10		8	
Northbound Lane 3		1	97		80		10		7	
Northbound Lane 4		1	50		40		5		5	
SB De Palma Rd (Total)		1	243	83.5%	203	9.9%	24	6.6%	16	55
Southbound Lane 1		1	243		203		24		16	
NB De Palma Rd (Total)	North of Glen Eden Road	1	270	83.3%	225	9.3%	25	7.4%	20	55
Northbound Lane 1		1	270		225		25		20	
SB De Palma Rd (Total)		1	243	83.5%	203	9.9%	24	6.6%	16	55
Southbound Lane 1		1	243		203		24		16	
EB Glen Eden Rd (Total)	West of De Palma Road	1	40	75.0%	30	12.5%	5	12.5%	5	30
Eastbound Lane 1		1	40		30		5		5	
WB Glen Eden Rd (Total)		1	100	70.0%	70	15.0%	15	15.0%	15	30
Westbound Lane 1		1	100		70		15		15	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
NB De Palma Rd (Total)	South of Glen Eden Road	1	300	78.3%	235	11.7%	35	10.0%	30	55
Northbound Lane 1		1	300		235		35		30	
SB De Palma Rd (Total)		1	213	81.2%	173	11.3%	24	7.5%	16	55
Southbound Lane 1		1	213		173		24		16	
NB De Palma Rd (Total)	North of Horsethief Road	1	300	78.3%	235	11.7%	35	10.0%	30	55
Northbound Lane 1		1	300		235		35		30	
SB De Palma Rd (Total)		1	213	81.2%	173	11.3%	24	7.5%	16	55
Southbound Lane 1		1	213		173		24		16	
EB Horsethief Canyon Rd (Total)	West of De Palma Road	2	368	83.4%	307	8.7%	32	7.9%	29	40
Eastbound Lane 1		1	90		37		28		25	
Eastbound Lane 2		1	278		270		4		4	
WB Horsethief Canyon Rd (Total)		1	283	92.9%	263	3.2%	9	3.9%	11	40
Westbound Lane 1		1	283		263		9		11	
EB Horsethief Canyon Rd (Total)	East of De Palma Road	1	348	89.1%	310	6.6%	23	4.3%	15	40
Eastbound Lane 1		1	348		310		23		15	
WB Horsethief Canyon Rd (Total)		1	350	93.7%	328	3.1%	11	3.1%	11	40
Westbound Lane 1		1	350		328		11		11	
EB Temescal Canyon Rd (Total)	West of Mayhew Road	2	394	87.8%	346	5.3%	21	6.9%	27	40
Eastbound Lane 1		1	197		173		11		14	
Eastbound Lane 2		1	197		173		10		13	
WB Temescal Canyon Rd (Total)		2	470	93.8%	441	3.2%	15	3.0%	14	40
Westbound Lane 1		1	235		221		8		7	
Westbound Lane 2		1	235		220		7		7	
NB Mayhew Rd (Total)	North of Temescal Canyon Road	1	0	0.0%	0	0.0%	0	0.0%	0	40
Northbound Lane 1		1	0		0		0		0	
SB Mayhew Rd (Total)		1	10	100.0%	10	0.0%	0	0.0%	0	40
Southbound Lane 1		1	10		10		0		0	
EB Temescal Canyon Rd (Total)	East of Mayhew Road	2	394	87.8%	346	5.3%	21	6.9%	27	30
Eastbound Lane 1		1	197		173		11		14	
Eastbound Lane 2		1	197		173		10		13	
WB Temescal Canyon Rd (Total)		2	460	93.7%	431	3.3%	15	3.0%	14	30
Westbound Lane 1		1	230		216		8		7	
Westbound Lane 2		1	230		215		7		7	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
NB Temescal Canyon Rd (Total)	North of Terramor Drive	2	460	93.7%	431	3.3%	15	3.0%	14	40
Northbound Lane 1		1	230		216		8		7	
Northbound Lane 2		1	230		215		7		7	
SB Temescal Canyon Rd (Total)		3	394	87.8%	346	5.3%	21	6.9%	27	40
Southbound Lane 1		1	45		45		0		0	
Southbound Lane 2		1	175		151		11		14	
Southbound Lane 3		1	174		150		10		13	
EB Terramor Dr (Total)	East of Temescal Canyon Road	1	80	100.0%	80	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	80		80		0		0	
WB Terramor Dr (Total)		2	250	100.0%	250	0.0%	0	0.0%	0	30
Westbound Lane 1		1	50		50		0		0	
Westbound Lane 2		1	200		200		0		0	
NB Temescal Canyon Rd (Total)	South of Terramor Drive	2	295	90.2%	266	5.1%	15	4.7%	14	40
Northbound Lane 1		1	148		133		8		7	
Northbound Lane 2		1	147		133		7		7	
SB Temescal Canyon Rd (Total)		2	399	88.0%	351	5.3%	21	6.8%	27	40
Southbound Lane 1		1	200		176		11		14	
Southbound Lane 2		1	199		175		10		13	
NB Temescal Canyon Rd (Total)	North of Indian Truck Trail	2	295	90.2%	266	5.1%	15	4.7%	14	55
Northbound Lane 1		1	148		133		8		7	
Northbound Lane 2		1	147		133		7		7	
SB Temescal Canyon Rd (Total)		2	399	88.0%	351	5.3%	21	6.8%	27	55
Southbound Lane 1		1	159		121		16		22	
Southbound Lane 2		1	240		230		5		5	
EB Indian Truck Trail (Total)	Between I-15 Ramps to Temescal Canyon Road	3	393	91.6%	360	4.8%	19	3.6%	14	45
Eastbound Lane 1		1	95		85		5		5	
Eastbound Lane 2		1	95		85		5		5	
Eastbound Lane 3		1	203		190		9		4	
WB Indian Truck Trail (Total)		3	590	93.9%	554	3.1%	18	3.1%	18	45
Westbound Lane 1		1	197		185		6		6	
Westbound Lane 2		1	197		185		6		6	
Westbound Lane 3		1	196		184		6		6	
NB Temescal Canyon Rd (Total)	South of Indian Truck Trail	2	455	92.3%	420	4.0%	18	3.7%	17	55
Northbound Lane 1		1	350		324		13		13	
Northbound Lane 2		1	105		96		5		4	
SB Temescal Canyon Rd (Total)		1	362	85.9%	311	6.9%	25	7.2%	26	55
Southbound Lane 1		1	362		311		25		26	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
NB Temescal Canyon Rd (Total)	North of Horsethief Road	1	405	91.4%	370	4.4%	18	4.2%	17	55
Northbound Lane 1		1	405		370		18		17	
SB Temescal Canyon Rd (Total)		1	312	87.2%	272	6.4%	20	6.4%	20	55
Southbound Lane 1		1	312		272		20		20	
EB Horsethief Rd (Total)	West of Temescal Canyon Road	1	348	89.1%	310	6.6%	23	4.3%	15	40
Eastbound Lane 1		1	348		310		23		15	
WB Horsethief Rd (Total)		1	350	93.7%	328	3.1%	11	3.1%	11	40
Westbound Lane 1		1	350		328		11		11	
NB Temescal Canyon Rd (Total)	South of Horsethief Road	1	432	91.2%	394	4.2%	18	4.6%	20	55
Northbound Lane 1		1	432		394		18		20	
SB Temescal Canyon Rd (Total)		1	337	82.5%	278	9.5%	32	8.0%	27	55
Southbound Lane 1		1	337		278		32		27	
NB Temescal Canyon Rd (Total)	North of Lester Circle	1	432	91.2%	394	4.2%	18	4.6%	20	55
Northbound Lane 1		1	432		394		18		20	
SB Temescal Canyon Rd (Total)		1	337	82.5%	278	9.5%	32	8.0%	27	55
Southbound Lane 1		1	337		278		32		27	
EB Lester Circle (Total)	West of Temescal Canyon Road	1	0	0.0%	0	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	0		0		0		0	
WB Lester Circle (Total)		1	10	100.0%	10	0.0%	0	0.0%	0	30
Westbound Lane 1		1	10		10		0		0	
NB Temescal Canyon Rd (Total)	South of Lester Circle	1	432	91.2%	394	4.2%	18	4.6%	20	55
Northbound Lane 1		1	432		394		18		20	
SB Temescal Canyon Rd (Total)		1	327	82.0%	268	9.8%	32	8.3%	27	55
Southbound Lane 1		1	327		268		32		27	
NB Temescal Canyon Rd (Total)	North of Earthmover Circle	1	432	91.2%	394	4.2%	18	4.6%	20	55
Northbound Lane 1		1	432		394		18		20	
SB Temescal Canyon Rd (Total)		1	327	82.0%	268	9.8%	32	8.3%	27	55
Southbound Lane 1		1	327		268		32		27	
EB Earthmover Circle (Total)	West of Temescal Canyon Road	1	0	0.0%	0	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	0		0		0		0	
WB Earthmover Circle (Total)		1	10	100.0%	10	0.0%	0	0.0%	0	30
Westbound Lane 1		1	10		10		0		0	
NB Temescal Canyon Rd (Total)	South of Earthmover Circle	1	432	91.2%	394	4.2%	18	4.6%	20	55
Northbound Lane 1		1	432		394		18		20	
SB Temescal Canyon Rd (Total)		1	317	81.4%	258	10.1%	32	8.5%	27	55
Southbound Lane 1		1	317		258		32		27	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
NB Temescal Canyon Rd (Total)	North of Concordia Ranch Road	1	422	91.0%	384	4.3%	18	4.7%	20	55
Northbound Lane 1		1	422		384		18		20	
SB Temescal Canyon Rd (Total)		1	317	81.4%	258	10.1%	32	8.5%	27	55
Southbound Lane 1		1	317		258		32		27	
EB Concordia Ranch Rd (Total)	East of Temescal Canyon Road	1	5	100.0%	5	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	5		5		0		0	
WB Concordia Ranch Rd (Total)		1	5	100.0%	5	0.0%	0	0.0%	0	25
Westbound Lane 1		1	5		5		0		0	
NB Temescal Canyon Rd (Total)	South of Concordia Ranch Road	1	422	91.0%	384	4.3%	18	4.7%	20	55
Northbound Lane 1		1	422		384		18		20	
SB Temescal Canyon Rd (Total)		1	317	81.4%	258	10.1%	32	8.5%	27	55
Southbound Lane 1		1	317		258		32		27	
NB Temescal Canyon Rd (Total)	North of Hostettler Road	1	422	91.0%	384	4.3%	18	4.7%	20	55
Northbound Lane 1		1	422		384		18		20	
SB Temescal Canyon Rd (Total)		1	317	81.4%	258	10.1%	32	8.5%	27	55
Southbound Lane 1		1	317		258		32		27	
EB Hostettler Rd (Total)	West of Temescal Canyon Road	1	140	100.0%	140	0.0%	0	0.0%	0	30
Eastbound Lane 1		1	140		140		0		0	
WB Hostettler Rd (Total)		1	50	100.0%	50	0.0%	0	0.0%	0	30
Westbound Lane 1		1	50		50		0		0	
NB Temescal Canyon Rd (Total)	South of Hostettler Road	2	366	89.6%	328	4.9%	18	5.5%	20	55
Northbound Lane 1		1	20		20		0		0	
Northbound Lane 2		1	346		308		18		20	
SB Temescal Canyon Rd (Total)		1	351	83.2%	292	9.1%	32	7.7%	27	55
Southbound Lane 1		1	351		292		32		27	
NB Temescal Canyon Rd (Total)	North of Lake Street	1	366	89.6%	328	4.9%	18	5.5%	20	35
Northbound Lane 1		1	366		328		18		20	
SB Temescal Canyon Rd (Total)		2	351	83.2%	292	9.1%	32	7.7%	27	35
Southbound Lane 1		1	250		223		15		12	
Southbound Lane 2		1	101		69		17		15	
EB Lake St (Total)	West of Temescal Canyon Road	2	1,526	91.6%	1,398	4.5%	69	3.9%	59	50
Eastbound Lane 1		1	316		292		11		13	
Eastbound Lane 2		1	1,210		1,106		58		46	
WB Lake St (Total)		1	501	89.2%	447	5.8%	29	5.0%	25	50
Westbound Lane 1		1	501		447		29		25	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Lake St (Total)	East of Temescal Canyon Road	1	1,460	91.0%	1,329	5.0%	73	4.0%	58	50
Eastbound Lane 1		1	1,460		1,329		73		58	
WB Lake St (Total)		1	450	92.0%	414	4.2%	19	3.8%	17	50
Westbound Lane 1		1	450		414		19		17	
EB Lake St (Total)	Temescal Canyon Road to I-15 Ramps	2	1,460	91.0%	1,329	5.0%	73	4.0%	58	40
Eastbound Lane 1		1	1,153		1,091		36		26	
Eastbound Lane 2		1	307		238		37		32	
WB Lake St (Total)		1	450	92.0%	414	4.2%	19	3.8%	17	40
Westbound Lane 1		1	450		414		19		17	
EB Lake St (Total)	Between I-15 Ramps	2	1,201	93.6%	1,124	3.7%	44	2.7%	33	40
Eastbound Lane 1		1	1,178		1,116		35		27	
Eastbound Lane 2		1	23		8		9		6	
WB Lake St (Total)		2	281	96.1%	270	2.1%	6	1.8%	5	40
Westbound Lane 1		1	23		16		4		3	
Westbound Lane 2		1	258		254		2		2	
EB Lake St (Total)	I-15 Ramps to Walker Canyon Drive	1	90	70.0%	63	16.7%	15	13.3%	12	40
Eastbound Lane 1		1	90		63		15		12	
WB Lake St (Total)		1	140	94.3%	132	2.9%	4	2.9%	4	40
Westbound Lane 1		1	140		132		4		4	
NB Walker Canyon Rd (Total)	South of Lake Street	1	140	94.3%	132	2.9%	4	2.9%	4	35
Northbound Lane 1		1	140		132		4		4	
SB Walker Canyon Rd (Total)		1	90	70.0%	63	16.7%	15	13.3%	12	35
Southbound Lane 1		1	90		63		15		12	
EB Nichols Rd (Total)	Collier Avenue to I-15 Ramps	2	1,580	94.4%	1,491	3.0%	48	2.6%	41	35
Eastbound Lane 1		1	1,130		1,071		32		27	
Eastbound Lane 2		1	450		420		16		14	
WB Nichols Rd (Total)		3	1,190	90.4%	1,076	6.3%	75	3.3%	39	35
Westbound Lane 1		1	1,190		1,076		75		39	
EB Nichols Rd (Total)	Between I-15 Ramps	2	1,460	92.1%	1,345	4.4%	64	3.5%	51	35
Eastbound Lane 1		1	470		451		11		8	
Eastbound Lane 2		1	990		894		53		43	
WB Nichols Rd (Total)		2	1,120	92.1%	1,032	5.3%	59	3.1%	29	35
Westbound Lane 1		1	170		140		16		14	
Westbound Lane 2		1	950		892		43		15	
EB Nichols Rd (Total)	I-15 Ramps to El Toro Road	1	1,070	89.5%	958	5.8%	62	4.7%	50	35
Eastbound Lane 1		1	1,070		958		62		50	
WB Nichols Rd (Total)		1	1,320	93.3%	1,232	4.5%	59	2.2%	29	35
Westbound Lane 1		1	1,320		1,232		59		29	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Nichols Rd (Total)	West of Collier Avenue	1	1,540	94.2%	1,451	3.1%	48	2.7%	41	40
Eastbound Lane 1		1	1,540		1,451		48		41	
WB Nichols Rd (Total)		1	1,240	90.6%	1,123	6.2%	77	3.2%	40	40
Westbound Lane 1		1	1,240		1,123		77		40	
EB Nichols Rd (Total)	East of Collier Avenue	2	1,480	94.5%	1,398	3.0%	44	2.6%	38	40
Eastbound Lane 1		1	1,480		1,398		44		38	
WB Nichols Rd (Total)		2	1,190	90.4%	1,076	6.3%	75	3.3%	39	40
Westbound Lane 1		1	150		146		2		2	
Westbound Lane 2		1	1,040		930		73		37	
NB Collier Ave (Total)	South of Nichols Rd	2	300	96.7%	290	2.0%	6	1.3%	4	50
Northbound Lane 1		1	200		194		4		2	
Northbound Lane 2		1	100		96		2		2	
SB Collier Ave (Total)		2	210	96.7%	203	1.9%	4	1.4%	3	50
Southbound Lane 1		1	105		102		2		2	
Southbound Lane 2		1	105		101		2		1	
NB Collier Ave (Total)	North of Riverside Drive	2	610	96.7%	590	2.0%	12	1.3%	8	50
Northbound Lane 1		1	305		295		6		4	
Northbound Lane 2		1	305		295		6		4	
SB Collier Ave (Total)		3	300	96.7%	290	2.0%	6	1.3%	4	50
Southbound Lane 1		1	0		0		0		0	
Southbound Lane 2		1	150		145		3		2	
Southbound Lane 3		1	150		145		3		2	
EB Riverside Dr (Total)	East of Collier Avenue	1	50	96.0%	48	2.0%	1	2.0%	1	30
Eastbound Lane 1		1	50		48		1		1	
WB Riverside Dr (Total)		1	30	96.7%	29	3.3%	1	0.0%	0	30
Westbound Lane 1		1	30		29		1		0	
EB Riverside Dr (Total)	West of Collier Avenue	2	1,080	96.8%	1,045	1.9%	21	1.3%	14	40
Eastbound Lane 1		1	165		160		4		1	
Eastbound Lane 2		1	915		885		17		13	
WB Riverside Dr (Total)		2	950	96.7%	919	2.0%	19	1.3%	12	40
Westbound Lane 1		1	475		460		10		6	
Westbound Lane 2		1	475		459		9		6	
NB Collier Ave (Total)	South of Riverside Drive	2	1,430	96.6%	1,382	1.9%	28	1.4%	20	40
Northbound Lane 1		1	950		919		19		12	
Northbound Lane 2		1	480		463		9		8	
SB Collier Ave (Total)		2	1,230	96.7%	1,189	2.0%	24	1.4%	17	40
Southbound Lane 1		1	615		595		12		9	
Southbound Lane 2		1	615		594		12		8	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
NB Collier Ave (Total)	North of Hunco Way	2	1,330	96.7%	1,286	1.9%	25	1.4%	19	40
Northbound Lane 1		1	665		643		13		10	
Northbound Lane 2		1	665		643		12		9	
SB Collier Ave (Total)		3	1,230	96.7%	1,189	2.0%	24	1.4%	17	40
Southbound Lane 1		1	14		12		1		1	
Southbound Lane 2		1	608		589		12		8	
Southbound Lane 3		1	608		588		11		8	
EB Hunco Way (Total)	East of Collier Avenue	1	115	72.2%	83	10.4%	12	17.4%	20	30
Eastbound Lane 1		1	115		83		12		20	
WB Hunco Way (Total)		3	46	95.7%	44	2.2%	1	2.2%	1	30
Westbound Lane 1		1	10		8		1		1	
Westbound Lane 2		1	0		0		0		0	
Westbound Lane 3		1	36		36		0		0	
EB Hunco Way (Total)	West of Collier Avenue	1	47	95.7%	45	2.1%	1	2.1%	1	30
Eastbound Lane 1		1	47		45		1		1	
WB Hunco Way (Total)		1	115	73.0%	84	10.4%	12	16.5%	19	30
Westbound Lane 1		1	115		84		12		19	
NB Collier Ave (Total)	South of Hunco Way	4	1,458	92.9%	1,355	3.2%	47	3.8%	56	40
Northbound Lane 1		1	100		71		11		18	
Northbound Lane 2		1	629		607		13		10	
Northbound Lane 3		1	628		606		12		9	
Northbound Lane 4		1	101		71		11		19	
SB Collier Ave (Total)		2	1,221	96.6%	1,180	2.0%	24	1.4%	17	40
Southbound Lane 1		1	611		590		12		9	
Southbound Lane 2		1	610		590		12		8	
NB Collier Ave (Total)	North of Central Avenue	2	1,531	93.1%	1,426	3.1%	48	3.7%	57	50
Northbound Lane 1		1	766		713		24		29	
Northbound Lane 2		1	765		713		24		28	
SB Collier Ave (Total)		6	1,321	93.6%	1,237	4.2%	56	2.1%	28	50
Southbound Lane 1		1	367		342		17		8	
Southbound Lane 2		1	367		342		17		8	
Southbound Lane 3		1	367		341		17		9	
Southbound Lane 4		1	100		96		2		1	
Southbound Lane 5		1	100		97		2		2	
Southbound Lane 6		1	20		19		1		0	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Central Ave (Total)	East of Collier Avenue	4	1,831	94.5%	1,731	3.5%	65	1.9%	35	40
Eastbound Lane 1		1	458		433		16		9	
Eastbound Lane 2		1	458		433		16		9	
Eastbound Lane 3		1	458		433		16		9	
Eastbound Lane 4		1	457		432		17		8	
WB Central Ave (Total)		5	2,371	94.4%	2,239	2.7%	64	2.9%	68	40
Westbound Lane 1		1	370		358		7		5	
Westbound Lane 2		1	370		358		7		5	
Westbound Lane 3		1	510		493		10		7	
Westbound Lane 4		1	561		515		20		26	
Westbound Lane 5		1	560		515		20		25	
EB Central Ave (Total)	West of Collier Avenue	5	420	96.7%	406	2.1%	9	1.2%	5	50
Eastbound Lane 1		1	15		15		1		0	
Eastbound Lane 2		1	15		14		0		0	
Eastbound Lane 3		1	130		126		3		2	
Eastbound Lane 4		1	130		126		3		2	
Eastbound Lane 5		1	130		125		2		1	
WB Central Ave (Total)		2	560	96.6%	541	2.1%	12	1.3%	7	50
Westbound Lane 1		1	280		271		6		4	
Westbound Lane 2		1	280		270		6		3	
NB Collier Ave (Total)	South of Central Avenue	5	830	96.6%	802	1.9%	16	1.4%	12	40
Northbound Lane 1		1	30		29		1		0	
Northbound Lane 2		1	190		184		4		3	
Northbound Lane 3		1	190		183		3		3	
Northbound Lane 4		1	210		203		4		3	
Northbound Lane 5		1	210		203		4		3	
SB Collier Ave (Total)		2	1,020	96.7%	986	2.0%	20	1.4%	14	40
Southbound Lane 1		1	510		493		10		7	
Southbound Lane 2		1	510		493		10		7	
NB Collier Ave (Total)	North of 3rd Street	1	830	96.6%	802	1.9%	16	1.4%	12	50
Northbound Lane 1		1	830		802		16		12	
SB Collier Ave (Total)		3	1,020	96.7%	986	2.0%	20	1.4%	14	50
Southbound Lane 1		1	0		0		0		0	
Southbound Lane 2		1	1,000		966		20		14	
Southbound Lane 3		1	20		20		0		0	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB 3rd St (Total)	West of Collier Avenue	2	20	100.0%	20	0.0%	0	0.0%	0	40
Eastbound Lane 1		1	20		20		0		0	
Eastbound Lane 2		1	0		0		0		0	
WB 3rd St (Total)		1	20	100.0%	20	0.0%	0	0.0%	0	40
Westbound Lane 1		1	20		20		0		0	
NB Collier Ave (Total)	South of 3rd Street	2	810	96.5%	782	2.0%	16	1.5%	12	50
Northbound Lane 1		1	0		0		0		0	
Northbound Lane 2		1	810		782		16		12	
SB Collier Ave (Total)		1	1,000	96.6%	966	2.0%	20	1.4%	14	50
Southbound Lane 1		1	1,000		966		20		14	
NB Collier Ave (Total)	North of Chaney Street	1	810	96.5%	782	2.0%	16	1.5%	12	45
Northbound Lane 1		1	810		782		16		12	
SB Collier Ave (Total)		2	1,000	96.6%	966	2.0%	20	1.4%	14	45
Southbound Lane 1		1	810		799		5		6	
Southbound Lane 2		1	190		167		15		8	
EB Chaney St (Total)	West of Collier Avenue	2	240	91.7%	220	4.6%	11	3.8%	9	40
Eastbound Lane 1		1	220		206		8		6	
Eastbound Lane 2		1	20		14		3		3	
WB Chaney St (Total)		2	290	88.6%	257	6.9%	20	4.5%	13	40
Westbound Lane 1		1	145		129		10		7	
Westbound Lane 2		1	145		128		10		6	
NB Collier Ave (Total)	South of Chaney Street	1	690	96.5%	666	1.9%	13	1.6%	11	45
Northbound Lane 1		1	690		666		13		11	
SB Collier Ave (Total)		1	830	98.0%	813	1.0%	8	1.1%	9	45
Southbound Lane 1		1	830		813		8		9	
EB Collier Ave (Total)	East of Minthorn Street	1	590	97.3%	574	1.4%	8	1.4%	8	45
Eastbound Lane 1		1	590		574		8		8	
WB Collier Ave (Total)		1	730	98.4%	718	0.7%	5	1.0%	7	45
Westbound Lane 1		1	730		718		5		7	
NB Minthorn St (Total)	North of Collier Avenue	1	150	100.0%	150	0.0%	0	0.0%	0	30
Northbound Lane 1		1	150		150		0		0	
SB Minthorn St (Total)		1	100	100.0%	100	0.0%	0	0.0%	0	30
Southbound Lane 1		1	100		100		0		0	
NB Minthorn St (Total)	South of Collier Avenue	1	740	97.8%	724	1.1%	8	1.1%	8	30
Northbound Lane 1		1	740		724		8		8	
SB Minthorn St (Total)		1	830	98.6%	818	0.6%	5	0.8%	7	30
Southbound Lane 1		1	830		818		5		7	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB W Minthorn St (Total)	West of N Spring Street	1	830	98.1%	814	1.0%	8	1.0%	8	25
Eastbound Lane 1		1	830		814		8		8	
WB W Minthorn St (Total)		1	740	98.4%	728	0.7%	5	0.9%	7	25
Westbound Lane 1		1	740		728		5		7	
EB W Minthorn St (Total)	East of N Spring Street	1	0	0.0%	0	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	0		0		0		0	
WB W Minthorn St (Total)		1	10	100.0%	10	0.0%	0	0.0%	0	25
Westbound Lane 1		1	10		10		0		0	
NB N Spring St (Total)	South of Minthorn Street	1	730	98.4%	718	0.7%	5	1.0%	7	25
Northbound Lane 1		1	730		718		5		7	
SB N Spring St (Total)		1	830	98.1%	814	1.0%	8	1.0%	8	25
Southbound Lane 1		1	830		814		8		8	
EB Central Ave (Total)	Collier Avenue to I-15 Ramps	4	1,723	94.2%	1,623	3.8%	65	2.0%	35	40
Eastbound Lane 1		1	431		406		16		9	
Eastbound Lane 2		1	431		406		16		9	
Eastbound Lane 3		1	431		406		16		9	
Eastbound Lane 4		1	430		405		17		8	
WB Central Ave (Total)		6	2,639	94.8%	2,501	2.6%	69	2.6%	69	45
Westbound Lane 1		1	474		447		12		13	
Westbound Lane 2		1	474		448		13		13	
Westbound Lane 3		1	474		448		13		14	
Westbound Lane 4		1	474		448		13		14	
Westbound Lane 5		1	475		448		13		14	
Westbound Lane 6		1	268		262		5		1	
EB Central Ave (Total)	Between I-15 Ramps	4	1,603	94.6%	1,516	3.6%	57	1.9%	30	40
Eastbound Lane 1		1	401		379		14		8	
Eastbound Lane 2		1	401		379		14		8	
Eastbound Lane 3		1	401		379		14		8	
Eastbound Lane 4		1	400		379		15		6	
WB Central Ave (Total)		5	2,989	94.0%	2,811	3.3%	98	2.7%	80	45
Westbound Lane 1		1	429		429		0		0	
Westbound Lane 2		1	278		206		51		21	
Westbound Lane 3		1	761		725		16		20	
Westbound Lane 4		1	761		725		16		20	
Westbound Lane 5		1	760		726		15		19	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Central Ave (Total)	I-15 Ramps to Dexter Avenue	6	2,153	94.0%	2,024	3.8%	81	2.2%	48	40
Eastbound Lane 1		1	161		140		14		7	
Eastbound Lane 2		1	160		139		14		7	
Eastbound Lane 3		1	458		436		13		9	
Eastbound Lane 4		1	458		436		13		9	
Eastbound Lane 5		1	458		436		13		9	
Eastbound Lane 6		1	458		437		14		7	
WB Central Ave (Total)		3	2,179	94.6%	2,061	2.9%	64	2.5%	54	45
Westbound Lane 1		1	726		687		21		18	
Westbound Lane 2		1	726		687		21		18	
Westbound Lane 3		1	727		687		22		18	
NB Dexter Ave (Total)	Central Avenue to I-15 Hook Ramps	4	1,541	93.1%	1,435	5.5%	84	1.4%	22	40
Northbound Lane 1		1	334		312		13		9	
Northbound Lane 2		1	335		312		13		10	
Northbound Lane 3		1	436		405		29		2	
Northbound Lane 4		1	436		406		29		1	
SB Dexter Ave (Total)		2	499	92.8%	463	4.4%	22	2.8%	14	40
Southbound Lane 1		1	250		232		11		7	
Southbound Lane 2		1	249		231		11		7	
NB Dexter Ave (Total)	North of I-15 Hook Ramps	2	977	92.8%	907	6.4%	63	0.7%	7	40
Northbound Lane 1		1	489		453		32		4	
Northbound Lane 2		1	488		454		31		3	
SB Dexter Ave (Total)		2	515	92.8%	478	4.3%	22	2.9%	15	40
Southbound Lane 1		1	424		393		19		12	
Southbound Lane 2		1	91		85		3		3	
EB Central Ave (Total)	I-15 Ramps to Dexter Avenue	6	2,153	94.0%	2,024	3.8%	81	2.2%	48	40
Eastbound Lane 1		1	161		140		14		7	
Eastbound Lane 2		1	160		139		14		7	
Eastbound Lane 3		1	458		436		13		9	
Eastbound Lane 4		1	458		436		13		9	
Eastbound Lane 5		1	458		436		13		9	
Eastbound Lane 6		1	458		437		14		7	
WB Central Ave (Total)		3	2,179	94.6%	2,061	2.9%	64	2.5%	54	40
Westbound Lane 1		1	726		687		21		18	
Westbound Lane 2		1	726		687		21		18	
Westbound Lane 3		1	727		687		22		18	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Central Ave (Total)	East of Dexter Avenue	4	1,892	94.5%	1,788	3.6%	69	1.8%	35	40
Eastbound Lane 1		1	474		447		18		9	
Eastbound Lane 2		1	473		447		17		9	
Eastbound Lane 3		1	473		447		17		9	
Eastbound Lane 4		1	472		447		17		8	
WB Central Ave (Total)		4	2,670	95.4%	2,548	2.8%	74	1.8%	48	40
Westbound Lane 1		1	590		559		17		14	
Westbound Lane 2		1	590		560		16		14	
Westbound Lane 3		1	590		560		16		14	
Westbound Lane 4		1	900		869		25		6	
NB Dexter Ave (Total)	North of Central Avenue	2	1,541	93.1%	1,435	5.5%	84	1.4%	22	40
Northbound Lane 1		1	771		718		42		11	
Northbound Lane 2		1	770		717		42		11	
SB Dexter Ave (Total)		3	499	92.8%	463	4.4%	22	2.8%	14	40
Southbound Lane 1		1	80		72		7		1	
Southbound Lane 2		1	150		134		14		2	
Southbound Lane 3		1	269		257		1		11	
NB Dexter Ave (Total)	South of Central Avenue	3	600	89.5%	537	9.8%	59	0.7%	4	40
Northbound Lane 1		1	140		125		14		1	
Northbound Lane 2		1	230		206		23		2	
Northbound Lane 3		1	230		206		22		1	
SB Dexter Ave (Total)		1	310	92.9%	288	6.1%	19	1.0%	3	40
Southbound Lane 1		1	310		288		19		3	
NB Camino Del Norte St (Total)	North of Ohana Circle	1	550	95.3%	524	2.4%	13	2.4%	13	55
Northbound Lane 1		1	550		524		13		13	
SB Camino Del Norte St (Total)		1	380	92.6%	352	3.7%	14	3.7%	14	55
Southbound Lane 1		1	380		352		14		14	
EB Ohana Circle (Total)	East of Camino Del Norte	1	10	100.0%	10	0.0%	0	0.0%	0	25
Eastbound Lane 1		1	10		10		0		0	
WB Ohana Circle (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	
NB Camino Del Norte St (Total)	South of Ohana Circle	1	560	95.4%	534	2.3%	13	2.3%	13	55
Northbound Lane 1		1	560		534		13		13	
SB Camino Del Norte St (Total)		1	380	92.6%	352	3.7%	14	3.7%	14	55
Southbound Lane 1		1	380		352		14		14	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
NB Camino Del Norte St (Total)	North of Main Street	1	560	95.4%	534	2.3%	13	2.3%	13	55
Northbound Lane 1		1	560		534		13		13	
SB Camino Del Norte St (Total)		1	380	92.6%	352	3.7%	14	3.7%	14	55
Southbound Lane 1		1	380		352		14		14	
EB Main St (Total)	I-15 Ramps to Camino Del Norte/Minthorn Street	2	416	92.3%	384	6.0%	25	1.7%	7	35
Eastbound Lane 1		1	288		280		6		2	
Eastbound Lane 2		1	128		104		19		5	
WB Main St (Total)		2	515	94.2%	485	2.9%	15	2.9%	15	35
Westbound Lane 1		1	90		79		4		7	
Westbound Lane 2		1	425		406		11		8	
NB Camino Del Norte St (Total)	South of Main Street	1	529	94.0%	497	2.6%	14	3.4%	18	55
Northbound Lane 1		1	529		497		14		18	
SB Camino Del Norte St (Total)		2	250	85.6%	214	10.0%	25	4.4%	11	55
Southbound Lane 1		1	126		107		13		6	
Southbound Lane 2		1	124		107		12		5	
EB Main St (Total)	West of I-15 Ramps	2	857	91.0%	780	5.0%	43	4.0%	34	35
Eastbound Lane 1		1	429		390		22		17	
Eastbound Lane 2		1	428		390		21		17	
WB Main St (Total)		1	426	91.1%	388	4.7%	20	4.2%	18	35
Westbound Lane 1		1	426		388		20		18	
EB Main St (Total)	Between I-15 Ramps	3	693	92.9%	644	4.0%	28	3.0%	21	35
Eastbound Lane 1		1	425		407		10		8	
Eastbound Lane 2		1	134		118		9		7	
Eastbound Lane 3		1	134		119		9		6	
WB Main St (Total)		2	532	91.4%	486	4.5%	24	4.1%	22	35
Westbound Lane 1		1	190		173		9		8	
Westbound Lane 2		1	342		313		15		14	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
NB Blue Springs Dr (Total)	North of Lakeshore Drive	1	560	97.9%	548	1.1%	6	1.1%	6	25
SB Blue Springs Dr (Total)		1	110	98.2%	108	0.9%	1	0.9%	1	
NB Lakeshore Dr (Total)	South of Blue Springs Drive	1	560	97.9%	548	1.1%	6	1.1%	6	25
SB Lakeshore Dr (Total)		1	110	98.2%	108	0.9%	1	0.9%	1	
NB Nob Hill Rd (Total)	North of Weirick Road	1	0	--	0	--	0	--	0	25
SB Nob Hill Rd (Total)		1	10	90.0%	9	10.0%	1	0.0%	0	
EB Glen Rd (Total)	East of North Weirick Road	1	0	--	0	--	0	--	0	25
WB Glen Rd (Total)		1	10	90.0%	9	10.0%	1	0.0%	0	
NB Dry Gulch Rd (Total)	Dry Gulch Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
SB Dry Gulch Rd (Total)		1	10	90.0%	9	10.0%	1	0.0%	0	25
NB Calico Cir (Total)	Calico Circle	1	30	96.7%	29	3.3%	1	0.0%	0	25
SB Calico Cir (Total)		1	30	96.7%	29	3.3%	1	0.0%	0	25
NB Long Branch Way	Long Branch Way	1	10	90.0%	9	10.0%	1	0.0%	0	25
SB Long Branch Way		1	0	0.0%	0	0.0%	0	0.0%	0	25
NB Piute Creek Dr	Piute Creek Drive	1	20	95.0%	19	5.0%	1	0.0%	0	25
SB Piute Creek Dr		1	20	95.0%	19	5.0%	1	0.0%	0	25
NB Newton St	Newton Street	1	20	95.0%	19	5.0%	1	0.0%	0	25
SB Newton St		1	0	0.0%	0	0.0%	0	0.0%	0	25
NB Katy Way	Katy Way	1	10	90.0%	9	10.0%	1	0.0%	0	25
SB Katy Way		1	0	0.0%	0	0.0%	0	0.0%	0	25
EB Tom Barnes St	Tom Barnes Street	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Tom Barnes St		1	50	96.0%	48	2.0%	1	2.0%	1	25
EB Tuscany St	Tuscany Street	2	30	93.3%	28	3.3%	1	3.3%	1	25
		1	15	--	13	--	1	--	1	
		1	15	--	15	--	0	--	0	
WB Tuscany St		2	30	93.3%	28	3.3%	1	3.3%	1	25
		1	16	--	14	--	1	--	1	
		1	14	--	14	--	0	--	0	

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Glen Rd	Glen Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Glen Rd		1	10	90.0%	9	10.0%	1	0.0%	0	25
EB Cabot Dr	Cabot Drive	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Cabot Dr		1	110	96.4%	106	1.8%	2	1.8%	2	25
EB Dial Way	Dial Way	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Dial Way		1	70	97.1%	68	2.9%	2	0.0%	0	25
NB Unnamed cul-de-sac	Unnamed cul-de-sac	1	10	90.0%	9	10.0%	1	0.0%	0	25
SB Unnamed cul-de-sac		1	0	0.0%	0	0.0%	0	0.0%	0	25
NB Dial Way Ct	Dial Way Court	1	0	0.0%	0	0.0%	0	0.0%	0	25
SB Dial Way Ct		1	10	80.0%	8	10.0%	1	10.0%	1	25
NB Hayworth Ct	Hayworth Court	1	30	100.0%	30	0.0%	0	0.0%	0	30
SB Hayworth Ct		1	0	0.0%	0	0.0%	0	0.0%	0	30
EB Patina Ct	Patina Court	1	10	90.0%	9	10.0%	1	0.0%	0	30
WB Patina Ct		1	0	0.0%	0	0.0%	0	0.0%	0	30
NB Silver Dollar St	Silver Dollar Street	1	70	97.1%	68	2.9%	2	0.0%	0	25
SB Silver Dollar St		1	70	97.1%	68	2.9%	2	0.0%	0	25
EB Lantana Dr	Lantana Drive	1	20	95.0%	19	5.0%	1	0.0%	0	25
WB Lantana Dr		1	20	95.0%	19	5.0%	1	0.0%	0	25
EB Sydney Blue Cir	Sydney Circle	1	20	95.0%	19	5.0%	1	0.0%	0	25
WB Sydney Blue Cir		1	0	0.0%	0	0.0%	0	0.0%	0	25
NB Hannah Ct	Hannah Court	1	40	97.5%	39	2.5%	1	0.0%	0	25
SB Hannah Ct		1	0	0.0%	0	0.0%	0	0.0%	0	25
EB Scotty Way	Scotty Way	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Scotty Way		1	40	97.5%	39	2.5%	1	0.0%	0	25
NB Nickellaus Ct	Nickellaus Court	1	60	96.7%	58	3.3%	2	0.0%	0	25
SB Nickellaus Ct		1	0	0.0%	0	0.0%	0	0.0%	0	25
EB Lapis Ct	Lapis Court	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Lapis Ct		1	10	90.0%	9	10.0%	1	0.0%	0	25
EB Palm Canyon Dr	Palm Canyon Drive	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Palm Canyon Dr		1	20	95.0%	19	5.0%	1	0.0%	0	25
EB Stone Canyon Dr	Stone Canyon Drive	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Stone Canyon Dr		1	20	95.0%	19	5.0%	1	0.0%	0	25

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Icefield Ct	Icefield Court	1	20	95.0%	19	5.0%	1	0.0%	0	25
WB Icefield Ct		1	0	0.0%	0	0.0%	0	0.0%	0	25
NB Kenosha Cir	Kenosha Circle	1	0	0.0%	0	0.0%	0	0.0%	0	25
SB Kenosha Cir		1	10	90.0%	9	10.0%	1	0.0%	0	25
NB Whitecrown Cir	Whitecrown Circle	1	70	97.1%	68	2.9%	2	0.0%	0	25
SB Whitecrown Cir		1	0	0.0%	0	0.0%	0	0.0%	0	25
EB Baldy Ct	Baldy Court	1	10	90.0%	9	10.0%	1	0.0%	0	25
WB Baldy Ct		1	0	0.0%	0	0.0%	0	0.0%	0	25
EB Stageline St	Stageline Street	1	30	96.7%	29	3.3%	1	0.0%	0	25
WB Stageline St		1	0	0.0%	0	0.0%	0	0.0%	0	25
NB Wrangler Way	Wrangler Way	1	0	0.0%	0	0.0%	0	0.0%	0	25
SB Wrangler Way		1	30	96.7%	29	3.3%	1	0.0%	0	25
EB Rosemary Way	Rosemary Way	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Rosemary Way		1	40	97.5%	39	2.5%	1	0.0%	0	25
EB Coral Canyon Rd	Coral Canyon Road	1	60	100.0%	60	0.0%	0	0.0%	0	25
WB Coral Canyon Rd		1	120	97.5%	117	2.5%	3	0.0%	0	25

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
NB Cassia Ct	Cassia Court	1	0	0.0%	0	0.0%	0	0.0%	0	25
SB Cassia Ct		1	10	90.0%	9	10.0%	1	0.0%	0	25
NB Whitebark Ln	Whitebark Lane	1	20	95.0%	19	5.0%	1	0.0%	0	25
SB Whitebark Ln		1	20	95.0%	19	5.0%	1	0.0%	0	25
NB Pinecone St	Pinecone Street	1	60	100.0%	60	0.0%	0	0.0%	0	25
SB Pinecone St		1	140	100.0%	140	0.0%	0	0.0%	0	25
EB Birchtree Ct	Birchtree Court	1	20	95.0%	19	5.0%	1	0.0%	0	25
WB Birchtree Ct		1	0	0.0%	0	0.0%	0	0.0%	0	25
EB Sagebrush Way	Sagebrush Way	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Sagebrush Way		1	50	98.0%	49	2.0%	1	0.0%	0	25
NB Magnolia St	Magnolia Street	1	40	97.5%	39	2.5%	1	0.0%	0	25
SB Magnolia St		1	40	97.5%	39	2.5%	1	0.0%	0	25
EB Chinaberry St	Chinaberry Street	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Chinaberry St		1	50	98.0%	49	2.0%	1	0.0%	0	25
EB Poplar Ct	Poplar Court	1	10	90.0%	9	10.0%	1	0.0%	0	25
WB Poplar Ct		1	0	0.0%	0	0.0%	0	0.0%	0	25
NB Temescal Valley Ln	Temescal Valley Lane	1	40	97.5%	39	2.5%	1	0.0%	0	25
SB Temescal Valley Ln		1	40	97.5%	39	2.5%	1	0.0%	0	25
EB Valley Oak Ln	Valley Oak Lane	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Valley Oak Ln		1	70	100.0%	70	0.0%	0	0.0%	0	25
EB Holly Hill Ave	Holly Hill Avenue	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Holly Hill Ave		1	70	97.1%	68	2.9%	2	0.0%	0	25

Table A-4c. Build Local AM Traffic Volumes for TNM Modeling

Roadway/Lane(s)	Segment	Number of Lanes	Peak Hour Volume	Auto		Medium Truck		Heavy Truck		Speed (Auto/MT/HT)
				%	Volume	%	Volume	%	Volume	
EB Orange Grove Pl	Orange Grove Place	1	10	90.0%	9	10.0%	1	0.0%	0	25
WB Orange Grove Pl		1	0	0.0%	0	0.0%	0	0.0%	0	25
NB El Toro Rd	West of I-15	1	40	100.0%	40	0.0%	0	0.0%	0	25
SB El Toro Rd		1	0	0.0%	0	0.0%	0	0.0%	0	25
NB El Toro Rd	East of I-15	1	977	92.8%	907	6.4%	64	0.7%	6	25
SB El Toro Rd		1	515	93.2%	480	4.1%	21	2.7%	14	25
EB 11th St	11th Street	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB 11th St		1	30	96.7%	29	3.3%	1	0.0%	0	25
NB Dexter Pl	Dexter Place	1	30	93.3%	28	3.3%	1	3.3%	1	25
SB Dexter Pl		1	30	93.3%	28	3.3%	1	3.3%	1	25
EB 2nd St	2nd Street	1	550	95.3%	524	2.4%	13	2.4%	13	40
WB 2nd St		1	380	92.6%	352	3.7%	14	3.7%	14	40
NB Frances Street	Frances Street	1	10	90.0%	9	10.0%	1	0.0%	0	25
SB Frances Street		1	10	90.0%	9	10.0%	1	0.0%	0	25
NB Katy Street	Katy Street	1	90	98.9%	89	1.1%	1	0.0%	0	25
SB Katy Street		1	20	95.0%	19	5.0%	1	0.0%	0	25

Notes:

* Heavy trucks and medium trucks are excluded from the eastbound lane #1 immediately east of the SB off-ramp because trucks are restricted from using the off-ramp #1 lane that turns into eastbound Cajalco lane #1.

** High traffic volumes in the outside westbound lane of Cajalco between the I-15 NB ramps to and Grand Oaks are the result of a future programmed project (CETAP West) and the uncertainty of its physical connections to the I-15. The approach to the traffic modeling was to not model CETAP West spatially due to uncertainty of configurations, but distribute the directional traffic volumes through the existing Cajalco Road Interchange to account for land uses.

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Appendix B Predicted Future Noise Levels and Noise Barrier Analysis

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I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA															Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M01.01 / ST01.01	0 (ST01.01)	1		Undeveloped / G	--	N/A	75	76	76	1	0	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M01.02	0 (ST01.01)	1		Undeveloped / G	--	N/A	74	75	75	1	0	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M01.03 / ST01.02	0 (ST01.02)	1		Undeveloped / G	--	N/A	72	73	73	1	0	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M01.04	0 (ST01.02)	1	SW1142A - Mainline EOS	Industrial / commercial / E	1	29880 2nd St, Lake Elsinore, CA 92532	71	72	71	1	-1	0	E (72)	A/E	68	3	0	67	4	0	66	5	1	66	5	1	65	6	1	--	--	--	--	--	--	--	--	--	--	--	--
M01.05	0 (ST01.02)	1		Industrial / commercial / E	1	29850 2nd St, Lake Elsinore, CA 92532	66	68	68	2	0	2	E (72)	NONE	66	2	0	65	3	0	64	4	0	64	4	0	63	5	1	--	--	--	--	--	--	--	--	--	--	--	--
M01.04	0 (ST01.02)	1	SW1142B - ROW	Industrial / commercial / E	1	29880 2nd St, Lake Elsinore, CA 92532	71	72	71	1	-1	0	E (72)	A/E	71	0	0	70	1	0	68	3	0	67	4	0	66	5	1	65	6	1	65	6	1	64	7	1	64	7	1
M01.05	0 (ST01.02)	1		Industrial / commercial / E	1	29850 2nd St, Lake Elsinore, CA 92532	66	68	68	2	0	2	E (72)	NONE	68	0	0	67	1	0	66	2	0	65	3	0	64	4	0	64	4	0	63	5	1	63	5	1	63	5	1
M01.06	0 (ST01.02)	1		Industrial / F	--	29885 2nd St, Lake Elsinore, CA 92532	74	75	75	1	0	1	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M01.07	0 (ST01.03)	1		Undeveloped / G	--	N/A	59	61	60	2	-1	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M01.08 / ST01.03	0 (ST01.03)	1		Undeveloped / G	--	N/A	67	68	68	1	0	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M01.09	0 (ST01.03)	1		Undeveloped / G	--	N/A	63	65	64	2	-1	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M01.10 / ST01.04	0 (ST01.04)	1		Undeveloped / G	--	29615 3rd St, Lake Elsinore, CA 92532	66	67	67	1	0	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M01.11	0 (ST01.05)	1		Restaurant / E	1	18601 Dexter Ave, Lake Elsinore, CA 92532	64	66	65	2	-1	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M01.12	0 (ST01.05)	1		Restaurant outdoor dining / E	1	18492 Dexter Ave, Lake Elsinore, CA 92532	62	64	63	2	-1	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M01.13	0 (ST01.05)	1		Parking lot / F	--	18461 Dexter Ave, Lake Elsinore, CA 92532	68	69	69	1	0	1	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M01.14 / ST01.05	0 (ST01.05)	1		Restaurant / E	1	18461 Dexter Ave, Lake Elsinore, CA 92532	68	69	69	1	0	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M02.01	0 (ST02.01)	2	SW1109A - Mainline EOS	Residential / B	3	520 N Spring St, Lake Elsinore, CA 92530	58	59	58	1	-1	0	B (67)	NONE	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M02.02	0 (ST02.01)	2		Residential / B	1	131 W Minthorn St, Lake Elsinore, CA 92530	65	66	66	1	0	1	B (67)	A/E	65	1	0	64	2	0	63	3	0	63	3	0	63	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M02.01	0 (ST02.01)	2	SW1109B - Ramp EOS	Residential / B	3	520 N Spring St, Lake Elsinore, CA 92530	58	59	58	1	-1	0	B (67)	NONE	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M02.02	0 (ST02.01)	2		Residential / B	1	131 W Minthorn St, Lake Elsinore, CA 92530	65	66	66	1	0	1	B (67)	A/E	64	2	0	62	4	0	61	5	1	60	6	1	60	6	1	--	--	--	--	--	--	--	--	--	--	--	--
M02.01	0 (ST02.01)	2	SW1109A+B - Mainline & Ramp EOS	Residential / B	3	520 N Spring St, Lake Elsinore, CA 92530	58	59	58	1	-1	0	B (67)	NONE	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	--	--	--	--	--	--	--	--	--	58	0	0
M02.02	0 (ST02.01)	2		Residential / B	1	131 W Minthorn St, Lake Elsinore, CA 92530	65	66	66	1	0	1	B (67)	A/E	63	3	0	61	5	1	60	6	1	59	7	1	59	7	1	--	--	--	--	--	--	--	--	--	59	7	1

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA

Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR) — 6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M02.03 / ST02.01	0 (ST02.01)	2		Driveway / F	--	131 W Minthorn St, Lake Elsinore, CA 92530	65	66	66	1	0	1	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M02.04	0 (ST02.01)	2		Industrial / F	--	N/A	64	62	62	-2	0	-2	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M02.05	0 (ST02.01)	2		Warehouse / F	--	403 W Minthorn St, Lake Elsinore, CA 92530	66	68	68	2	0	2	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M02.06	0 (ST02.02)	2		Offices / E	1	18785 Collier Ave, Lake Elsinore, CA 92530	68	69	69	1	0	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M02.07	0 (ST02.02)	2	SW1137A - Mainline EOS	Residential / B	1	18740 Collier Ave, Lake Elsinore, CA 92530	68	70	69	2	-1	1	B (67)	A/E	66	3	0	65	4	0	64	5	1	63	6	1	63	6	1	--	--	--	--	--	--	--	--	--	--	--	--
M02.07	0 (ST02.02)	2	SW1137B - Private Property	Residential / B	1	18740 Collier Ave, Lake Elsinore, CA 92530	68	70	69	2	-1	1	B (67)	A/E	68	1	0	66	3	0	65	4	0	64	5	1	63	6	1	62	7	1	--	--	--	--	--	--	62	7	1
M02.08 / ST02.02	0 (ST02.02)	2		Undeveloped / G	--	N/A	69	70	69	1	-1	0	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M02.09	0 (ST02.03)	2		Storage / F	--	18630 Collier Ave, Lake Elsinore, CA 92530	60	62	62	2	0	2	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M02.10	0 (ST02.03)	2	SW1151A - On Berm	Residential / B	1	18570 Collier Ave, Lake Elsinore, CA 92530	66	67	67	1	0	1	B (67)	A/E	67	0	0	66	1	0	66	1	0	66	1	0	66	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M02.11 / ST02.03	0 (ST02.03)	2	SW1151A - On Berm	Residential / B	2	18574 Collier Ave, Lake Elsinore, CA 92530	67	68	68	1	0	1	B (67)	A/E	66	2	0	65	3	0	65	3	0	65	3	0	65	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M02.10	0 (ST02.03)	2	SW1151B - Mainline EOS	Residential / B	1	18570 Collier Ave, Lake Elsinore, CA 92530	66	67	67	1	0	1	B (67)	A/E	67	0	0	67	0	0	67	0	0	66	1	0	66	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M02.11 / ST02.03	0 (ST02.03)	2	SW1151B - Mainline EOS	Residential / B	2	18574 Collier Ave, Lake Elsinore, CA 92530	67	68	68	1	0	1	B (67)	A/E	67	1	0	67	1	0	67	1	0	66	2	0	66	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M02.10	0 (ST02.03)	2	SW1151C - Private Property	Residential / B	1	18570 Collier Ave, Lake Elsinore, CA 92530	66	67	67	1	0	1	B (67)	A/E	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	--	--	--	--	--	--	--	--	--
M02.11 / ST02.03	0 (ST02.03)	2	SW1151C - Private Property	Residential / B	2	18574 Collier Ave, Lake Elsinore, CA 92530	67	68	68	1	0	1	B (67)	A/E	68	0	0	68	0	0	67	1	0	66	2	0	65	3	0	65	3	0	--	--	--	--	--	--	--	--	--
M02.12 / ST02.04	-4 (ST02.04)	2		Undeveloped / G	--	N/A	60	60	60	0	0	0	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M02.13	0 (ST02.05)	2		Honda Car Dealership / F	--	18450 Collier Ave, Lake Elsinore, CA 92530	63	63	62	0	-1	-1	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M02.14 / ST02.05	0 (ST02.05)	2		Restaurant outdoor dining / E	1	18310 Collier Ave suite a, Lake Elsinore, CA 92530	65	65	65	0	0	0	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M02.15	0 (ST02.05)	2		Restaurant outdoor dining / E	1	18310 Collier Ave suite a, Lake Elsinore, CA 92530	60	60	60	0	0	0	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M02.16	0 (ST02.05)	2		Restaurant outdoor dining / E	1	18300 Collier Ave, Lake Elsinore, CA 92530	63	63	63	0	0	0	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M02.17	0 (ST02.05)	2		Restaurant / E	1	18330 Collier Ave, Lake Elsinore, CA 92530	69	70	70	1	0	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M02.18	0 (ST02.05)	2		Offices / E	1	18330 Collier Ave, Lake Elsinore, CA 92530	66	67	66	1	-1	0	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - $L_{eq}(h)$, dBA																																												
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, $L_{eq}(h)$, dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																	
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M03.01 / ST03.01	0 (ST03.01)	3		Restaurant / E	1	18611 Dexter Ave, Lake Elsinore, CA 92532	69	70	70	1	0	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M03.02	0 (ST03.01)	3		Retail / F	--	29335 Central Ave, Lake Elsinore, CA 92532	70	72	72	2	0	2	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M03.03 / ST03.02	0 (ST03.02)	3		Restaurant outdoor dining / E	1	29315 Central Ave, Lake Elsinore, CA 92532	61	60	60	-1	0	-1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M03.04	0 (ST03.04)	3		Undeveloped / G	--	N/A	68	68	68	0	0	0	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M03.05	0 (ST03.03)	3		Place of worship / C	1	18220 Dexter Ave, Lake Elsinore, CA 92532	62	64	64	2	0	2	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M03.05	0 (ST03.03)	3		Place of worship / D	1	18220 Dexter Ave, Lake Elsinore, CA 92532	42 #	44 #	44 #	2	0	2	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M03.06 / ST03.03	0 (ST03.03)	3		Parking Lot / F	--	18220 Dexter Ave, Lake Elsinore, CA 92532	66	68	67	2	-1	1	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M03.07	0 (ST03.04)	3		Residential / B	1	18193 Dexter Ave, Lake Elsinore, CA 92532	64	65	64	1	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M03.08	0 (ST03.04)	3		Residential / B	1	29055 11th St, Lake Elsinore, CA 92532	64	62	62	-2	0	-2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M03.09	0 (ST03.04)	3		Residential / B	1	18187 Dexter Ave, Lake Elsinore, CA 92532	61	62	61	1	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M03.10	0 (ST03.03)	3	SW1204 - Private Property	Residential / B	1	28913 11th St, Lake Elsinore, CA 92532	68	70	69	2	-1	1	B (67)	A/E	65	4	0	62	7	1	61	8	1	60	9	1	59	10	1	58	11	1	--	--	--	--	--	--	62	7	1
M03.11	0 (ST03.04)	3		Residential / B	1	18169 Dexter Ave, Lake Elsinore, CA 92532	63	61	61	-2	0	-2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M03.12	0 (ST03.04)	3		Residential / B	1	18159 Dexter Ave, Lake Elsinore, CA 92532	66	65	64	-1	-1	-2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M03.13 / ST03.04	0 (ST03.04)	3		Residential / B	--	18159 Dexter Ave, Lake Elsinore, CA 92532	66	67	66	1	-1	0	B (67)	N/A**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA																																													
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																	
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M03.14 / ST03.05	0 (ST03.05)	3	SW1226B - Between Mainline EOS and ROW	Residential / B	1	18095 Dexter Ave, Lake Elsinore, CA 92532	66	65	65	-1	0	-1	B (67)	NONE	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	--	--	--	--	--	--	--	--	--	65	0	0
M03.15	0 (ST03.05)	3		Residential / B	1	18085 Dexter Ave, Lake Elsinore, CA 92532	63	63	63	0	0	0	B (67)	NONE	62	1	0	62	1	0	62	1	0	61	2	0	61	2	0	--	--	--	--	--	--	--	--	--	61	2	0
M03.16	0 (ST03.03)	3		Residential / B	1	18080 Dexter Ave, Lake Elsinore, CA 92532	67	69	67	2	-2	0	B (67)	A/E	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	--	--	--	--	--	--	--	--	--	67	0	0
M03.17	0 (ST03.05)	3		Residential / B	1	18075 Dexter Ave, Lake Elsinore, CA 92532	66	67	67	1	0	1	B (67)	A/E	65	2	0	64	3	0	63	4	0	63	4	0	62	5	1	--	--	--	--	--	--	--	--	--	62	5	1
M03.18	0 (ST03.06)	3		Residential / B	1	18065 Dexter Ave, Lake Elsinore, CA 92532	64	65	65	1	0	1	B (67)	NONE	65	0	0	64	1	0	64	1	0	64	1	0	64	1	0	--	--	--	--	--	--	--	--	--	64	1	0
M03.19 / ST03.06	0 (ST03.06)	3		Residential / B	--	18055 Dexter Ave, Lake Elsinore, CA 92532	63	64	64	1	0	1	B (67)	N/A**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M03.20	0 (ST03.06)	3		Residential / B	1	18055 Dexter Ave, Lake Elsinore, CA 92532	62	63	62	1	-1	0	B (67)	NONE	62	0	0	62	0	0	62	0	0	61	1	0	61	1	0	--	--	--	--	--	--	--	--	--	61	1	0
M03.21	0 (ST03.06)	3		Residential / B	1	18045 Dexter Ave, Lake Elsinore, CA 92532	64	65	65	1	0	1	B (67)	NONE	64	1	0	63	2	0	62	3	0	62	3	0	61	4	0	--	--	--	--	--	--	--	--	--	61	4	0
M03.22	0 (ST03.06)	3		Residential / B	1	18035 Dexter Ave, Lake Elsinore, CA 92532	67	68	68	1	0	1	B (67)	A/E	67	1	0	65	3	0	64	4	0	63	5	1	62	6	1	--	--	--	--	--	--	--	--	--	62	6	1
M03.23 / ST03.07	0 (ST03.07)	3		Sports Field / C	3	28755 El Toro Rd, Lake Elsinore, CA 92532	72	73	73	1	0	1	C (67)	A/E	72	1	0	69	4	0	68	5	3	66	7	3	65	8	3	--	--	--	--	--	--	--	--	--	65	8	3
M03.24	0 (ST03.07)	3		Sports Field / C	3	28755 El Toro Rd, Lake Elsinore, CA 92532	69	70	71	1	1	2	C (67)	A/E	68	3	0	67	4	0	66	5	3	65	6	3	63	8	3	--	--	--	--	--	--	--	--	--	64	7	3
M03.25	0 (ST03.07)	3		Sports Field / C	1	28755 El Toro Rd, Lake Elsinore, CA 92532	74	74	75	0	1	1	C (67)	A/E	74	1	0	71	4	0	69	6	1	67	8	1	65	10	1	--	--	--	--	--	--	--	--	--	67	8	1
M03.26	0 (ST03.08)	3		Sports Field / C	1	28755 El Toro Rd, Lake Elsinore, CA 92532	74	74	75	0	1	1	C (67)	A/E	75	0	0	74	1	0	71	4	0	69	6	1	68	7	1	--	--	--	--	--	--	--	--	--	69	6	1
M03.27 / ST03.08	0 (ST03.08)	3		Sports Field / C	1	28755 El Toro Rd, Lake Elsinore, CA 92532	74	75	75	1	0	1	C (67)	A/E	75	0	0	75	0	0	73	2	0	71	4	0	69	6	1	--	--	--	--	--	--	--	--	--	70	5	1
M03.28	0 (ST03.08)	3		Park / C	1	N/A	69	68	70	-1	2	1	C (67)	A/E	68	2	0	67	3	0	66	4	0	66	4	0	65	5	1	--	--	--	--	--	--	--	--	--	65	5	1

Table B-1. Predicted Future Noise Levels and Noise Barrier Analysis

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA																																								
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M03.14 / ST03.05	0 (ST03.05)	3	SW1208A - Between Mainline EOS and ROW	Residential / B	1	18095 Dexter Ave, Lake Elsinore, CA 92532	66	65	65	-1	0	-1	B (67)	NONE	64	1	0	63	2	0	63	2	0	63	2	0	62	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M03.15	0 (ST03.05)	3		Residential / B	1	18085 Dexter Ave, Lake Elsinore, CA 92532	63	63	63	0	0	0	B (67)	NONE	62	1	0	61	2	0	60	3	0	60	3	0	60	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M03.16	0 (ST03.03)	3		Residential / B	1	18080 Dexter Ave, Lake Elsinore, CA 92532	67	69	67	2	-2	0	B (67)	A/E	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M03.17	0 (ST03.05)	3		Residential / B	1	18075 Dexter Ave, Lake Elsinore, CA 92532	66	67	67	1	0	1	B (67)	A/E	65	2	0	64	3	0	63	4	0	62	5	1	62	5	1	--	--	--	--	--	--	--	--	--	--	--	--
M03.18	0 (ST03.06)	3		Residential / B	1	18065 Dexter Ave, Lake Elsinore, CA 92532	64	65	65	1	0	1	B (67)	NONE	63	2	0	62	3	0	62	3	0	61	4	0	60	5	1	--	--	--	--	--	--	--	--	--	--	--	--
M03.20	0 (ST03.06)	3		Residential / B	1	18055 Dexter Ave, Lake Elsinore, CA 92532	62	63	62	1	-1	0	B (67)	NONE	62	0	0	61	1	0	60	2	0	60	2	0	59	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M03.21	0 (ST03.06)	3		Residential / B	1	18045 Dexter Ave, Lake Elsinore, CA 92532	64	65	65	1	0	1	B (67)	NONE	65	0	0	63	2	0	63	2	0	62	3	0	62	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M03.22	0 (ST03.06)	3		Residential / B	1	18035 Dexter Ave, Lake Elsinore, CA 92532	67	68	68	1	0	1	B (67)	A/E	67	1	0	65	3	0	64	4	0	64	4	0	63	5	1	--	--	--	--	--	--	--	--	--	--	--	--
M03.23 / ST03.07	0 (ST03.07)	3	SW1214A - Between Mainline EOS and ROW	Sports Field / C	3	28755 El Toro Rd, Lake Elsinore, CA 92532	72	73	73	1	0	1	C (67)	A/E	72	1	0	70	3	0	68	5	3	67	6	3	66	7	3	--	--	--	--	--	--	--	--	--	67	6	3
M03.24	0 (ST03.07)	3		Sports Field / C	3	28755 El Toro Rd, Lake Elsinore, CA 92532	69	70	71	1	1	2	C (67)	A/E	68	3	0	67	4	0	66	5	3	65	6	3	64	7	3	--	--	--	--	--	--	--	--	--	65	6	3
M03.25	0 (ST03.07)	3		Sports Field / C	1	28755 El Toro Rd, Lake Elsinore, CA 92532	74	74	75	0	1	1	C (67)	A/E	74	1	0	71	4	0	69	6	1	67	8	1	65	10	1	--	--	--	--	--	--	--	--	--	67	8	1
M03.26	0 (ST03.08)	3		Sports Field / C	1	28755 El Toro Rd, Lake Elsinore, CA 92532	74	74	75	0	1	1	C (67)	A/E	75	0	0	74	1	0	71	4	0	69	6	1	68	7	1	--	--	--	--	--	--	--	--	--	69	6	1
M03.27 / ST03.08	0 (ST03.08)	3		Sports Field / C	1	28755 El Toro Rd, Lake Elsinore, CA 92532	74	75	75	1	0	1	C (67)	A/E	75	0	0	75	0	0	73	2	0	71	4	0	69	6	1	--	--	--	--	--	--	--	--	--	70	5	1
M03.28	0 (ST03.08)	3		Park / C	1	N/A	69	68	70	-1	2	1	C (67)	A/E	68	2	0	67	3	0	66	4	0	66	4	0	65	5	1	--	--	--	--	--	--	--	--	--	65	5	1

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA																																													
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																		
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M03.14 / ST03.05	0 (ST03.05)	3	SW1226A - Mainline EOS	Residential / B	1	18095 Dexter Ave, Lake Elsinore, CA 92532	66	65	65	-1	0	-1	B (67)	NONE	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	--	--	--	--	--	--	--	--	--	65	0	0
M03.15	0 (ST03.05)	3		Residential / B	1	18085 Dexter Ave, Lake Elsinore, CA 92532	63	63	63	0	0	0	B (67)	NONE	62	1	0	62	1	0	61	2	0	61	2	0	61	2	0	--	--	--	--	--	--	--	--	--	61	2	0
M03.16	0 (ST03.03)	3		Residential / B	1	18080 Dexter Ave, Lake Elsinore, CA 92532	67	69	67	2	-2	0	B (67)	A/E	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	--	--	--	--	--	--	--	--	--	67	0	0
M03.17	0 (ST03.05)	3		Residential / B	1	18075 Dexter Ave, Lake Elsinore, CA 92532	66	67	67	1	0	1	B (67)	A/E	65	2	0	64	3	0	63	4	0	63	4	0	62	5	1	--	--	--	--	--	--	--	--	--	62	5	1
M03.18	0 (ST03.06)	3		Residential / B	1	18065 Dexter Ave, Lake Elsinore, CA 92532	64	65	65	1	0	1	B (67)	NONE	64	1	0	63	2	0	63	2	0	63	2	0	62	3	0	--	--	--	--	--	--	--	--	--	63	2	0
M03.20	0 (ST03.06)	3		Residential / B	1	18055 Dexter Ave, Lake Elsinore, CA 92532	62	63	62	1	-1	0	B (67)	NONE	62	0	0	62	0	0	61	1	0	61	1	0	61	1	0	--	--	--	--	--	--	--	--	--	61	1	0
M03.21	0 (ST03.06)	3		Residential / B	1	18045 Dexter Ave, Lake Elsinore, CA 92532	64	65	65	1	0	1	B (67)	NONE	63	2	0	62	3	0	62	3	0	61	4	0	61	4	0	--	--	--	--	--	--	--	--	--	61	4	0
M03.22	0 (ST03.06)	3		Residential / B	1	18035 Dexter Ave, Lake Elsinore, CA 92532	67	68	68	1	0	1	B (67)	A/E	65	3	0	64	4	0	63	5	1	62	6	1	61	7	1	--	--	--	--	--	--	--	--	--	62	6	1
M03.23 / ST03.07	0 (ST03.07)	3		Sports Field / C	3	28755 El Toro Rd, Lake Elsinore, CA 92532	72	73	73	1	0	1	C (67)	A/E	70	3	0	68	5	3	66	7	3	65	8	3	64	9	3	--	--	--	--	--	--	--	--	--	65	8	3
M03.24	0 (ST03.07)	3		Sports Field / C	3	28755 El Toro Rd, Lake Elsinore, CA 92532	69	70	71	1	1	2	C (67)	A/E	67	4	0	66	5	3	65	6	3	63	8	3	62	9	3	--	--	--	--	--	--	--	--	--	63	8	3
M03.25	0 (ST03.07)	3		Sports Field / C	1	28755 El Toro Rd, Lake Elsinore, CA 92532	74	74	75	0	1	1	C (67)	A/E	71	4	0	69	6	1	67	8	1	66	9	1	64	11	1	--	--	--	--	--	--	--	--	--	66	9	1
M03.26	0 (ST03.08)	3		Sports Field / C	1	28755 El Toro Rd, Lake Elsinore, CA 92532	74	74	75	0	1	1	C (67)	A/E	72	3	0	70	5	1	68	7	1	67	8	1	64	11	1	--	--	--	--	--	--	--	--	--	66	9	1
M03.27 / ST03.08	0 (ST03.08)	3		Sports Field / C	1	28755 El Toro Rd, Lake Elsinore, CA 92532	74	75	75	1	0	1	C (67)	A/E	73	2	0	71	4	0	70	5	1	68	7	1	66	9	1	--	--	--	--	--	--	--	--	--	67	8	1
M03.28	0 (ST03.08)	3		Park / C	1	N/A	69	68	70	-1	2	1	C (67)	A/E	67	3	0	66	4	0	66	4	0	66	4	0	65	5	1	--	--	--	--	--	--	--	--	--	65	5	1

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA																																													
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																	
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M03.14 / ST03.05	0 (ST03.05)	3	SW1208C - Mainline EOS	Residential / B	1	18095 Dexter Ave, Lake Elsinore, CA 92532	66	65	65	-1	0	-1	B (67)	NONE	64	1	0	63	2	0	62	3	0	63	2	0	62	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M03.15	0 (ST03.05)	3		Residential / B	1	18085 Dexter Ave, Lake Elsinore, CA 92532	63	63	63	0	0	0	B (67)	NONE	61	2	0	61	2	0	60	3	0	60	3	0	60	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M03.16	0 (ST03.03)	3		Residential / B	1	18080 Dexter Ave, Lake Elsinore, CA 92532	67	69	67	2	-2	0	B (67)	A/E	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M03.17	0 (ST03.05)	3		Residential / B	1	18075 Dexter Ave, Lake Elsinore, CA 92532	66	67	67	1	0	1	B (67)	A/E	65	2	0	63	4	0	62	5	1	62	5	1	61	6	1	--	--	--	--	--	--	--	--	--	--	--	--
M03.18	0 (ST03.06)	3		Residential / B	1	18065 Dexter Ave, Lake Elsinore, CA 92532	64	65	65	1	0	1	B (67)	NONE	63	2	0	62	3	0	61	4	0	61	4	0	60	5	1	--	--	--	--	--	--	--	--	--	--	--	--
M03.20	0 (ST03.06)	3		Residential / B	1	18055 Dexter Ave, Lake Elsinore, CA 92532	62	63	62	1	-1	0	B (67)	NONE	61	1	0	61	1	0	60	2	0	59	3	0	59	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M03.21	0 (ST03.06)	3		Residential / B	1	18045 Dexter Ave, Lake Elsinore, CA 92532	64	65	65	1	0	1	B (67)	NONE	63	2	0	62	3	0	62	3	0	61	4	0	61	4	0	--	--	--	--	--	--	--	--	--	--	--	--
M03.22	0 (ST03.06)	3		Residential / B	1	18035 Dexter Ave, Lake Elsinore, CA 92532	67	68	68	1	0	1	B (67)	A/E	65	3	0	64	4	0	63	5	1	63	5	1	62	6	1	--	--	--	--	--	--	--	--	--	--	--	--
M03.23 / ST03.07	0 (ST03.07)	3	SW1214C - Mainline EOS	Sports Field / C	3	28755 El Toro Rd, Lake Elsinore, CA 92532	72	73	73	1	0	1	C (67)	A/E	70	3	0	69	4	0	67	6	3	66	7	3	65	8	3	--	--	--	--	--	--	--	--	--	67	6	3
M03.24	0 (ST03.07)	3		Sports Field / C	3	28755 El Toro Rd, Lake Elsinore, CA 92532	69	70	71	1	1	2	C (67)	A/E	67	4	0	66	5	3	65	6	3	64	7	3	63	8	3	--	--	--	--	--	--	--	--	--	65	6	3
M03.25	0 (ST03.07)	3		Sports Field / C	1	28755 El Toro Rd, Lake Elsinore, CA 92532	74	74	75	0	1	1	C (67)	A/E	71	4	0	69	6	1	67	8	1	66	9	1	64	11	1	--	--	--	--	--	--	--	--	--	67	8	1
M03.26	0 (ST03.08)	3		Sports Field / C	1	28755 El Toro Rd, Lake Elsinore, CA 92532	74	74	75	0	1	1	C (67)	A/E	72	3	0	70	5	1	68	7	1	67	8	1	64	11	1	--	--	--	--	--	--	--	--	--	68	7	1
M03.27 / ST03.08	0 (ST03.08)	3		Sports Field / C	1	28755 El Toro Rd, Lake Elsinore, CA 92532	74	75	75	1	0	1	C (67)	A/E	73	2	0	71	4	0	70	5	1	68	7	1	66	9	1	--	--	--	--	--	--	--	--	--	69	6	1
M03.28	0 (ST03.08)	3		Park / C	1	N/A	69	68	70	-1	2	1	C (67)	A/E	67	3	0	66	4	0	66	4	0	66	4	0	65	5	1	--	--	--	--	--	--	--	--	--	65	5	1

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - $L_{eq}(h)$, dBA

Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, $L_{eq}(h)$, dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR): 6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M03.14 / ST03.05	0 (ST03.05)	3	SW1226C - ROW	Residential / B	1	18095 Dexter Ave, Lake Elsinore, CA 92532	66	65	65	-1	0	-1	B (67)	NONE	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0
M03.15	0 (ST03.05)	3		Residential / B	1	18085 Dexter Ave, Lake Elsinore, CA 92532	63	63	63	0	0	0	B (67)	NONE	63	0	0	63	0	0	62	1	0	62	1	0	62	1	0	61	2	0	61	2	0	61	2	0	61	2	0
M03.16	0 (ST03.03)	3		Residential / B	1	18080 Dexter Ave, Lake Elsinore, CA 92532	67	69	67	2	-2	0	B (67)	A/E	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0
M03.17	0 (ST03.05)	3		Residential / B	1	18075 Dexter Ave, Lake Elsinore, CA 92532	66	67	67	1	0	1	B (67)	A/E	67	0	0	67	0	0	67	0	0	66	1	0	65	2	0	64	3	0	63	4	0	62	5	1	62	5	1
M03.18	0 (ST03.06)	3		Residential / B	1	18065 Dexter Ave, Lake Elsinore, CA 92532	64	65	65	1	0	1	B (67)	NONE	64	1	0	64	1	0	64	1	0	64	1	0	63	2	0	62	3	0	61	4	0	61	4	0	61	4	0
M03.20	0 (ST03.06)	3		Residential / B	1	18055 Dexter Ave, Lake Elsinore, CA 92532	62	63	62	1	-1	0	B (67)	NONE	62	0	0	62	0	0	62	0	0	61	1	0	61	1	0	60	2	0	60	2	0	59	3	0	59	3	0
M03.21	0 (ST03.06)	3		Residential / B	1	18045 Dexter Ave, Lake Elsinore, CA 92532	64	65	65	1	0	1	B (67)	NONE	64	1	0	63	2	0	63	2	0	62	3	0	62	3	0	61	4	0	61	4	0	61	4	0	61	4	0
M03.22	0 (ST03.06)	3		Residential / B	1	18035 Dexter Ave, Lake Elsinore, CA 92532	67	68	68	1	0	1	B (67)	A/E	66	2	0	65	3	0	64	4	0	63	5	1	62	6	1	61	7	1	61	7	1	61	7	1	61	7	1
M03.23 / ST03.07	0 (ST03.07)	3		Sports Field / C	3	28755 El Toro Rd, Lake Elsinore, CA 92532	72	73	73	1	0	1	C (67)	A/E	71	2	0	69	4	0	68	5	3	66	7	3	64	9	3	63	10	3	62	11	3	62	11	3	62	11	3
M03.24	0 (ST03.07)	3		Sports Field / C	3	28755 El Toro Rd, Lake Elsinore, CA 92532	69	70	71	1	1	2	C (67)	A/E	68	3	0	68	3	0	66	5	3	65	6	3	64	7	3	63	8	3	62	9	3	61	10	3	62	9	3
M03.25	0 (ST03.07)	3		Sports Field / C	1	28755 El Toro Rd, Lake Elsinore, CA 92532	74	74	75	0	1	1	C (67)	A/E	75	0	0	75	0	0	75	0	0	74	1	0	74	1	0	73	2	0	72	3	0	69	6	1	70	5	1
M03.26	0 (ST03.08)	3		Sports Field / C	1	28755 El Toro Rd, Lake Elsinore, CA 92532	74	74	75	0	1	1	C (67)	A/E	75	0	0	75	0	0	75	0	0	75	0	0	74	1	0	72	3	0	70	5	1	68	7	1	70	5	1
M03.27 / ST03.08	0 (ST03.08)	3		Sports Field / C	1	28755 El Toro Rd, Lake Elsinore, CA 92532	74	75	75	1	0	1	C (67)	A/E	75	0	0	75	0	0	75	0	0	75	0	0	75	0	0	75	0	0	74	1	0	73	2	0	74	1	0
M03.28	0 (ST03.08)	3		Park / C	1	N/A	69	68	70	-1	2	1	C (67)	A/E	70	0	0	70	0	0	70	0	0	69	1	0	68	2	0	66	4	0	66	4	0	65	5	1	65	5	1

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA																																													
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																	
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M03.14 / ST03.05	0 (ST03.05)	3	SW1208D - ROW	Residential / B	1	18095 Dexter Ave, Lake Elsinore, CA 92532	66	65	65	-1	0	-1	B (67)	NONE	64	1	0	63	2	0	63	2	0	63	2	0	63	2	0	62	3	0	62	3	0	62	3	0	62	3	0
M03.15	0 (ST03.05)	3		Residential / B	1	18085 Dexter Ave, Lake Elsinore, CA 92532	63	63	63	0	0	0	B (67)	NONE	63	0	0	62	1	0	61	2	0	61	2	0	60	3	0	60	3	0	60	3	0	59	4	0	60	3	0
M03.16	0 (ST03.03)	3		Residential / B	1	18080 Dexter Ave, Lake Elsinore, CA 92532	67	69	67	2	-2	0	B (67)	A/E	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0
M03.17	0 (ST03.05)	3		Residential / B	1	18075 Dexter Ave, Lake Elsinore, CA 92532	66	67	67	1	0	1	B (67)	A/E	67	0	0	67	0	0	67	0	0	66	1	0	65	2	0	63	4	0	62	5	1	62	5	1	62	5	1
M03.18	0 (ST03.06)	3		Residential / B	1	18065 Dexter Ave, Lake Elsinore, CA 92532	64	65	65	1	0	1	B (67)	NONE	64	1	0	64	1	0	64	1	0	64	1	0	63	2	0	62	3	0	61	4	0	61	4	0	61	4	0
M03.20	0 (ST03.06)	3		Residential / B	1	18055 Dexter Ave, Lake Elsinore, CA 92532	62	63	62	1	-1	0	B (67)	NONE	62	0	0	62	0	0	61	1	0	61	1	0	60	2	0	60	2	0	59	3	0	59	3	0	59	3	0
M03.21	0 (ST03.06)	3		Residential / B	1	18045 Dexter Ave, Lake Elsinore, CA 92532	64	65	65	1	0	1	B (67)	NONE	64	1	0	64	1	0	63	2	0	62	3	0	62	3	0	61	4	0	61	4	0	61	4	0	61	4	0
M03.22	0 (ST03.06)	3		Residential / B	1	18035 Dexter Ave, Lake Elsinore, CA 92532	67	68	68	1	0	1	B (67)	A/E	66	2	0	65	3	0	64	4	0	63	5	1	63	5	1	62	6	1	62	6	1	61	7	1	61	7	1
M03.23 / ST03.07	0 (ST03.07)	3	SW1214D - ROW	Sports Field / C	3	28755 El Toro Rd, Lake Elsinore, CA 92532	72	73	73	1	0	1	C (67)	A/E	71	2	0	69	4	0	68	5	3	66	7	3	65	8	3	64	9	3	63	10	3	62	11	3	65	8	3
M03.24	0 (ST03.07)	3		Sports Field / C	3	28755 El Toro Rd, Lake Elsinore, CA 92532	69	70	71	1	1	2	C (67)	A/E	68	3	0	68	3	0	66	5	3	65	6	3	64	7	3	63	8	3	62	9	3	62	9	3	63	8	3
M03.25	0 (ST03.07)	3		Sports Field / C	1	28755 El Toro Rd, Lake Elsinore, CA 92532	74	74	75	0	1	1	C (67)	A/E	75	0	0	75	0	0	75	0	0	74	1	0	74	1	0	73	2	0	72	3	0	69	6	1	70	5	1
M03.26	0 (ST03.08)	3		Sports Field / C	1	28755 El Toro Rd, Lake Elsinore, CA 92532	74	74	75	0	1	1	C (67)	A/E	75	0	0	75	0	0	75	0	0	75	0	0	74	1	0	72	3	0	70	5	1	68	7	1	70	5	1
M03.27 / ST03.08	0 (ST03.08)	3		Sports Field / C	1	28755 El Toro Rd, Lake Elsinore, CA 92532	74	75	75	1	0	1	C (67)	A/E	75	0	0	75	0	0	75	0	0	75	0	0	75	0	0	75	0	0	74	1	0	73	2	0	74	1	0
M03.28	0 (ST03.08)	3		Park / C	1	N/A	69	68	70	-1	2	1	C (67)	A/E	70	0	0	70	0	0	70	0	0	69	1	0	68	2	0	66	4	0	66	4	0	65	5	1	65	5	1
M03.14 / ST03.05	0 (ST03.05)	3	SW1208B - Private Property	Residential / B	1	18095 Dexter Ave, Lake Elsinore, CA 92532	66	65	65	-1	0	-1	B (67)	NONE	63	2	0	62	3	0	61	4	0	59	6	1	59	6	1	58	7	1	--	--	--	--	--	--	60	5	1
M03.15	0 (ST03.05)	3		Residential / B	1	18085 Dexter Ave, Lake Elsinore, CA 92532	63	63	63	0	0	0	B (67)	NONE	62	1	0	61	2	0	60	3	0	59	4	0	59	4	0	59	4	0	--	--	--	--	--	--	60	3	0
M03.16	0 (ST03.03)	3		Residential / B	1	18080 Dexter Ave, Lake Elsinore, CA 92532	67	69	67	2	-2	0	B (67)	A/E	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	--	--	--	--	--	--	67	0	0
M03.17	0 (ST03.05)	3		Residential / B	1	18075 Dexter Ave, Lake Elsinore, CA 92532	66	67	67	1	0	1	B (67)	A/E	63	4	0	61	6	1	61	6	1	60	7	1	59	8	1	59	8	1	--	--	--	--	--	--	60	7	1

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - $L_{eq}(h)$, dBA																																												
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, $L_{eq}(h)$, dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																	
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M03.18	0 (ST03.06)	3	SW1212 - Private Property	Residential / B	1	18065 Dexter Ave, Lake Elsinore, CA 92532	64	65	65	1	0	1	B (67)	NONE	63	2	0	62	3	0	61	4	0	61	4	0	60	5	1	60	5	1	--	--	--	--	--	--	60	5	1
M03.20	0 (ST03.06)	3		Residential / B	1	18055 Dexter Ave, Lake Elsinore, CA 92532	62	63	62	1	-1	0	B (67)	NONE	62	0	0	61	1	0	60	2	0	60	2	0	59	3	0	59	3	0	--	--	--	--	--	--	59	3	0
M03.21	0 (ST03.06)	3		Residential / B	1	18045 Dexter Ave, Lake Elsinore, CA 92532	64	65	65	1	0	1	B (67)	NONE	63	2	0	62	3	0	61	4	0	61	4	0	60	5	1	60	5	1	--	--	--	--	--	--	60	5	1
M03.22	0 (ST03.06)	3		Residential / B	1	18035 Dexter Ave, Lake Elsinore, CA 92532	67	68	68	1	0	1	B (67)	A/E	63	5	1	62	6	1	62	6	1	61	7	1	60	8	1	60	8	1	--	--	--	--	--	--	61	7	1
M03.23 / ST03.07	0 (ST03.07)	3	SW1214B - Private Property	Sports Field / C	3	28755 El Toro Rd, Lake Elsinore, CA 92532	72	73	73	1	0	1	C (67)	A/E	66	7	3	65	8	3	64	9	3	63	10	3	62	11	3	61	12	3	--	--	--	--	--	--	66	7	3
M03.24	0 (ST03.07)	3		Sports Field / C	3	28755 El Toro Rd, Lake Elsinore, CA 92532	69	70	71	1	1	2	C (67)	A/E	65	6	3	63	8	3	63	8	3	62	9	3	62	9	3	61	10	3	--	--	--	--	--	--	65	6	3
M03.25	0 (ST03.07)	3		Sports Field / C	1	28755 El Toro Rd, Lake Elsinore, CA 92532	74	74	75	0	1	1	C (67)	A/E	75	0	0	70	5	1	67	8	1	64	11	1	63	12	1	62	13	1	--	--	--	--	--	--	70	5	1
M03.26	0 (ST03.08)	3		Sports Field / C	1	28755 El Toro Rd, Lake Elsinore, CA 92532	74	74	75	0	1	1	C (67)	A/E	66	9	1	65	10	1	63	12	1	62	13	1	61	14	1	60	15	1	--	--	--	--	--	--	66	9	1
M03.27 / ST03.08	0 (ST03.08)	3		Sports Field / C	1	28755 El Toro Rd, Lake Elsinore, CA 92532	74	75	75	1	0	1	C (67)	A/E	67	8	1	65	10	1	64	11	1	62	13	1	61	14	1	60	15	1	--	--	--	--	--	--	67	8	1
M03.28	0 (ST03.08)	3	SW1238 - Private Property	Park / C	1	N/A	69	68	70	-1	2	1	C (67)	A/E	65	5	1	64	6	1	63	7	1	62	8	1	62	8	1	62	8	1	--	--	--	--	--	--	63	7	1
M03.16	0 (ST03.03)	3	SW1210 - Private property	Residential / B	1	18080 Dexter Ave, Lake Elsinore, CA 92532	67	69	67	2	-2	0	B (67)	A/E	62	5	1	61	6	1	60	7	1	59	8	1	59	8	1	59	8	1	--	--	--	--	--	--	60	7	1
M03.29	0 (ST03.08)	3		Utility / F	1	N/A	70	70	71	0	1	1	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M03.30	0 (ST03.08)	3		Residential / B	3	N/A	65	60	60	-5	0	-5	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M03.31	0 (ST03.08)	3		Residential / B	2	N/A	62	57	58	-5	1	-4	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M03.32	0 (ST03.08)	3		Residential / B	2	N/A	60	55	56	-5	1	-4	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M03.33	0 (ST03.08)	3		Residential / B	2	N/A	58	54	54	-4	0	-4	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M03.34	0 (ST03.08)	3		Residential / B	2	N/A	57	52	53	-5	1	-4	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M03.35	0 (ST03.08)	3		Residential / B	3	N/A	55	51	52	-4	1	-3	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M03.36 / ST03.09	-4 (ST03.09)	3		Undelveloped / G	--	N/A	61	64	65	3	1	4	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M04.01	0 (ST04.01)	4		Retail / F	--	18282 Collier Ave, Lake Elsinore, CA 92530	65	66	66	1	0	1	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M04.02 / ST04.01	0 (ST04.01)	4		Cemetery / C	1	18170 Collier Ave, Lake Elsinore, CA 92530	69	68	69	-1	1	0	C (67)	N/A**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M04.03	0 (ST04.01)	4		Cemetery / C	1	18170 Collier Ave, Lake Elsinore, CA 92530	61	62	62	1	0	1	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - $L_{eq}(h)$, dBA																																													
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, $L_{eq}(h)$, dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																		
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M04.04	0 (ST04.01)	4		Undeveloped / G	--	18170 Collier Ave, Lake Elsinore, CA 92530	68	70	70	2	0	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M04.05 / ST04.02	0 (ST04.02)	4		Undeveloped / G	--	29033 El Toro Rd, Lake Elsinore, CA 92530	63	63	64	0	1	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M04.06	0 (ST04.03)	4		Outdoor seating / E	1	17600 Collier Ave, Lake Elsinore, CA 92530	59	60	59	1	-1	0	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M04.07 / ST04.03	0 (ST04.03)	4		Outdoor dining / E	1	17600 Collier Ave, Lake Elsinore, CA 92530	57	58	58	1	0	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M04.08	0 (ST04.04)	4		Outdoor seating / E	1	17600 Collier Ave, Lake Elsinore, CA 92530	57	58	58	1	0	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M04.09 / ST04.04	0 (ST04.04)	4		Outdoor seating / E	1	17600 Collier Ave, Lake Elsinore, CA 92530	62	63	64	1	1	2	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M04.10	0 (ST04.05)	4		Outdoor seating / E	1	17600 Collier Ave, Lake Elsinore, CA 92530	58	58	59	0	1	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M04.11 / ST04.05	0 (ST04.05)	4		Outdoor seating / E	1	17600 Collier Ave, Lake Elsinore, CA 92530	60	60	60	0	0	0	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M04.12 / ST04.06	0 (ST04.06)	4		Undeveloped / G	--	N/A	65	65	65	0	0	0	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M04.13	0 (ST04.06)	4		Retail / F	--	19930 Collier Ave, Lake Elsinore, CA 92530	63	64	64	1	0	1	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M05.01 / ST05.01	0 (ST05.01)	5		Agricultural / F	--	10000 Nichols Rd, Lake Elsinore, CA 92532	72	73	73	1	0	1	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M05.02	0 (ST05.01)	5		Undeveloped / G	--	N/A	71	72	72	1	0	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M05.03	0 (ST05.02)	5		Undeveloped / G	--	N/A	76	77	78	1	1	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M05.04	0 (ST05.02)	5		Undeveloped / G	--	N/A	75	76	77	1	1	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M05.05 / ST05.02	0 (ST05.02)	5		Undeveloped / G	--	N/A	73	73	74	0	1	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M05.06	0 (ST05.02)	5		Undeveloped / G	--	N/A	67	68	69	1	1	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M05.07	-4 (ST05.03)	5		Undeveloped / G	--	N/A	62	63	63	1	0	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M05.08	-4 (ST05.03)	5		Undeveloped / G	--	N/A	69	70	71	1	1	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M05.09 / ST05.03	-4 (ST05.03)	5		Cell Tower / F	--	N/A	66	67	68	1	1	2	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M05.10	-4 (ST05.03)	5		Undeveloped / G	--	N/A	69	69	71	0	2	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M05.11	-4 (ST05.03)	5		Undeveloped / G	--	N/A	71	72	73	1	1	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M05.12	-4 (ST05.04)	5		Undeveloped / G	--	N/A	70	71	72	1	1	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M05.13 / ST05.04	-4 (ST05.04)	5		Undeveloped / G	--	N/A	60	60	61	0	1	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA

Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)

Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	6 feet L_{eq}(h)	6 feet I.L.	6 feet NBR	8 feet L_{eq}(h)	8 feet I.L.	8 feet NBR	10 feet L_{eq}(h)	10 feet I.L.	10 feet NBR	12 feet L_{eq}(h)	12 feet I.L.	12 feet NBR	14 feet L_{eq}(h)	14 feet I.L.	14 feet NBR	16 feet L_{eq}(h)	16 feet I.L.	16 feet NBR	18 feet L_{eq}(h)	18 feet I.L.	18 feet NBR	20 feet L_{eq}(h)	20 feet I.L.	20 feet NBR	Design Barrier L_{eq}(h)	Design Barrier I.L.	Design Barrier NBR
M06.01 / ST06.01	0 (ST06.01)	6		Undeveloped / G	--	N/A	62	63	63	1	0	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M06.02	0 (ST06.01)	6		Undeveloped / G	--	N/A	65	65	66	0	1	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M06.03	0 (ST06.02)	6		Undeveloped / G	--	N/A	67	68	68	1	0	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M06.04 / ST06.02	0 (ST06.02)	6		Undeveloped / G	--	N/A	67	67	67	0	0	0	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M06.05	0 (ST06.02)	6		Undeveloped / G	--	N/A	69	70	70	1	0	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M06.06 / ST06.03	0 (ST06.03)	6		Utility / F	--	N/A	66	67	67	1	0	1	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M06.07	0 (ST06.04)	6		Undeveloped / G	--	N/A	67	67	68	0	1	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M06.08 / ST06.04	0 (ST06.04)	6		Undeveloped / G	--	N/A	73	73	74	0	1	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M06.09	0 (ST06.04)	6		Industrial / F	--	N/A	67	68	69	1	1	2	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M07.01	0 (ST07.01)	7		Undeveloped / G	--	N/A	75	76	77	1	1	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M07.02 / ST07.01	0 (ST07.01)	7		Industrial / F	--	14900 Concordia Ranch Rd, Lake Elsinore, CA 92530	68	69	71	1	2	3	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M07.03	0 (ST07.01)	7		Undeveloped / G	--	N/A	70	71	71	1	0	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M07.04	0 (ST07.02)	7		Industrial / F	--	N/A	69	70	71	1	1	2	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M07.05 / ST07.02	0 (ST07.02)	7		Undeveloped / G	--	N/A	73	74	75	1	1	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M07.06	0 (ST07.03)	7		Undeveloped / G	--	N/A	66	65	66	-1	1	0	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M07.07 / ST07.03	0 (ST07.03)	7		Undeveloped / G	--	N/A	65	66	66	1	0	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M07.08	0 (ST07.03)	7		Industrial / F	--	26382 Earthmover Cir, Corona, CA 92883	64	65	65	1	0	1	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M07.09 / ST07.04	0 (ST07.04)	7		Sidewalk / F	--	26333 Lester Cir, Corona, CA 92883	62	63	63	1	0	1	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M07.10	0 (ST07.05)	7		Industrial / F	--	13181 Temescal Canyon Rd, Corona, CA 92883	61	62	63	1	1	2	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M07.11 / ST07.05	0 (ST07.05)	7		Office / E	1	12869 Temescal Canyon Rd STE B, Corona, CA 92883	59	60	61	1	1	2	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M07.12 / ST07.06	-4 (ST07.06)	7		Undeveloped / G	--	N/A	63	64	64	1	0	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M07.13	-4 (ST07.07)	7		Industrial-warehouse / F	--	12250 Temescal Canyon Rd, Corona, CA 92883	63	64	65	1	1	2	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M07.14 / ST07.07	-4 (ST07.07)	7		Cell Tower / F	--	N/A	61	62	63	1	1	2	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - $L_{eq}(h)$, dBA																																												
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, $L_{eq}(h)$, dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																	
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M07.15 / ST07.08	-4 (ST07.08)	7		Undeveloped / G	--	N/A	56	58	58	2	0	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M08.01 / ST08.01	0 (ST08.01)	8		Undeveloped / G	--	N/A	62	62	63	0	1	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M08.02	0 (ST08.01)	8		Undeveloped / G	--	N/A	71	68	68	-3	0	-3	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M08.03	-4 (ST08.02)	8		Undeveloped / G	--	N/A	66	65	65	-1	0	-1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M08.04 / ST08.02	-4 (ST08.02)	8		Undeveloped / G	--	N/A	65	66	66	1	0	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M08.05	0 (ST08.03)	8		Storage / F	--	N/A	68	68	68	0	0	0	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M08.06	0 (ST08.03)	8		Storage / F	--	N/A	68	64	65	-4	1	-3	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M08.07 / ST08.03	0 (ST08.03)	8		Industrial / F	--	N/A	69	71	70	2	-1	1	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M08.08 / ST08.04	-4 (ST08.04)	8		Residential / B	2	26678 Hostettler Rd, Corona, CA 92883	63	63	63	0	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M08.09	-4 (ST08.04)	8		Undeveloped / G	--	N/A	60	60	60	0	0	0	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M08.10 / ST08.05	0 (ST08.05)	8		Undeveloped / G	--	N/A	67	68	68	1	0	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M08.11	0 (ST08.05)	8		Undeveloped / G	--	N/A	64	65	65	1	0	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M08.12	0 (ST08.06)	8		Undeveloped / G	--	N/A	73	74	75	1	1	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M08.13	0 (ST08.06)	8		Undeveloped / G	--	N/A	74	75	76	1	1	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA

Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M08.14 / ST08.06	0 (ST08.06)	8	SW1521A - Mainline EOS	Residential / B	1	26320 Horsethief Canyon Rd, Corona, CA 92883	69	70	70	1	0	1	B (67)	A/E	68	2	0	67	3	0	67	3	0	67	3	0	65	5	1	--	--	--	--	--	--	--	--	--	--	--	--
M08.14 / ST08.06	0 (ST08.06)	8	SW1521B - ROW	Residential / B	1	26320 Horsethief Canyon Rd, Corona, CA 92883	69	70	70	1	0	1	B (67)	A/E	70	0	0	70	0	0	70	0	0	69	1	0	68	2	0	68	2	0	68	2	0	67	3	0	--	--	--
M08.14 / ST08.06	0 (ST08.06)	8	SW1521C - Private Property	Residential / B	1	26320 Horsethief Canyon Rd, Corona, CA 92883	69	70	70	1	0	1	B (67)	A/E	70	0	0	67	3	0	65	5	1	64	6	1	64	6	1	63	7	1	--	--	--	--	--	--	63	7	1
M08.15	0 (ST08.07)	8		Undeveloped / G	--	N/A	70	72	72	2	0	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M08.16 / ST08.07	0 (ST08.07)	8	SW1539 A - Mainline EOS	Residential / B	1	13005 De Palma Rd, Corona, CA 92883	68	69	70	1	1	2	B (67)	A/E	67	3	0	66	4	0	66	4	0	65	5	1	64	6	1	--	--	--	--	--	--	--	--	--	--	--	--
M08.16 / ST08.07	0 (ST08.07)	8	SW1539B - ROW	Residential / B	1	13005 De Palma Rd, Corona, CA 92883	68	69	70	1	1	2	B (67)	A/E	68	2	0	68	2	0	67	3	0	67	3	0	66	4	0	66	4	0	66	4	0	66	4	0	--	--	--
M08.16 / ST08.07	0 (ST08.07)	8	SW1539 C - Private Property	Residential / B	1	13005 De Palma Rd, Corona, CA 92883	68	69	70	1	1	2	B (67)	A/E	70	0	0	69	1	0	67	3	0	66	4	0	65	5	1	64	6	1	--	--	--	--	--	--	--	--	--
M08.17	0 (ST08.07)	8		Undeveloped / G	--	N/A	74	75	75	1	0	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M08.18	0 (ST08.08)	8		Undeveloped / G	--	N/A	75	77	77	2	0	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M08.19 / ST08.08	0 (ST08.08)	8		Undeveloped / G	--	N/A	72	74	74	2	0	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M08.20	0 (ST08.09)	8		Undeveloped / G	--	N/A	73	75	75	2	0	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M08.21 / ST08.09	0 (ST08.09)	8		RV Storage / F	--	25999 Glen Eden Rd, Corona, CA 92883	60	62	63	2	1	3	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M08.22	0 (ST08.09)	8		Undeveloped / G	--	N/A	70	71	72	1	1	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M08.23	0 (ST08.09)	8		Undeveloped / G	--	N/A	70	71	72	1	1	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M08.24 / ST08.10	0 (ST08.10)	8		Outdoor dining / E	1	11882 De Palma Rd, Corona, CA 92883	65	66	67	1	1	2	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M08.25	-4 (ST08.11)	8		Retail / F	--	11800 De Palma Rd, Corona, CA 92883	50	52	52	2	0	2	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M08.26	-4 (ST08.11)	8		Outdoor dining / E	1	11800 De Palma Rd, Corona, CA 92883	50	52	52	2	0	2	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M08.27 / ST08.11	-4 (ST08.11)	8		Outdoor Seating / E	1	11800 De Palma Rd, Corona, CA 92883	61	62	62	1	0	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M09.01	0 (ST09.01)	9		Restaurant / E	--	Future address unknown	65	69	70	4	1	5	E (72)	N/A*	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M09.02	0 (ST09.01)	9		Gas station / F	--	Future address unknown	64	66	67	2	1	3	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M09.03 / ST09.01	0 (ST09.01)	9		Parking lot / F	--	Future address unknown	71	70	72	-1	2	1	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA

Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR): 6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M09.04	0 (ST09.01)	9		Retail / F	--	Future address unknown	63	63	64	0	1	1	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M09.05	0 (ST09.01)	9		Restaurant / E	--	Future address unknown	63	52	53	-11	1	-10	E (72)	N/A*	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M09.06	0 (ST09.01)	9		Undeveloped / G	--	N/A	60	63	64	3	1	4	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M09.07	-5 (ST09.02)	9		Undeveloped / G	--	N/A	54	57	57	3	0	3	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M09.08	-5 (ST09.02)	9		Undeveloped / G	--	N/A	59	58	59	-1	1	0	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M09.09 / ST09.02	-5 (ST09.02)	9		Undeveloped / G	--	N/A	66	67	68	1	1	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M09.10	-5 (ST09.02)	9		Undeveloped / G	--	N/A	60	61	62	1	1	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M09.11	-5 (ST09.02)	9		Undeveloped / G	--	N/A	60	61	62	1	1	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M09.12	-5 (ST09.03)	9		Undeveloped / G	--	N/A	59	60	60	1	0	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M09.13 / ST09.03	-5 (ST09.03)	9		Undeveloped / G	--	N/A	67	68	69	1	1	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M09.14	-5 (ST09.03)	9		Undeveloped / G	--	N/A	70	71	72	1	1	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M09.15 / ST09.04	-4 (ST09.04)	9		Undeveloped / G	--	N/A	69	70	71	1	1	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M09.16	0 (ST09.05)	9		Undeveloped / G	--	N/A	72	73	74	1	1	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M09.17 / ST09.05	0 (ST09.05)	9		Undeveloped / G	--	N/A	69	70	71	1	1	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.01	0 (ST10.02)	10		Undeveloped / G	--	N/A	68	69	69	1	0	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.02	0 (ST10.01)	10		Residential / B	1	25490 Temescal Valley Ln, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.03	0 (ST10.01)	10		Residential / B	3	25466 Temescal Valley Ln, Corona, CA 92883	56	57	57	1	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.04	0 (ST10.01)	10		Residential / B	6	25449 Temescal Valley Ln, Corona, CA 92883	43	43	44	0	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.05 / ST10.01	0 (ST10.01)	10		Residential / B	2	25430 Temescal Valley Ln, Corona, CA 92883	59	60	60	1	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.06	0 (ST10.01)	10		Residential / B	3	25406 Temescal Valley Ln, Corona, CA 92883	58	60	60	2	0	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.07	0 (ST10.01)	10		Residential / B	5	25377 Temescal Valley Ln, Corona, CA 92883	45	45	47	0	2	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.08	0 (ST10.01)	10		Residential / B	2	25370 Temescal Valley Ln, Corona, CA 92883	59	60	60	1	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.09	0 (ST10.01)	10		Residential / B	2	25346 Temescal Valley Ln, Corona, CA 92883	60	61	61	1	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA

Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR): 6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M10.10	0 (ST10.01)	10		Residential / B	2	11600 Valley Oak Ln, Corona, CA 92883	53	53	54	0	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.11 / ST10.02	0 (ST10.02)	10		Emergency services / F	--	25310 Campbell Ranch Rd, Corona, CA 92883	64	64	65	0	1	1	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.12 / ST10.03	0 (ST10.03)	10		Residential / B	3	11512 Magnolia St, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.13	0 (ST10.03)	10		Residential / B	2	11431 Chinaberry St, Corona, CA 92883	47	48	50	1	2	3	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.14	0 (ST10.03)	10		Residential / B	4	11480 Magnolia St, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.15	0 (ST10.03)	10		Residential / B	4	11448 Magnolia St, Corona, CA 92883	57	58	59	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.16	0 (ST10.03)	10		Residential / B	4	11437 Magnolia St, Corona, CA 92883	43	44	45	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.17	0 (ST10.03)	10		Residential / B	3	11424 Magnolia St, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.18	0 (ST10.04)	10		Residential / B	4	11392 Magnolia St, Corona, CA 92883	57	58	59	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.19	0 (ST10.04)	10		Residential / B	4	11389 Magnolia St, Corona, CA 92883	44	45	46	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.20 / ST10.04	0 (ST10.04)	10		Residential / B	5	11360 Magnolia St, Corona, CA 92883	57	58	59	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.21	0 (ST10.04)	10		Residential / B	4	11341 Magnolia St, Corona, CA 92883	45	46	47	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.22	0 (ST10.04)	10		Residential / B	4	11328 Magnolia St, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.23	0 (ST10.04)	10		Residential / B	3	25095 Sagebush Way, Corona, CA 92883	47	48	49	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.24	0 (ST10.05)	10		Residential / B	4	11300 Pinecone St, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.25	0 (ST10.05)	10		Residential / B	3	25067 Birchtree Ct, Corona, CA 92883	49	50	52	1	2	3	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.26 / ST10.05	0 (ST10.05)	10		Residential / B	2	11268 Pinecone St, Corona, CA 92883	58	59	60	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.27	0 (ST10.05)	10		Residential / B	5	11228 Pinecone St, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.28	0 (ST10.05)	10		Residential / B	5	11225 Pinecone St, Corona, CA 92883	41	42	43	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.29	0 (ST10.05)	10		Residential / B	4	11196 Pinecone St, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.30	0 (ST10.05)	10		Residential / B	5	11169 Pinecone St, Corona, CA 92883	41	42	43	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.31	0 (ST10.06)	10		Residential / B	5	11156 Pinecone St, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA																																													
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																		
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M10.32	0 (ST10.06)	10		Residential / B	5	11124 Pinecone St, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.33	0 (ST10.06)	10		Residential / B	3	24975 Catkin St, Corona, CA 92883	47	48	49	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.34	0 (ST10.06)	10		Residential / B	3	24930 Elmwood St, Corona, CA 92883	46	47	49	1	2	3	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.35 / ST10.06	0 (ST10.06)	10		Residential / B	3	11118 Whitebark Ln, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.36	0 (ST10.06)	10		Residential / B	3	24933 Elmwood St, Corona, CA 92883	48	49	50	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.37	0 (ST10.06)	10		Residential / B	4	11086 Whitebark Ln, Corona, CA 92883	55	56	57	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.38	0 (ST10.06)	10		Residential / B	2	11065 Whitebark Ln, Corona, CA 92883	45	46	47	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.39	0 (ST10.06)	10		Residential / B	4	11054 Whitebark Ln, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.40	0 (ST10.06)	10		Residential / B	4	11022 Whitebark Ln, Corona, CA 92883	55	57	58	2	1	3	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.41	0 (ST10.06)	10		Residential / B	3	24874 Mulberry Rd, Corona, CA 92883	47	48	49	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.42	0 (ST10.06)	10		Residential / B	3	10990 Whitebark Ln, Corona, CA 92883	55	56	57	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.43	0 (ST10.06)	10		Residential / B	4	24869 Mulberry Rd, Corona, CA 92883	52	54	55	2	1	3	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.44 / ST10.07	0 (ST10.07)	10		Residential / B	4	24848 Cassia Ct, Corona, CA 92883	53	55	56	2	1	3	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.45	0 (ST10.07)	10		Residential / B	4	24891 Coral Canyon Rd, Corona, CA 92883	49	50	51	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA																																													
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																		
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M10.46	0 (ST10.07)	10		Residential / B	6	10846 Rosemary Way, Corona, CA 92883	53	54	55	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.47	0 (ST10.07)	10		Residential / B	6	10825 Rosemary Way, Corona, CA 92883	40	41	42	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.48	0 (ST10.07)	10		Residential / B	6	10806 Rosemary Way, Corona, CA 92883	52	53	54	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M10.49 / ST10.08	0 (ST10.08)	10		Undeveloped / G	--	N/A	66	67	67	1	0	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M11.01	-4 (ST11.02)	11		Undeveloped / G	--	N/A	62	63	63	1	0	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M11.02	-4 (ST11.02)	11		Industrial / F	--	N/A	63	64	65	1	1	2	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M11.03 / ST11.02	-4 (ST11.02)	11		Industrial / F	--	10671 Orange Grove Pl, Corona, CA 92883	60	61	62	1	1	2	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M11.04	-4 (ST11.02)	11		Undeveloped / G	--	N/A	64	65	65	1	0	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M11.05	-4 (ST11.02)	11		Undeveloped / G	--	N/A	59	60	61	1	1	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M11.06	0 (ST11.03)	11		Undeveloped / G	--	N/A	75	75	77	0	2	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M11.07	0 (ST11.03)	11		Undeveloped / G	--	N/A	77	78	79	1	1	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M11.08 / ST11.03	0 (ST11.03)	11		Undeveloped / G	--	N/A	63	64	65	1	1	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.01	0 (ST12.03)	12		Park / C	1	Future address unknown	66	62	63	-4	1	-3	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - $L_{eq}(h)$, dBA																																												
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, $L_{eq}(h)$, dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																	
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M12.02	0 (ST12.03)	12	SW1689 - Mainline EOS	Residential / B	2	Future address unknown	68	59	60	-9	1	-8	B (67)	NONE	59	1	0	59	1	0	59	1	0	58	2	0	57	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M12.03	0 (ST12.03)	12		Park / C	1	Future address unknown	64	73	73	9	0	9	C (67)	A/E	72	1	0	71	2	0	70	3	0	69	4	0	68	5	1	--	--	--	--	--	--	--	--	--	--	--	--
M12.04	0 (ST12.03)	12		Residential / B	4	Future address unknown	68	45	46	-23	1	-22	B (67)	NONE	46	0	0	46	0	0	46	0	0	46	0	0	46	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M12.05	0 (ST12.03)	12		Residential / B	2	Future address unknown	70	61	62	-9	1	-8	B (67)	NONE	61	1	0	60	2	0	60	2	0	60	2	0	59	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M12.06	0 (ST12.01)	12		Residential / B	5	10597 Wrangler Way, Corona, CA 92883	50	43	45	-7	2	-5	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.07	0 (ST12.03)	12		Residential / B	2	Future address unknown	69	50	51	-19	1	-18	B (67)	NONE	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M12.08	0 (ST12.01)	12		Residential / B	6	Future address unknown	63	46	47	-17	1	-16	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.09	0 (ST12.03)	12		Residential / B	2	Future address unknown	72	47	48	-25	1	-24	B (67)	NONE	48	0	0	48	0	0	48	0	0	48	0	0	48	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M12.10	0 (ST12.01)	12		Residential / B	6	Future address unknown	69	49	50	-20	1	-19	B (67)	NONE	50	0	0	50	0	0	50	0	0	50	0	0	50	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M12.11	0 (ST12.03)	12		Residential / B	2	Future address unknown	76	63	64	-13	1	-12	B (67)	NONE	63	1	0	63	1	0	62	2	0	62	2	0	62	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M12.11A	0 (ST12.03)	12		Park / C	1	Future address unknown	74	75	76	1	1	2	C (67)	A/E	75	1	0	74	2	0	74	2	0	73	3	0	71	5	1	--	--	--	--	--	--	--	--	--	--	--	--
M12.03	0 (ST12.03)	12	SW1691 - Trail Node	Park / C	1	Future address unknown	64	73	73	9	0	9	C (67)	A/E	65	8	1	62	11	1	60	13	1	59	14	1	58	15	1	57	16	1	--	--	--	--	--	--	65	8	1
M12.11A	0 (ST12.03)	12	SW1693 - Dog Park	Park / C	1	Future address unknown	74	75	76	1	1	2	C (67)	A/E	69	7	1	68	8	1	68	8	1	67	9	1	67	9	1	67	9	1	--	--	--	--	--	--	69	7	1
M12.12	0 (ST12.01)	12		Residential / B	5	Future address unknown	65	40	42	-25	2	-23	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.13	0 (ST12.03)	12		Residential / B	2	Future address unknown	71	45	47	-26	2	-24	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.14 / ST12.01	0 (ST12.01)	12		Residential / B	3	10653 Wrangler Way, Corona, CA 92883	62	46	48	-16	2	-14	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.15	0 (ST12.03)	12		Residential / B	6	Future address unknown	69	59	59	-10	0	-10	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.16	0 (ST12.03)	12		Residential / B	1	Future address unknown	69	62	62	-7	0	-7	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.17	0 (ST12.01)	12		Residential / B	2	10681 Wrangler Way, Corona, CA 92883	63	47	49	-16	2	-14	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.18	0 (ST12.01)	12		Residential / B	5	Future address unknown	64	50	51	-14	1	-13	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.19	0 (ST12.01)	12		Residential / B	6	Future address unknown	62	50	52	-12	2	-10	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.20	0 (ST12.01)	12		Residential / B	2	Future address unknown	70	65	65	-5	0	-5	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA

Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M12.21	0 (ST12.03)	12		Residential / B	2	Future address unknown	66	59	60	-7	1	-6	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.22	0 (ST12.03)	12		Residential / B	2	Future address unknown	62	59	59	-3	0	-3	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.23	0 (ST12.03)	12		Residential / B	2	10493 Whitecrown Cir, Corona, CA 92883	48	49	50	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.24 / ST12.03	0 (ST12.03)	12		Residential / B	3	10498 Whitecrown Cir, Corona, CA 92883	59	60	61	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.25	0 (ST12.02)	12		Residential / B	2	10469 Whitecrown Cir, Corona, CA 92883	45	46	47	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.26	0 (ST12.03)	12		Residential / B	3	10468 Whitecrown Cir, Corona, CA 92883	60	61	62	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.27	0 (ST12.02)	12		Residential / B	3	10435 Baldy Ct, Corona, CA 92883	53	54	55	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.28 / ST12.04	0 (ST12.04)	12		Residential / B	4	10438 Whitecrown Cir, Corona, CA 92883	60	61	61	1	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.29	0 (ST12.02)	12		Residential / B	3	10430 Baldy Ct, Corona, CA 92883	51	52	53	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.30	0 (ST12.04)	12		Residential / B	3	10414 Whitecrown Cir, Corona, CA 92883	61	61	62	0	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.31	0 (ST12.02)	12		Residential / B	3	10373 Whitecrown Cir, Corona, CA 92883	54	54	56	0	2	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.32 / ST12.05	0 (ST12.05)	12		Residential / B	3	10396 Whitecrown Cir, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.33	0 (ST12.05)	12		Residential / B	3	24308 Kenosha Ct, Corona, CA 92883	59	60	61	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.34 / ST12.02	0 (ST12.02)	12		Sidewalk / F	--	10348 Whitecrown Cir, Corona, CA 92883	55	55	56	0	1	1	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.35	0 (ST12.05)	12		Residential / B	3	24280 Kenosha Ct, Corona, CA 92883	53	54	55	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.36	0 (ST12.02)	12		Residential / B	1	10348 Whitecrown Cir, Corona, CA 92883	46	47	48	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.37	0 (ST12.02)	12		Residential / B	2	24299 Kenosha Ct, Corona, CA 92883	50	51	52	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.38	0 (ST12.05)	12		Residential / B	2	10298 Icefield Ct, Corona, CA 92883	57	57	58	0	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.39 / ST12.06	0 (ST12.06)	12		Residential / B	2	10286 Icefield Ct, Corona, CA 92883	55	56	57	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.40	0 (ST12.07)	12		Undeveloped / G	--	N/A	69	70	71	1	1	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.41 / ST12.07	0 (ST12.07)	12		Carousel / C	1	23900 Temescal Canyon Rd, Corona, CA 92883	62	63	63	1	0	1	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.42	0 (ST12.07)	12		Restaurant outdoor dining / E	1	23900 Temescal Canyon Rd, Corona, CA 92883	59	60	60	1	0	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - $L_{eq}(h)$, dBA

Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, $L_{eq}(h)$, dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR): 6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M12.43	0 (ST12.07)	12		Outdoor seating area / E	1	23900 Temescal Canyon Rd, Corona, CA 92883	62	63	63	1	0	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.44	0 (ST12.07)	12		Restaurant outdoor dining / E	1	23900 Temescal Canyon Rd, Corona, CA 92883	62	63	64	1	1	2	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.45 / ST12.08	0 (ST12.08)	12		Outdoor seating area / E	1	23900 Temescal Canyon Rd, Corona, CA 92883	64	65	66	1	1	2	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.46	0 (ST12.08)	12		Restaurant outdoor dining / E	1	23800 Temescal Canyon Rd, Corona, CA 92883	65	66	67	1	1	2	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.47	0 (ST12.08)	12		Retail-plant nursery / F	--	23900 Temescal Canyon Rd, Corona, CA 92883	67	68	69	1	1	2	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.48	0 (ST12.09)	12		Gas station / F	--	23760 Temescal Canyon Rd, Corona, CA 92883	68	69	69	1	0	1	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.49 / ST12.09	0 (ST12.09)	12		Parking lot / F	--	23740 Temescal Canyon Rd, Corona, CA 92883	69	70	70	1	0	1	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M12.50	0 (ST12.09)	12	SW1751A - ROW	Restaurant outdoor dining / E	1	23740 Temescal Canyon Rd, Corona, CA 92883	70	71	72	1	1	2	E (72)	A/E	72	0	0	71	1	0	70	2	0	68	4	0	68	4	0	68	4	0	67	5	1	67	5	1	--	--	--
M12.50	0 (ST12.09)	12	SW1753B - Ramp EOS	Restaurant outdoor dining / E	1	23740 Temescal Canyon Rd, Corona, CA 92883	70	71	72	1	1	2	E (72)	A/E	72	0	0	72	0	0	72	0	0	72	0	0	72	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M12.50	0 (ST12.09)	12	SW1753A - Mainline EOS	Restaurant outdoor dining / E	1	23740 Temescal Canyon Rd, Corona, CA 92883	70	71	72	1	1	2	E (72)	A/E	69	3	0	69	3	0	69	3	0	69	3	0	69	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M12.50	0 (ST12.09)	12	SW1753A + SW1753B - Combination Mainline & Ramp EOS	Restaurant outdoor dining / E	1	23740 Temescal Canyon Rd, Corona, CA 92883	70	71	72	1	1	2	E (72)	A/E	69	3	0	69	3	0	69	3	0	69	3	0	68	4	0	--	--	--	--	--	--	--	--	--	--	--	--
M12.50	0 (ST12.09)	12	SW1751B - Private Property	Restaurant outdoor dining / E	1	23740 Temescal Canyon Rd, Corona, CA 92883	70	71	72	1	1	2	E (72)	A/E	66	6	1	63	9	1	61	11	1	60	12	1	59	13	1	58	14	1	--	--	--	--	--	--	65	7	1
M13.01 / ST13.01	0 (ST13.01)	13		Outdoor seating area / E	1	23255 Temescal Canyon Rd, Corona, CA 92883	67	68	68	1	0	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M13.02	0 (ST13.01)	13		Outdoor seating area / E	1	23255 Temescal Canyon Rd, Corona, CA 92883	60	62	62	2	0	2	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - $L_{eq}(h)$, dBA																																												
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, $L_{eq}(h)$, dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																	
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M13.03	0 (ST13.01)	13		Undeveloped / G	--	N/A	74	75	76	1	1	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M13.04	0 (ST13.01)	13		Industrial / F	--	Future address unknown	61	62	62	1	0	1	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M13.05	0 (ST13.02)	13	SW1784A - Mainline EOS	Outdoor dining / E	1	23100 Temescal Canyon Rd, Corona, CA 92883	64	66	66	2	0	2	E (72)	NONE	65	1	0	64	2	0	64	2	0	64	2	0	64	2	0	--	--	--	--	--	--	--	--	--	--	--
M13.06 / ST13.02	0 (ST13.02)	13		Driving range / C	1	23100 Temescal Canyon Rd, Corona, CA 92883	68	70	70	2	0	2	C (67)	A/E	69	1	0	69	1	0	69	1	0	69	1	0	69	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M13.05	0 (ST13.02)	13	SW1784B - Private Property	Outdoor dining / E	1	23100 Temescal Canyon Rd, Corona, CA 92883	64	66	66	2	0	2	E (72)	NONE	66	0	0	66	0	0	65	1	0	65	1	0	65	1	0	65	1	0	--	--	--	--	--	--	66	0	0
M13.06 / ST13.02	0 (ST13.02)	13		Driving range / C	1	23100 Temescal Canyon Rd, Corona, CA 92883	68	70	70	2	0	2	C (67)	A/E	66	4	0	62	8	1	61	9	1	60	10	1	58	12	1	58	12	1	--	--	--	--	--	--	62	8	1
M13.07	0 (ST13.03)	13		Undeveloped / G	--	N/A	67	68	69	1	1	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M13.08	0 (ST13.03)	13		Industrial/commercial / F	--	22600 Temescal Canyon Rd, Corona, CA 92883	71	73	73	2	0	2	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M13.09	0 (ST13.03)	13		Industrial/commercial / F	--	22520 Temescal Canyon Rd ste b, Corona, CA 92883	72	74	74	2	0	2	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M13.10 / ST13.03	0 (ST13.03)	13		Industrial/commercial / F	--	22420 Temescal Canyon Rd, Corona, CA 92883	66	68	68	2	0	2	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M13.11	0 (ST13.03)	13		Industrial/commercial / F	--	22324 Temescal Canyon Rd, Corona, CA 92883	72	74	74	2	0	2	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M13.12	-4 (ST13.04)	13		Industrial/commercial / F	--	9116 Stellar Ct, Corona, CA 92883	62	64	64	2	0	2	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M13.13	-4 (ST13.04)	13		Industrial/commercial / F	--	9022 Pulsar Ct, Corona, CA 92883	66	67	68	1	1	2	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M13.14 / ST13.04	-4 (ST13.04)	13		Outdoor Dining / E	1	9022 Pulsar Ct, Corona, CA 92883	66	68	68	2	0	2	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M13.15	-4 (ST13.05)	13		Industrial/Commercial / F	--	9036 Pulsar Ct, Corona, CA 92883	53	54	55	1	1	2	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M13.16 / ST13.05	-4 (ST13.05)	13		Residential / B	1	9010 Leroy Rd, Corona, CA 92883	57	59	59	2	0	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M13.17	0 (ST13.06)	13		Industrial / F	--	21950 Temescal Canyon Rd, Corona, CA 92883	71	72	73	1	1	2	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M13.18	0 (ST13.07)	13		Industrial/commercial / F	--	21785 Temescal Canyon Rd, Corona, CA 92883	68	69	69	1	0	1	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M13.19 / ST13.06	0 (ST13.06)	13		Undeveloped / G	--	8920 Foster Rd, Corona, CA 92883	67	69	69	2	0	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M13.20	0 (ST13.06)	13		Residential / B	3	8920 Foster Rd, Corona, CA 92883	62	63	64	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - $L_{eq}(h)$, dBA																																												
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, $L_{eq}(h)$, dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M13.21	0 (ST13.07)	13	SW1872 - ROW	Residential / B	1	21705 Temescal Canyon Rd, Corona, CA 92883	66	68	68	2	0	2	B (67)	A/E	66	2	0	65	3	0	65	3	0	64	4	0	63	5	1	63	5	1	62	6	1	--	--	--	63	5	1
M13.22 / ST13.07	0 (ST13.07)	13		Driveway / F	--	21705 Temescal Canyon Rd, Corona, CA 92883	65	67	68	2	1	3	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M13.23 / ST13.08	-4 (ST13.08)	13		Residential / B	1	21653 Temescal Canyon Rd, Corona, CA 92883	67	69	69	2	0	2	B (67)	A/E	69	0	0	67	2	0	65	4	0	63	6	1	62	7	1	61	8	1	60	9	1	--	--	--	62	7	1
M13.24	-4 (ST13.08)	13		Residential / B	1	21541 Temescal Canyon Rd, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	61	1	0	60	2	0	59	3	0	58	4	0	58	4	0	57	5	1	57	5	1	--	--	--	57	5	1
M13.25	-4 (ST13.08)	13		Residential / B	2	21655 Temescal Canyon Rd, Corona, CA 92883	57	59	59	2	0	2	B (67)	NONE	59	0	0	59	0	0	58	1	0	58	1	0	58	1	0	58	1	0	57	2	0	--	--	--	58	1	0
M13.21	0 (ST13.07)	13	SW1874 - Ramp EOS	Residential / B	1	21705 Temescal Canyon Rd, Corona, CA 92883	66	68	68	2	0	2	B (67)	A/E	64	4	0	64	4	0	63	5	1	62	6	1	62	6	1	--	--	--	--	--	--	--	--	--	63	5	1
M13.23 / ST13.08	-4 (ST13.08)	13		Residential / B	1	21653 Temescal Canyon Rd, Corona, CA 92883	67	69	69	2	0	2	B (67)	A/E	64	5	1	63	6	1	62	7	1	61	8	1	60	9	1	--	--	--	--	--	--	--	--	--	62	7	1
M13.24	-4 (ST13.08)	13		Residential / B	1	21541 Temescal Canyon Rd, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	62	0	0	61	1	0	61	1	0	61	1	0	61	1	0	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0
M13.25	-4 (ST13.08)	13		Residential / B	2	21655 Temescal Canyon Rd, Corona, CA 92883	57	59	59	2	0	2	B (67)	NONE	59	0	0	58	1	0	58	1	0	58	1	0	58	1	0	--	--	--	--	--	--	--	--	--	--	--	--	58	1	0
M13.21	0 (ST13.07)	13	SW1878 - Mainline EOS	Residential / B	1	21705 Temescal Canyon Rd, Corona, CA 92883	66	68	68	2	0	2	B (67)	A/E	68	0	0	68	0	0	68	0	0	68	0	0	68	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M13.23 / ST13.08	-4 (ST13.08)	13		Residential / B	1	21653 Temescal Canyon Rd, Corona, CA 92883	67	69	69	2	0	2	B (67)	A/E	67	2	0	66	3	0	66	3	0	66	3	0	66	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M13.24	-4 (ST13.08)	13		Residential / B	1	21541 Temescal Canyon Rd, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	60	2	0	60	2	0	59	3	0	59	3	0	59	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M13.25	-4 (ST13.08)	13		Residential / B	2	21655 Temescal Canyon Rd, Corona, CA 92883	57	59	59	2	0	2	B (67)	NONE	58	1	0	58	1	0	58	1	0	57	2	0	57	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M13.21	0 (ST13.07)	13	SW1874 + SW1878 - Combination Mainline & Ramp EOS	Residential / B	1	21705 Temescal Canyon Rd, Corona, CA 92883	66	68	68	2	0	2	B (67)	A/E	64	4	0	64	4	0	63	5	1	62	6	1	62	6	1	--	--	--	--	--	--	--	--	--	63	5	1
M13.23 / ST13.08	-4 (ST13.08)	13		Residential / B	1	21653 Temescal Canyon Rd, Corona, CA 92883	67	69	69	2	0	2	B (67)	A/E	63	6	1	62	7	1	61	8	1	60	9	1	59	10	1	--	--	--	--	--	--	--	--	--	61	8	1
M13.24	-4 (ST13.08)	13		Residential / B	1	21541 Temescal Canyon Rd, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	59	3	0	58	4	0	57	5	1	57	5	1	57	5	1	--	--	--	--	--	--	--	--	--	--	--	--	57	5	1
M13.25	-4 (ST13.08)	13		Residential / B	2	21655 Temescal Canyon Rd, Corona, CA 92883	57	59	59	2	0	2	B (67)	NONE	58	1	0	57	2	0	57	2	0	57	2	0	56	3	0	--	--	--	--	--	--	--	--	--	--	--	--	57	2	0
M13.26	0 (ST13.06)	13		Residential / B	4	21650 Temescal Canyon Rd, Corona, CA 92883	59	61	61	2	0	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M13.27	-4 (ST13.08)	13		Gas station / F	--	8765 Dos Lagos Dr, Corona, CA 92883	61	63	63	2	0	2	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M13.28	0 (ST13.06)	13		Restaurant outdoor dining / E	1	21501 Temescal Canyon Rd, Corona, CA 92883	65	67	67	2	0	2	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.01	0 (ST14.01)	14		Undeveloped / G	--	N/A	74	75	76	1	1	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.02	0 (ST14.01)	14		Residential / B	2	23275 Lawson Rd, Corona, CA 92883	64	65	65	1	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - $L_{eq}(h)$, dBA

Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, $L_{eq}(h)$, dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR): 6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M14.03 / ST14.01	0 (ST14.01)	14		Undeveloped / G	--	N/A	65	66	66	1	0	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.04	0 (ST14.01)	14		Undeveloped / G	--	N/A	71	71	72	0	1	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.05	0 (ST14.02)	14	SW1785 - Mainline EOS	Residential / B	2	9529 Stone Canyon Rd, Corona, CA 92883	65	66	65 ++	1	-1	0	B (67)	NONE	64	1	0	64	1	0	62	3	0	61	4	0	60	5	2	--	--	--	--	--	--	--	--	--	--	--	--
M14.06 / ST14.02	0 (ST14.02)	14		Residential / B	1	9553 Stone Canyon Rd, Corona, CA 92883	65	66	65 ++	1	-1	0	B (67)	NONE	64	1	0	64	1	0	62	3	0	61	4	0	60	5	1	--	--	--	--	--	--	--	--	--	--	--	--
M14.07	0 (ST14.02)	14		Residential / B	1	9575 Stone Canyon Rd, Corona, CA 92883	66	67	67	1	0	1	B (67)	A/E	65	2	0	65	2	0	64	3	0	63	4	0	61	6	1	--	--	--	--	--	--	--	--	--	--	--	--
M14.08	0 (ST14.02)	14		Residential / B	3	9568 Stone Canyon Rd, Corona, CA 92883	62	63	63	1	0	1	B (67)	NONE	62	1	0	61	2	0	61	2	0	60	3	0	59	4	0	--	--	--	--	--	--	--	--	--	--	--	--
M14.05	0 (ST14.02)	14	SW1789 - Private Property	Residential / B	2	9529 Stone Canyon Rd, Corona, CA 92883	65	66	65 ++	1	-1	0	B (67)	NONE	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	--	--	--	--	--	--	65	0	0
M14.06 / ST14.02	0 (ST14.02)	14		Residential / B	1	9553 Stone Canyon Rd, Corona, CA 92883	65	66	65 ++	1	-1	0	B (67)	NONE	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	--	--	--	--	--	--	65	0	0
M14.07	0 (ST14.02)	14		Residential / B	1	9575 Stone Canyon Rd, Corona, CA 92883	66	67	67	1	0	1	B (67)	A/E	63	4	0	60	7	1	59	8	1	58	9	1	57	10	1	56	11	1	--	--	--	--	--	--	60	7	1
M14.09 / ST14.04	0 (ST14.04)	14		Residential / B	3	9538 Palm Canyon Dr, Corona, CA 92883	59	60	60	1	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.10	0 (ST14.04)	14		Residential / B	2	9502 Palm Canyon Dr, Corona, CA 92883	52	53	54	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.11	0 (ST14.04)	14		Residential / B	3	9525 Nickellaus Ct, Corona, CA 92883	55	56	57	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.12	0 (ST14.04)	14		Residential / B	2	9535 Nickellaus Ct, Corona, CA 92883	59	60	61	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.13	0 (ST14.05)	14		Residential / B	6	9429 Lapis Ct, Corona, CA 92883	48	49	51	1	2	3	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.14	0 (ST14.05)	14		Residential / B	2	9439 Lapis Ct, Corona, CA 92883	59	60	61	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.15 / ST14.05	0 (ST14.05)	14		Sidewalk / F	--	Between 9424 & 9439 Lapis Ct, Corona, CA 92883	58	59	60	1	1	2	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.16	0 (ST14.03)	14		Residential / B	3	9395 Nickellaus Ct, Corona, CA 92883	45	46	46	1	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.17	0 (ST14.05)	14		Residential / B	2	9404 Lapis Ct, Corona, CA 92883	50	50	51	0	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.18	0 (ST14.05)	14		Residential / B	3	9424 Lapis Ct, Corona, CA 92883	59	60	61	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.19	0 (ST14.03)	14		Residential / B	4	9325 Nickellaus Ct, Corona, CA 92883	41	42	42	1	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.20	0 (ST14.06)	14		Residential / B	3	9340 Nickellaus Ct, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.21	0 (ST14.06)	14		Residential / B	2	9310 Nickellaus Ct, Corona, CA 92883	55	56	57	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - $L_{eq}(h)$, dBA																																												
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, $L_{eq}(h)$, dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																	
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M14.22 / ST14.06	0 (ST14.06)	14		Residential / B	2	22806 Hannah Ct, Corona, CA 92883	57	58	59	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.23	0 (ST14.03)	14		Residential / B	2	9300 Nickellaus Ct, Corona, CA 92883	51	52	53	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.24	0 (ST14.03)	14		Residential / B	2	22781 Hannah Ct, Corona, CA 92883	47	48	49	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.25	0 (ST14.06)	14		Residential / B	4	22776 Hannah Ct, Corona, CA 92883	62	63	63	1	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.26	0 (ST14.03)	14		Residential / B	3	9289 Scotty Way, Corona, CA 92883	46	47	47	1	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.27	-4 (ST14.07)	14		Residential / B	3	22736 Hannah Ct, Corona, CA 92883	59	60	61	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.28 / ST14.03	0 (ST14.03)	14		Residential / B	2	9294 Scotty Way, Corona, CA 92883	53	54	55	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.29	0 (ST14.03)	14		Residential / B	3	22691 Hannah Ct, Corona, CA 92883	50	51	52	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.30 / ST14.07	-4 (ST14.07)	14		Residential / B	4	22706 Hannah Ct, Corona, CA 92883	58	59	60	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.31	0 (ST14.03)	14		Residential / B	2	22646 Hannah Ct, Corona, CA 92883	59	60	60	1	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.32	-4 (ST14.07)	14		Residential / B	3	22666 Hannah Ct, Corona, CA 92883	59	60	61	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.33	-4 (ST14.07)	14		Undeveloped / G	--	N/A	72	73	73	1	0	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.34	-4 (ST14.10)	14		Residential / B	5	22616 Silver Dollar St, Corona, CA 92883	57	59	59	2	0	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.35	-4 (ST14.10)	14		Residential / B	2	22588 Silver Dollar St, Corona, CA 92883	58	59	59	1	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.36	0 (ST14.08)	14		Residential / B	5	22577 Silver Dollar St, Corona, CA 92883	50	51	52	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.37	-4 (ST14.10)	14		Residential / B	2	22560 Silver Dollar St, Corona, CA 92883	59	60	61	1	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - $L_{eq}(h)$, dBA																																												
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, $L_{eq}(h)$, dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																	
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M14.38	-4 (ST14.10)	14	SW1829A - Mainline EOS	Residential / B	2	22520 Silver Dollar St, Corona, CA 92883	59	61	61	2	0	2	B (67)	NONE	61	0	0	61	0	0	61	0	0	60	1	0	59	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M14.39 / ST14.08	0 (ST14.08)	14		Residential / B	3	22517 Silver Dollar St, Corona, CA 92883	48	49	50	1	1	2	B (67)	NONE	50	0	0	50	0	0	50	0	0	50	0	0	50	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M14.40	-4 (ST14.10)	14		Residential / B	2	22500 Silver Dollar St, Corona, CA 92883	59	60	61	1	1	2	B (67)	NONE	61	0	0	61	0	0	61	0	0	60	1	0	59	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M14.41	0 (ST14.08)	14		Residential / B	3	9193 Sydney Blue Cir, Corona, CA 92883	56	56	57	0	1	1	B (67)	NONE	57	0	0	57	0	0	57	0	0	57	0	0	56	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M14.42 / ST14.10	-4 (ST14.10)	14		Residential / B	2	22480 Silver Dollar St, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	62	0	0	61	1	0	61	1	0	60	2	0	59	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M14.43	0 (ST14.08)	14		Residential / B	2	22473 Silver Dollar St, Corona, CA 92883	52	53	54	1	1	2	B (67)	NONE	54	0	0	54	0	0	54	0	0	54	0	0	53	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M14.44	0 (ST14.11)	14		Residential / B	2	22460 Silver Dollar St, Corona, CA 92883	64	65	66	1	1	2	B (67)	A/E	65	1	0	65	1	0	65	1	0	64	2	0	63	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M14.45	0 (ST14.08)	14		Residential / B	5	22441 Silver Dollar St, Corona, CA 92883	50	51	52	1	1	2	B (67)	NONE	52	0	0	52	0	0	52	0	0	52	0	0	51	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M14.46 / ST14.11	0 (ST14.11)	14		Residential / B	2	22430 Silver Dollar St, Corona, CA 92883	65	66	66	1	0	1	B (67)	A/E	65	1	0	65	1	0	64	2	0	64	2	0	62	4	0	--	--	--	--	--	--	--	--	--	--	--	--
M14.47	0 (ST14.11)	14		Park / C	1	22411 White Sage St, Corona, CA 92883	71	72	72	1	0	1	C (67)	A/E	71	1	0	69	3	0	69	3	0	68	4	0	67	5	1	--	--	--	--	--	--	--	--	--	--	--	--
M14.47A	0 (ST14.11)	14		Park / C	1	22411 White Sage St, Corona, CA 92883	68	69	69	1	0	1	C (67)	A/E	67	2	0	66	3	0	66	3	0	65	4	0	64	5	1	--	--	--	--	--	--	--	--	--	--	--	--
M14.47B	0 (ST14.11)	14		Park / C	1	22411 White Sage St, Corona, CA 92883	72	73	73	1	0	1	C (67)	A/E	71	2	0	70	3	0	69	4	0	69	4	0	68	5	1	--	--	--	--	--	--	--	--	--	--	--	--
M14.48 / ST14.09	0 (ST14.09)	14		Residential / B	4	9056 Patina Ct, Corona, CA 92883	53	54	55	1	1	2	B (67)	NONE	55	0	0	55	0	0	55	0	0	54	1	0	53	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M14.49	0 (ST14.09)	14		Residential / B	2	9066 Patina Ct, Corona, CA 92883	63	64	64	1	0	1	B (67)	NONE	63	1	0	61	3	0	61	3	0	60	4	0	59	5	2	--	--	--	--	--	--	--	--	--	--	--	--
M14.50	0 (ST14.12)	14	SW1829A - Mainline EOS	Residential / B	1	9081 Evonvale Dr, Corona, CA 92883	65	67	67	2	0	2	B (67)	A/E	66	1	0	65	2	0	64	3	0	63	4	0	62	5	1	--	--	--	--	--	--	--	--	--	--	--	--
M14.50A	0 (ST14.12)	14		Residential / B	1	9076 Patina Ct, Corona, CA 92883	68	69	69	1	0	1	B (67)	A/E	68	1	0	67	2	0	66	3	0	66	3	0	64	5	1	--	--	--	--	--	--	--	--	--	--	--	--
M14.51	0 (ST14.09)	14		Residential / B	2	9054 Evonvale Dr, Corona, CA 92883	63	64	64	1	0	1	B (67)	NONE	63	1	0	61	3	0	61	3	0	61	3	0	58	6	2	--	--	--	--	--	--	--	--	--	--	--	--
M14.52 / ST14.12	0 (ST14.12)	14		Residential / B	4	22312 Hayworth Ct, Corona, CA 92883	65	66	66	1	0	1	B (67)	A/E	65	1	0	65	1	0	65	1	0	64	2	0	62	4	0	--	--	--	--	--	--	--	--	--	--	--	--
M14.53	0 (ST14.09)	14		Residential / B	4	22295 Hayworth Ct, Corona, CA 92883	54	55	57	1	2	3	B (67)	NONE	56	1	0	56	1	0	56	1	0	56	1	0	55	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M14.54	0 (ST14.12)	14		Residential / B	1	22275 Hayworth Ct, Corona, CA 92883	66	67	68	1	1	2	B (67)	A/E	65	3	0	65	3	0	64	4	0	64	4	0	63	5	1	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA																																									
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M14.38	-4 (ST14.10)	14	SW1829B - ROW	Residential / B	2	22520 Silver Dollar St, Corona, CA 92883	59	61	61	2	0	2	B (67)	NONE	61	0	0	61	0	0	61	0	0	61	0	0	60	1	0	59	2	0	59	2	0	59	2	0	--	--	--
M14.39 / ST14.08	0 (ST14.08)	14		Residential / B	3	22517 Silver Dollar St, Corona, CA 92883	48	49	50	1	1	2	B (67)	NONE	50	0	0	50	0	0	50	0	0	50	0	0	50	0	0	50	0	0	50	0	0	49	1	0	--	--	--
M14.40	-4 (ST14.10)	14		Residential / B	2	22500 Silver Dollar St, Corona, CA 92883	59	60	61	1	1	2	B (67)	NONE	61	0	0	61	0	0	61	0	0	61	0	0	60	1	0	59	2	0	58	3	0	58	3	0	--	--	--
M14.41	0 (ST14.08)	14		Residential / B	3	9193 Sydney Blue Cir, Corona, CA 92883	56	56	57	0	1	1	B (67)	NONE	57	0	0	57	0	0	57	0	0	57	0	0	57	0	0	57	0	0	56	1	0	56	1	0	--	--	--
M14.42 / ST14.10	-4 (ST14.10)	14		Residential / B	2	22480 Silver Dollar St, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	62	0	0	62	0	0	62	0	0	62	0	0	61	1	0	60	2	0	59	3	0	59	3	0	--	--	--
M14.43	0 (ST14.08)	14		Residential / B	2	22473 Silver Dollar St, Corona, CA 92883	52	53	54	1	1	2	B (67)	NONE	54	0	0	54	0	0	54	0	0	54	0	0	54	0	0	54	0	0	53	1	0	52	2	0	--	--	--
M14.44	0 (ST14.11)	14		Residential / B	2	22460 Silver Dollar St, Corona, CA 92883	64	65	66	1	1	2	B (67)	A/E	66	0	0	65	1	0	65	1	0	65	1	0	64	2	0	64	2	0	63	3	0	62	4	0	--	--	--
M14.45	0 (ST14.08)	14		Residential / B	5	22441 Silver Dollar St, Corona, CA 92883	50	51	52	1	1	2	B (67)	NONE	52	0	0	52	0	0	52	0	0	52	0	0	52	0	0	52	0	0	51	1	0	51	1	0	--	--	--
M14.46 / ST14.11	0 (ST14.11)	14		Residential / B	2	22430 Silver Dollar St, Corona, CA 92883	65	66	66	1	0	1	B (67)	A/E	66	0	0	65	1	0	65	1	0	64	2	0	64	2	0	63	3	0	62	4	0	62	4	0	--	--	--
M14.47	0 (ST14.11)	14	-	Park / C	1	22411 White Sage St, Corona, CA 92883	71	72	72	1	0	1	C (67)	A/E	72	0	0	71	1	0	70	2	0	69	3	0	69	3	0	68	4	0	67	5	1	67	5	1	--	--	--
M14.47A	0 (ST14.11)	14		Park / C	1	22411 White Sage St, Corona, CA 92883	68	69	69	1	0	1	C (67)	A/E	68	1	0	68	1	0	66	3	0	66	3	0	65	4	0	64	5	1	63	6	1	63	6	1	--	--	--
M14.47B	0 (ST14.11)	14	SW1829B - ROW	Park / C	1	22411 White Sage St, Corona, CA 92883	72	73	73	1	0	1	C (67)	A/E	72	1	0	72	1	0	70	3	0	70	3	0	69	4	0	68	5	1	68	5	1	68	5	1	--	--	--
M14.48 / ST14.09	0 (ST14.09)	14		Residential / B	4	9056 Patina Ct, Corona, CA 92883	53	54	55	1	1	2	B (67)	NONE	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	54	1	0	53	2	0	--	--	--
M14.49	0 (ST14.09)	14		Residential / B	2	9066 Patina Ct, Corona, CA 92883	63	64	64	1	0	1	B (67)	NONE	63	1	0	63	1	0	62	2	0	61	3	0	60	4	0	60	4	0	60	4	0	59	5	2	--	--	--
M14.50	0 (ST14.12)	14		Residential / B	1	9081 Evonvale Dr, Corona, CA 92883	65	67	67	2	0	2	B (67)	A/E	67	0	0	66	1	0	65	2	0	64	3	0	64	3	0	63	4	0	64	3	0	64	3	0	--	--	--
M14.50A	0 (ST14.12)	14		Residential / B	1	9076 Patina Ct, Corona, CA 92883	68	69	69	1	0	1	B (67)	A/E	69	0	0	69	0	0	68	1	0	67	2	0	66	3	0	65	4	0	64	5	1	64	5	1	--	--	--
M14.51	0 (ST14.09)	14		Residential / B	2	9054 Evonvale Dr, Corona, CA 92883	63	64	64	1	0	1	B (67)	NONE	64	0	0	64	0	0	63	1	0	62	2	0	61	3	0	59	5	2	58	6	2	58	6	2	--	--	--
M14.52 / ST14.12	0 (ST14.12)	14		Residential / B	4	22312 Hayworth Ct, Corona, CA 92883	65	66	66	1	0	1	B (67)	A/E	66	0	0	66	0	0	65	1	0	65	1	0	65	1	0	63	3	0	63	3	0	62	4	0	--	--	--
M14.53	0 (ST14.09)	14		Residential / B	4	22295 Hayworth Ct, Corona, CA 92883	54	55	57	1	2	3	B (67)	NONE	57	0	0	57	0	0	57	0	0	56	1	0	56	1	0	56	1	0	56	1	0	55	2	0	--	--	--
M14.54	0 (ST14.12)	14		Residential / B	1	22275 Hayworth Ct, Corona, CA 92883	66	67	68	1	1	2	B (67)	A/E	67	1	0	67	1	0	66	2	0	66	2	0	65	3	0	65	3	0	63	5	1	63	5	1	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - $L_{eq}(h)$, dBA																																												
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, $L_{eq}(h)$, dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M14.38	-4 (ST14.10)	14	SW1823 - Private Property	Residential / B	2	22520 Silver Dollar St, Corona, CA 92883	59	61	61	2	0	2	B (67)	NONE	61	0	0	59	2	0	57	4	0	56	5	2	55	6	2	54	7	2	--	--	--	--	--	--	56	5	2
M14.39 / ST14.08	0 (ST14.08)	14		Residential / B	3	22517 Silver Dollar St, Corona, CA 92883	48	49	50	1	1	2	B (67)	NONE	50	0	0	50	0	0	50	0	0	50	0	0	49	1	0	49	1	0	--	--	--	--	--	--	50	0	0
M14.40	-4 (ST14.10)	14		Residential / B	2	22500 Silver Dollar St, Corona, CA 92883	59	60	61	1	1	2	B (67)	NONE	61	0	0	58	3	0	57	4	0	56	5	2	55	6	2	54	7	2	--	--	--	--	--	--	56	5	2
M14.41	0 (ST14.08)	14		Residential / B	3	9193 Sydney Blue Cir, Corona, CA 92883	56	56	57	0	1	1	B (67)	NONE	57	0	0	57	0	0	57	0	0	57	0	0	57	0	0	57	0	0	--	--	--	--	--	--	57	0	0
M14.42 / ST14.10	-4 (ST14.10)	14		Residential / B	2	22480 Silver Dollar St, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	62	0	0	60	2	0	58	4	0	57	5	2	56	6	2	55	7	2	--	--	--	--	--	--	56	6	2
M14.43	0 (ST14.08)	14		Residential / B	2	22473 Silver Dollar St, Corona, CA 92883	52	53	54	1	1	2	B (67)	NONE	54	0	0	54	0	0	54	0	0	54	0	0	54	0	0	54	0	0	--	--	--	--	--	--	54	0	0
M14.44	0 (ST14.11)	14		Residential / B	2	22460 Silver Dollar St, Corona, CA 92883	64	65	66	1	1	2	B (67)	A/E	66	0	0	63	3	0	61	5	2	60	6	2	59	7	2	58	8	2	--	--	--	--	--	--	59	7	2
M14.45	0 (ST14.08)	14		Residential / B	5	22441 Silver Dollar St, Corona, CA 92883	50	51	52	1	1	2	B (67)	NONE	52	0	0	52	0	0	52	0	0	52	0	0	51	1	0	51	1	0	--	--	--	--	--	--	51	1	0
M14.46 / ST14.11	0 (ST14.11)	14		Residential / B	2	22430 Silver Dollar St, Corona, CA 92883	65	66	66	1	0	1	B (67)	A/E	66	0	0	64	2	0	62	4	0	61	5	2	60	6	2	59	7	2	--	--	--	--	--	--	61	5	2
M14.47	0 (ST14.11)	14	SW1831 - Private Property	Park / C	1	22411 White Sage St, Corona, CA 92883	71	72	72	1	0	1	C (67)	A/E	71	1	0	68	4	0	66	6	1	65	7	1	64	8	1	63	9	1	--	--	--	--	--	--	66	6	1
M14.47A	0 (ST14.11)	14		Park / C	1	22411 White Sage St, Corona, CA 92883	68	69	69	1	0	1	C (67)	A/E	67	2	0	66	3	0	64	5	1	63	6	1	63	6	1	62	7	1	--	--	--	--	--	--	64	5	1
M14.47B	0 (ST14.11)	14		Park / C	1	22411 White Sage St, Corona, CA 92883	72	73	73	1	0	1	C (67)	A/E	69	4	0	68	5	1	65	8	1	64	9	1	63	10	1	62	11	1	--	--	--	--	--	--	65	8	1
M14.48 / ST14.09	0 (ST14.09)	14	SW1833 - Private Property	Residential / B	4	9056 Patina Ct, Corona, CA 92883	53	54	55	1	1	2	B (67)	NONE	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	--	--	--	--	--	--	55	0	0
M14.49	0 (ST14.09)	14		Residential / B	2	9066 Patina Ct, Corona, CA 92883	63	64	64	1	0	1	B (67)	NONE	64	0	0	62	2	0	61	3	0	60	4	0	59	5	2	59	5	2	--	--	--	--	--	--	60	4	0
M14.50	0 (ST14.12)	14		Residential / B	1	9081 Evonvale Dr, Corona, CA 92883	65	67	67	2	0	2	B (67)	A/E	67	0	0	65	2	0	63	4	0	62	5	1	61	6	1	60	7	1	--	--	--	--	--	--	62	5	1
M14.50A	0 (ST14.12)	14		Residential / B	1	9076 Patina Ct, Corona, CA 92883	68	69	69	1	0	1	B (67)	A/E	69	0	0	67	2	0	64	5	1	62	7	1	61	8	1	60	9	1	--	--	--	--	--	--	62	7	1
M14.51	0 (ST14.09)	14	SW1839 - Private Property	Residential / B	2	9054 Evonvale Dr, Corona, CA 92883	63	64	64	1	0	1	B (67)	NONE	64	0	0	62	2	0	61	3	0	59	5	2	58	6	2	58	6	2	--	--	--	--	--	--	58	6	2
M14.52 / ST14.12	0 (ST14.12)	14		Residential / B	4	22312 Hayworth Ct, Corona, CA 92883	65	66	66	1	0	1	B (67)	A/E	66	0	0	65	1	0	64	2	0	63	3	0	62	4	0	61	5	4	--	--	--	--	--	--	61	5	4
M14.53	0 (ST14.09)	14		Residential / B	4	22295 Hayworth Ct, Corona, CA 92883	54	55	57	1	2	3	B (67)	NONE	57	0	0	57	0	0	56	1	0	56	1	0	56	1	0	55	2	0	--	--	--	--	--	--	57	0	0
M14.54	0 (ST14.12)	14		Residential / B	1	22275 Hayworth Ct, Corona, CA 92883	66	67	68	1	1	2	B (67)	A/E	68	0	0	64	4	0	62	6	1	61	7	1	60	8	1	59	9	1	--	--	--	--	--	--	61	7	1
M14.55	-4 (ST14.13)	14		Storage / F	--	22223 Forest Boundary Rd, Corona, CA 92883	66	67	68	1	1	2	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.56	-4 (ST14.13)	14		Industrial / F	--	21965 Knabe Rd, Corona, CA 92883	66	67	68	1	1	2	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA																																										
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																															
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M14.57	-4 (ST14.13)	14		Industrial / F	--	22099 Knabe Rd, Corona, CA 92883	63	65	65	2	0	2	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.58 / ST14.13	-4 (ST14.13)	14		Office outdoor seating / E	1	22079 Knabe Rd, Corona, CA 92882	67	68	69	1	1	2	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.59	0 (ST14.14)	14		Banquet venue / E	1	8590 Bedford Motorway, Corona, CA 92882	52	53	53	1	0	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.60	0 (ST14.14)	14		Warehouse / F	--	21937 Knabe Rd, Corona, CA 92883	73	74	75	1	1	2	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.61 / ST14.14	0 (ST14.14)	14		Driveway / F	--	Badger Rd, Corona, CA 92883	69	71	70	2	-1	1	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.62	0 (ST14.14)	14		Residential / B	1	21761 Knabe Rd, Corona, CA 92883	64	65	65	1	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M14.63 / ST14.15	0 (ST14.15)	14	SW1875 - Private Property	Medical facilities outdoor seating / C	1	21634 Retreat Pkwy, Temescal Valley, CA 92883	71	72	72	1	0	1	C (67)	A/E	64	8	1	61	11	1	60	12	1	58	14	1	57	15	1	56	16	1	--	--	--	--	--	--	64	8	1
M14.63 / ST14.15	0 (ST14.15)	14	SW1881 - Mainline EOS	Medical facilities outdoor seating / C	1	21634 Retreat Pkwy, Temescal Valley, CA 92883	71	72	72	1	0	1	C (67)	A/E	71	1	0	71	1	0	71	1	0	71	1	0	71	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M14.63 / ST14.15	0 (ST14.15)	14	SW1877 + SW1881 Combination Mainline & Ramp EOS	Medical facilities outdoor seating / C	1	21634 Retreat Pkwy, Temescal Valley, CA 92883	71	72	72	1	0	1	C (67)	A/E	71	1	0	71	1	0	71	1	0	70	2	0	69	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M14.63 / ST14.15	0 (ST14.15)	14	SW1877 - Ramp EOS	Medical facilities outdoor seating / C	1	21634 Retreat Pkwy, Temescal Valley, CA 92883	71	72	72	1	0	1	C (67)	A/E	72	0	0	72	0	0	72	0	0	71	1	0	71	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M14.64	0 (ST14.15)	14		Undeveloped / G	--	N/A	69	70	70	1	0	1	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA																																													
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																		
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M15.01	0 (ST15.01)	15	SW1890A - Mainline EOS	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	62	0	0	62	0	0	61	1	0	61	1	0	61	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.02	0 (ST15.01)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	61	63	63	2	0	2	B (67)	NONE	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.03	0 (ST15.09)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	63	64	64	1	0	1	B (67)	NONE	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.04-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	62	64	64	2	0	2	B (67)	NONE	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.05-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	57	1	0	57	1	0	56	2	0	56	2	0	56	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.06-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	57	1	0	57	1	0	56	2	0	56	2	0	56	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.07-2	0 (ST15.10)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	56	57	57	1	0	1	B (67)	NONE	56	1	0	55	2	0	55	2	0	55	2	0	54	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.08-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	65	66	66	1	0	1	B (67)	A/E	65	1	0	65	1	0	65	1	0	64	2	0	64	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.09-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	60	61	61	1	0	1	B (67)	NONE	60	1	0	60	1	0	59	2	0	59	2	0	59	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.09-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	65	66	65	1	-1	0	B (67)	NONE	64	1	0	63	2	0	63	2	0	63	2	0	62	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.09-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	67	68	68	1	0	1	B (67)	A/E	66	2	0	65	3	0	65	3	0	65	3	0	65	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.10-2	0 (ST15.03)	15		Residential / B	6	2804 Fashion Dr, Corona, CA 92883	60	61	61	1	0	1	B (67)	NONE	59	2	0	58	3	0	58	3	0	57	4	0	57	4	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.11-2 / ST15.03	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	61	62	61	1	-1	0	B (67)	NONE	60	1	0	59	2	0	59	2	0	58	3	0	58	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.12-2	0 (ST15.10)	15	SW1890A - Mainline EOS	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	61	1	0	60	2	0	60	2	0	60	2	0	59	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.12-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	64	65	65	1	0	1	B (67)	NONE	64	1	0	63	2	0	63	2	0	63	2	0	62	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.12-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	67	68	68	1	0	1	B (67)	A/E	65	3	0	65	3	0	64	4	0	64	4	0	64	4	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.13-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	55	56	56	1	0	1	B (67)	NONE	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.13-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	58	59	58	1	-1	0	B (67)	NONE	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.13-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	60	61	60	1	-1	0	B (67)	NONE	60	0	0	60	0	0	59	1	0	59	1	0	59	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.14 / ST15.01	0 (ST15.01)	15		Residential / B	5	2804 Fashion Dr, Corona, CA 92883	58	59	59	1	0	1	B (67)	NONE	59	0	0	59	0	0	59	0	0	58	1	0	58	1	0	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA																																													
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																	
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M15.15	0 (ST15.09)	15	SW1890A - Mainline EOS	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	57	1	0	57	1	0	56	2	0	56	2	0	56	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.16-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	62	63	63	1	0	1	B (67)	NONE	61	2	0	60	3	0	60	3	0	59	4	0	59	4	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.16-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	64	65	65	1	0	1	B (67)	NONE	63	2	0	63	2	0	62	3	0	62	3	0	62	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.16-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	66	67	67	1	0	1	B (67)	A/E	65	2	0	64	3	0	64	3	0	64	3	0	63	4	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.17-2	0 (ST15.03)	15		Residential / B	3	2804 Fashion Dr, Corona, CA 92883	58	59	59	1	0	1	B (67)	NONE	57	2	0	57	2	0	56	3	0	56	3	0	55	4	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.18	0 (ST15.01)	15		Residential / B	7	2804 Fashion Dr, Corona, CA 92883	54	55	55	1	0	1	B (67)	NONE	54	1	0	54	1	0	54	1	0	53	2	0	53	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.19	0 (ST15.09)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	58	59	59	1	0	1	B (67)	NONE	57	2	0	57	2	0	57	2	0	56	3	0	56	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.20-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	62	63	63	1	0	1	B (67)	NONE	61	2	0	61	2	0	60	3	0	60	3	0	60	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.20-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	64	65	65	1	0	1	B (67)	NONE	63	2	0	63	2	0	62	3	0	62	3	0	62	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.20-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	66	67	66	1	-1	0	B (67)	A/E	64	2	0	64	2	0	64	2	0	63	3	0	63	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.21-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	46	47	47	1	0	1	B (67)	NONE	47	0	0	46	1	0	46	1	0	46	1	0	46	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.21-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	50	52	52	2	0	2	B (67)	NONE	51	1	0	51	1	0	51	1	0	51	1	0	51	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.21-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	58	0	0	58	0	0	58	0	0	57	1	0	57	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.22-2	0 (ST15.10)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	55	56	57	1	1	2	B (67)	NONE	55	2	0	55	2	0	55	2	0	54	3	0	54	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.23-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	58	59	59	1	0	1	B (67)	NONE	58	1	0	57	2	0	57	2	0	57	2	0	57	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.24-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	56	58	58	2	0	2	B (67)	NONE	57	1	0	57	1	0	56	2	0	55	3	0	55	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.25-2	0 (ST15.03)	15		Residential / B	4	2804 Fashion Dr, Corona, CA 92883	53	55	55	2	0	2	B (67)	NONE	54	1	0	53	2	0	53	2	0	53	2	0	52	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.26	0 (ST15.01)	15		Apartment complex lawn / B	3	2804 Fashion Dr, Corona, CA 92883	61	62	61	1	-1	0	B (67)	NONE	61	0	0	61	0	0	60	1	0	61	0	0	61	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.27	0 (ST15.01)	15		Apartment complex basketball court / B	3	2804 Fashion Dr, Corona, CA 92883	60	61	60	1	-1	0	B (67)	NONE	60	0	0	60	0	0	59	1	0	59	1	0	59	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.28	0 (ST15.01)	15		Apartment complex pool / B	5	2804 Fashion Dr, Corona, CA 92883	56	57	57	1	0	1	B (67)	NONE	57	0	0	56	1	0	56	1	0	56	1	0	56	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.29-2	0 (ST15.10)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	54	55	56	1	1	2	B (67)	NONE	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.30-2	0 (ST15.03)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	54	55	56	1	1	2	B (67)	NONE	56	0	0	56	0	0	55	1	0	55	1	0	55	1	0	--	--	--	--	--	--	--	--	--	--	--	--

Table B-1. Predicted Future Noise Levels and Noise Barrier Analysis

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA																																								
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M15.31-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	58	59	60	1	1	2	B (67)	NONE	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.32-2	0 (ST15.03)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	60	61	59	1	-2	-1	B (67)	NONE	59	0	0	59	0	0	58	1	0	58	1	0	58	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.33-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	46	47	47	1	0	1	B (67)	NONE	47	0	0	46	1	0	46	1	0	46	1	0	45	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.33-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	51	52	52	1	0	1	B (67)	NONE	50	2	0	50	2	0	50	2	0	49	3	0	49	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.33-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	58	59	60	1	1	2	B (67)	NONE	57	3	0	57	3	0	56	4	0	56	4	0	56	4	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.34-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	61	63	62	2	-1	1	B (67)	NONE	60	2	0	60	2	0	60	2	0	59	3	0	59	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.34-3	0 (ST15.11)	15	SW1890A - Mainline EOS	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	64	65	64	1	-1	0	B (67)	NONE	63	1	0	63	1	0	62	2	0	62	2	0	62	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.34-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	66	67	66	1	-1	0	B (67)	A/E	65	1	0	64	2	0	64	2	0	64	2	0	64	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.35	0 (ST15.02)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	55	56	55	1	-1	0	B (67)	NONE	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.36-2	0 (ST15.03)	15		Residential / B	4	2804 Fashion Dr, Corona, CA 92883	62	63	62	1	-1	0	B (67)	NONE	61	1	0	61	1	0	61	1	0	60	2	0	60	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.37	0 (ST15.02)	15	-	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	57	58	57	1	-1	0	B (67)	NONE	56	1	0	56	1	0	56	1	0	56	1	0	56	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.38	0 (ST15.02)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	56	57	57	1	0	1	B (67)	NONE	56	1	0	57	0	0	56	1	0	55	2	0	55	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.39-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	60	62	61	2	-1	1	B (67)	NONE	60	1	0	60	1	0	59	2	0	59	2	0	59	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.39-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	63	65	64	2	-1	1	B (67)	NONE	63	1	0	63	1	0	62	2	0	62	2	0	62	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.39-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	65	67	66	2	-1	1	B (67)	A/E	65	1	0	64	2	0	64	2	0	64	2	0	64	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.40	0 (ST15.09)	15	SW1890A - Mainline EOS	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	57	1	0	57	1	0	57	1	0	57	1	0	56	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.41-2	0 (ST15.03)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	54	54	55	0	1	1	B (67)	NONE	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.42-2	0 (ST15.03)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	58	59	58	1	-1	0	B (67)	NONE	57	1	0	57	1	0	57	1	0	57	1	0	57	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.43-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	45	47	47	2	0	2	B (67)	NONE	46	1	0	46	1	0	46	1	0	46	1	0	45	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.43-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	48	49	50	1	1	2	B (67)	NONE	49	1	0	49	1	0	49	1	0	48	2	0	48	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.43-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	53	54	55	1	1	2	B (67)	NONE	54	1	0	53	2	0	53	2	0	53	2	0	53	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.44-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	60	61	61	1	0	1	B (67)	NONE	60	1	0	60	1	0	59	2	0	59	2	0	59	2	0	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA																																									
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M15.44-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	63	64	64	1	0	1	B (67)	NONE	63	1	0	63	1	0	63	1	0	63	1	0	62	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.44-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	65	67	66	2	-1	1	B (67)	A/E	65	1	0	65	1	0	65	1	0	65	1	0	64	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.45-2	0 (ST15.03)	15		Residential / B	4	2804 Fashion Dr, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	62	0	0	62	0	0	62	0	0	62	0	0	61	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.46 / ST15.02	0 (ST15.02)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	55	56	55	1	-1	0	B (67)	NONE	55	0	0	55	0	0	54	1	0	54	1	0	54	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.47	0 (ST15.02)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	53	54	55	1	1	2	B (67)	NONE	55	0	0	54	1	0	54	1	0	54	1	0	54	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.48	0 (ST15.02)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	58	0	0	58	0	0	57	1	0	57	1	0	57	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.49-3 / ST15.11	0 (ST15.11)	15	SW1890A - Mainline EOS	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	63	64	64	1	0	1	B (67)	NONE	63	1	0	63	1	0	63	1	0	63	1	0	62	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.50-4 / ST15.12	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	65	67	66	2	-1	1	B (67)	A/E	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.51-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	54	55	55	1	0	1	B (67)	NONE	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.52-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	54	55	56	1	1	2	B (67)	NONE	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.53-2	0 (ST15.03)	15	-	Residential / B	3	2804 Fashion Dr, Corona, CA 92883	51	52	53	1	1	2	B (67)	NONE	53	0	0	53	0	0	52	1	0	52	1	0	52	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.54 / ST15.09	0 (ST15.09)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	58	0	0	58	0	0	57	1	0	57	1	0	57	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.55-2 / ST15.10	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	58	60	60	2	0	2	B (67)	NONE	59	1	0	59	1	0	59	1	0	59	1	0	59	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.56-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	55	56	56	1	0	1	B (67)	NONE	56	0	0	56	0	0	55	1	0	55	1	0	55	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.57-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	62	0	0	62	0	0	61	1	0	61	1	0	61	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.58-2	0 (ST15.03)	15	SW1890A - Mainline EOS	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	58	0	0	57	1	0	57	1	0	57	1	0	57	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.59-2	0 (ST15.10)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	53	54	54	1	0	1	B (67)	NONE	54	0	0	53	1	0	53	1	0	52	2	0	52	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.60	0 (ST15.02)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	52	53	53	1	0	1	B (67)	NONE	54	-1	0	53	0	0	53	0	0	53	0	0	53	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.61-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	53	54	56	1	2	3	B (67)	NONE	56	0	0	56	0	0	55	1	0	55	1	0	55	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.62	0 (ST15.02)	15		Residential / B	3	2804 Fashion Dr, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.63-2	0 (ST15.10)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	60	61	61	1	0	1	B (67)	NONE	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.64	-4 (ST15.04)	15		Shopping Mall Playground / C	1	2780 Cabot Dr, Corona, CA 92883	56	57	58	1	1	2	C (67)	NONE	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA																																													
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																	
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M15.01	0 (ST15.01)	15	SW1890B - Ramp EOS	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.02	0 (ST15.01)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	61	63	63	2	0	2	B (67)	NONE	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.03	0 (ST15.09)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	63	64	64	1	0	1	B (67)	NONE	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.04-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	62	64	64	2	0	2	B (67)	NONE	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.05-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	58	0	0	58	0	0	57	1	0	57	1	0	56	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.06-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	58	0	0	58	0	0	57	1	0	57	1	0	56	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.07-2	0 (ST15.10)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	56	57	57	1	0	1	B (67)	NONE	56	1	0	56	1	0	56	1	0	55	2	0	55	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.08-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	65	66	66	1	0	1	B (67)	A/E	66	0	0	66	0	0	65	1	0	65	1	0	64	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.09-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	60	61	61	1	0	1	B (67)	NONE	61	0	0	61	0	0	61	0	0	61	0	0	60	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.09-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	65	66	65	1	-1	0	B (67)	NONE	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.09-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	67	68	68	1	0	1	B (67)	A/E	68	0	0	67	1	0	67	1	0	67	1	0	67	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.10-2	0 (ST15.03)	15		Residential / B	6	2804 Fashion Dr, Corona, CA 92883	60	61	61	1	0	1	B (67)	NONE	61	0	0	61	0	0	60	1	0	60	1	0	59	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.11-2 / ST15.03	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	61	62	61	1	-1	0	B (67)	NONE	61	0	0	61	0	0	61	0	0	61	0	0	59	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.12-2	0 (ST15.10)	15	SW1890B - Ramp EOS	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	62	0	0	61	1	0	61	1	0	61	1	0	60	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.12-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	64	65	65	1	0	1	B (67)	NONE	65	0	0	65	0	0	65	0	0	65	0	0	64	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.12-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	67	68	68	1	0	1	B (67)	A/E	67	1	0	67	1	0	67	1	0	66	2	0	66	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.13-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	55	56	56	1	0	1	B (67)	NONE	55	1	0	54	2	0	53	3	0	52	4	0	52	4	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.13-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	58	59	58	1	-1	0	B (67)	NONE	56	2	0	55	3	0	55	3	0	54	4	0	54	4	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.13-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	60	61	60	1	-1	0	B (67)	NONE	59	1	0	58	2	0	58	2	0	57	3	0	57	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.14 / ST15.01	0 (ST15.01)	15		Residential / B	5	2804 Fashion Dr, Corona, CA 92883	58	59	59	1	0	1	B (67)	NONE	59	0	0	59	0	0	58	1	0	58	1	0	57	2	0	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA																																									
															Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M15.15	0 (ST15.09)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	58	0	0	58	0	0	58	0	0	58	0	0	57	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.16-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	62	63	63	1	0	1	B (67)	NONE	63	0	0	62	1	0	62	1	0	62	1	0	62	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.16-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	64	65	65	1	0	1	B (67)	NONE	65	0	0	65	0	0	64	1	0	64	1	0	64	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.16-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	66	67	67	1	0	1	B (67)	A/E	66	1	0	66	1	0	66	1	0	65	2	0	65	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.17-2	0 (ST15.03)	15		Residential / B	3	2804 Fashion Dr, Corona, CA 92883	58	59	59	1	0	1	B (67)	NONE	59	0	0	59	0	0	59	0	0	58	1	0	57	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.18	0 (ST15.01)	15		Residential / B	7	2804 Fashion Dr, Corona, CA 92883	54	55	55	1	0	1	B (67)	NONE	55	0	0	55	0	0	54	1	0	54	1	0	53	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.19	0 (ST15.09)	15	SW1890B - Ramp EOS	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	58	59	59	1	0	1	B (67)	NONE	58	1	0	58	1	0	58	1	0	58	1	0	57	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.20-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	62	63	63	1	0	1	B (67)	NONE	62	1	0	62	1	0	62	1	0	61	2	0	61	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.20-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	64	65	65	1	0	1	B (67)	NONE	64	1	0	64	1	0	64	1	0	64	1	0	63	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.20-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	66	67	66	1	-1	0	B (67)	A/E	66	0	0	65	1	0	65	1	0	65	1	0	65	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.21-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	46	47	47	1	0	1	B (67)	NONE	47	0	0	47	0	0	47	0	0	47	0	0	47	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.21-3	0 (ST15.11)	15	-	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	50	52	52	2	0	2	B (67)	NONE	52	0	0	52	0	0	52	0	0	52	0	0	51	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.21-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.22-2	0 (ST15.10)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	55	56	57	1	1	2	B (67)	NONE	57	0	0	57	0	0	57	0	0	57	0	0	56	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.23-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	58	59	59	1	0	1	B (67)	NONE	59	0	0	58	1	0	57	2	0	57	2	0	56	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.24-2	0 (ST15.03)	15	SW1890B - Ramp EOS	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	56	58	58	2	0	2	B (67)	NONE	58	0	0	57	1	0	57	1	0	56	2	0	55	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.25-2	0 (ST15.03)	15		Residential / B	4	2804 Fashion Dr, Corona, CA 92883	53	55	55	2	0	2	B (67)	NONE	55	0	0	55	0	0	55	0	0	54	1	0	54	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.26	0 (ST15.01)	15		Apartment complex lawn / B	3	2804 Fashion Dr, Corona, CA 92883	61	62	61	1	-1	0	B (67)	NONE	59	2	0	58	3	0	57	4	0	57	4	0	57	4	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.27	0 (ST15.01)	15		Apartment complex basketball court / B	3	2804 Fashion Dr, Corona, CA 92883	60	61	60	1	-1	0	B (67)	NONE	59	1	0	57	3	0	56	4	0	56	4	0	55	5	3	--	--	--	--	--	--	--	--	--	--	--	--
M15.28	0 (ST15.01)	15		Apartment complex pool / B	5	2804 Fashion Dr, Corona, CA 92883	56	57	57	1	0	1	B (67)	NONE	57	0	0	57	0	0	56	1	0	55	2	0	55	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.29-2	0 (ST15.10)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	54	55	56	1	1	2	B (67)	NONE	55	1	0	55	1	0	55	1	0	55	1	0	54	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.30-2	0 (ST15.03)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	54	55	56	1	1	2	B (67)	NONE	56	0	0	55	1	0	54	2	0	54	2	0	54	2	0	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - $L_{eq}(h)$, dBA

Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, $L_{eq}(h)$, dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR): 6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M15.31-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	58	59	60	1	1	2	B (67)	NONE	59	1	0	58	2	0	58	2	0	57	3	0	57	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.32-2	0 (ST15.03)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	60	61	59	1	-2	-1	B (67)	NONE	58	1	0	57	2	0	56	3	0	55	4	0	55	4	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.33-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	46	47	47	1	0	1	B (67)	NONE	47	0	0	47	0	0	47	0	0	47	0	0	47	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.33-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	51	52	52	1	0	1	B (67)	NONE	52	0	0	52	0	0	52	0	0	51	1	0	51	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.33-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	58	59	60	1	1	2	B (67)	NONE	59	1	0	59	1	0	59	1	0	59	1	0	59	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.34-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	61	63	62	2	-1	1	B (67)	NONE	61	1	0	61	1	0	61	1	0	60	2	0	60	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.34-3	0 (ST15.11)	15	SW1890B - Ramp EOS	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	64	65	64	1	-1	0	B (67)	NONE	64	0	0	63	1	0	63	1	0	63	1	0	62	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.34-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	66	67	66	1	-1	0	B (67)	A/E	65	1	0	65	1	0	65	1	0	64	2	0	64	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.35	0 (ST15.02)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	55	56	55	1	-1	0	B (67)	NONE	55	0	0	54	1	0	53	2	0	52	3	0	52	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.36-2	0 (ST15.03)	15		Residential / B	4	2804 Fashion Dr, Corona, CA 92883	62	63	62	1	-1	0	B (67)	NONE	60	2	0	60	2	0	58	4	0	57	5	4	57	5	4	--	--	--	--	--	--	--	--	--	--	--	--
M15.37	0 (ST15.02)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	57	58	57	1	-1	0	B (67)	NONE	55	2	0	54	3	0	53	4	0	53	4	0	53	4	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.38	0 (ST15.02)	15	-	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	56	57	57	1	0	1	B (67)	NONE	57	0	0	56	1	0	55	2	0	55	2	0	54	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.39-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	60	62	61	2	-1	1	B (67)	NONE	61	0	0	61	0	0	61	0	0	60	1	0	60	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.39-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	63	65	64	2	-1	1	B (67)	NONE	64	0	0	63	1	0	63	1	0	62	2	0	62	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.39-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	65	67	66	2	-1	1	B (67)	A/E	65	1	0	65	1	0	64	2	0	64	2	0	64	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.40	0 (ST15.09)	15	SW1890B - Ramp EOS	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	58	0	0	58	0	0	58	0	0	57	1	0	57	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.41-2	0 (ST15.03)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	54	54	55	0	1	1	B (67)	NONE	55	0	0	55	0	0	54	1	0	54	1	0	54	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.42-2	0 (ST15.03)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	58	59	58	1	-1	0	B (67)	NONE	57	1	0	56	2	0	56	2	0	55	3	0	55	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.43-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	45	47	47	2	0	2	B (67)	NONE	47	0	0	47	0	0	46	1	0	46	1	0	46	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.43-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	48	49	50	1	1	2	B (67)	NONE	49	1	0	49	1	0	49	1	0	48	2	0	48	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.43-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	53	54	55	1	1	2	B (67)	NONE	54	1	0	54	1	0	54	1	0	54	1	0	54	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.44-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	60	61	61	1	0	1	B (67)	NONE	60	1	0	60	1	0	60	1	0	60	1	0	59	2	0	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA																																													
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																		
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M15.44-3	0 (ST15.11)	15	SW1880B - Ramp EOS	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	63	64	64	1	0	1	B (67)	NONE	63	1	0	63	1	0	63	1	0	62	2	0	62	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.44-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	65	67	66	2	-1	1	B (67)	A/E	65	1	0	65	1	0	64	2	0	64	2	0	64	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.45-2	0 (ST15.03)	15		Residential / B	4	2804 Fashion Dr, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	60	2	0	60	2	0	59	3	0	58	4	0	57	5	4	--	--	--	--	--	--	--	--	--	--	--	--
M15.46 / ST15.02	0 (ST15.02)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	55	56	55	1	-1	0	B (67)	NONE	54	1	0	54	1	0	53	2	0	53	2	0	52	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.47	0 (ST15.02)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	53	54	55	1	1	2	B (67)	NONE	55	0	0	55	0	0	53	2	0	53	2	0	54	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.48	0 (ST15.02)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	57	1	0	57	1	0	56	2	0	55	3	0	55	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.49-3 / ST15.11	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	63	64	64	1	0	1	B (67)	NONE	62	2	0	62	2	0	62	2	0	62	2	0	61	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.50-4 / ST15.12	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	65	67	66	2	-1	1	B (67)	A/E	65	1	0	65	1	0	64	2	0	64	2	0	64	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.51-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	54	55	55	1	0	1	B (67)	NONE	55	0	0	54	1	0	54	1	0	54	1	0	53	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.52-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	54	55	56	1	1	2	B (67)	NONE	56	0	0	56	0	0	55	1	0	55	1	0	55	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.53-2	0 (ST15.03)	15		Residential / B	3	2804 Fashion Dr, Corona, CA 92883	51	52	53	1	1	2	B (67)	NONE	53	0	0	53	0	0	52	1	0	52	1	0	51	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.54 / ST15.09	0 (ST15.09)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	57	1	0	57	1	0	57	1	0	57	1	0	56	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.55-2 / ST15.10	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	58	60	60	2	0	2	B (67)	NONE	59	1	0	59	1	0	58	2	0	58	2	0	58	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.56-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	55	56	56	1	0	1	B (67)	NONE	55	1	0	54	2	0	53	3	0	53	3	0	53	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.57-2	0 (ST15.03)	15	SW1890B - Ramp EOS	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	60	2	0	59	3	0	58	4	0	57	5	1	57	5	1	--	--	--	--	--	--	--	--	--	--	--	--
M15.58-2	0 (ST15.03)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	57	1	0	56	2	0	56	2	0	57	1	0	56	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.59-2	0 (ST15.10)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	53	54	54	1	0	1	B (67)	NONE	54	0	0	54	0	0	54	0	0	53	1	0	53	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.60	0 (ST15.02)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	52	53	53	1	0	1	B (67)	NONE	52	1	0	52	1	0	52	1	0	51	2	0	52	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.61-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	53	54	56	1	2	3	B (67)	NONE	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.62	0 (ST15.02)	15		Residential / B	3	2804 Fashion Dr, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	57	1	0	57	1	0	57	1	0	57	1	0	57	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.63-2	0 (ST15.10)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	60	61	61	1	0	1	B (67)	NONE	61	0	0	61	0	0	61	0	0	61	0	0	60	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M15.64	-4 (ST15.04)	15		Shopping Mall Playground / C	1	2780 Cabot Dr, Corona, CA 92883	56	57	58	1	1	2	C (67)	NONE	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - $L_{eq}(h)$, dBA																																												
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, $L_{eq}(h)$, dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																	
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M15.01	0 (ST15.01)	15	SW1890C - ROW	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	--	--	--
M15.02	0 (ST15.01)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	61	63	63	2	0	2	B (67)	NONE	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	62	1	0	62	1	0	62	1	0	--	--	--
M15.03	0 (ST15.09)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	63	64	64	1	0	1	B (67)	NONE	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	--	--	--
M15.04-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	62	64	64	2	0	2	B (67)	NONE	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	--	--	--
M15.05-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	57	1	0	57	1	0	56	2	0	56	2	0	56	2	0	55	3	0	55	3	0	55	3	0	--	--	--
M15.06-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	58	0	0	57	1	0	57	1	0	56	2	0	56	2	0	56	2	0	56	2	0	56	2	0	--	--	--
M15.07-2	0 (ST15.10)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	56	57	57	1	0	1	B (67)	NONE	56	1	0	56	1	0	56	1	0	55	2	0	55	2	0	55	2	0	54	3	0	54	3	0	--	--	--
M15.08-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	65	66	66	1	0	1	B (67)	A/E	64	2	0	64	2	0	63	3	0	63	3	0	63	3	0	63	3	0	62	4	0	62	4	0	--	--	--
M15.09-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	60	61	61	1	0	1	B (67)	NONE	61	0	0	61	0	0	60	1	0	60	1	0	60	1	0	59	2	0	58	3	0	58	3	0	--	--	--
M15.09-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	65	66	65	1	-1	0	B (67)	NONE	65	0	0	65	0	0	65	0	0	65	0	0	64	1	0	64	1	0	63	2	0	62	3	0	--	--	--
M15.09-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	67	68	68	1	0	1	B (67)	A/E	67	1	0	67	1	0	67	1	0	67	1	0	67	1	0	67	1	0	66	2	0	66	2	0	--	--	--
M15.10-2	0 (ST15.03)	15		Residential / B	6	2804 Fashion Dr, Corona, CA 92883	60	61	61	1	0	1	B (67)	NONE	60	1	0	59	2	0	58	3	0	57	4	0	57	4	0	56	5	6	55	6	6	55	6	6	--	--	--
M15.11-2 / ST15.03	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	61	62	61	1	-1	0	B (67)	NONE	61	0	0	60	1	0	59	2	0	58	3	0	58	3	0	57	4	0	57	4	0	57	4	0	--	--	--
M15.12-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	61	1	0	61	1	0	61	1	0	60	2	0	59	3	0	59	3	0	58	4	0	58	4	0	--	--	--
M15.12-3	0 (ST15.11)	15	SW1890C - ROW	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	64	65	65	1	0	1	B (67)	NONE	65	0	0	65	0	0	65	0	0	64	1	0	64	1	0	63	2	0	63	2	0	62	3	0	--	--	--
M15.12-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	67	68	68	1	0	1	B (67)	A/E	67	1	0	67	1	0	66	2	0	66	2	0	66	2	0	66	2	0	65	3	0	65	3	0	--	--	--
M15.13-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	55	56	56	1	0	1	B (67)	NONE	54	2	0	53	3	0	52	4	0	52	4	0	51	5	2	51	5	2	51	5	2	51	5	2	--	--	--
M15.13-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	58	59	58	1	-1	0	B (67)	NONE	56	2	0	55	3	0	54	4	0	53	5	2	53	5	2	53	5	2	53	5	2	52	6	2	--	--	--
M15.13-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	60	61	60	1	-1	0	B (67)	NONE	58	2	0	58	2	0	57	3	0	56	4	0	56	4	0	56	4	0	56	4	0	56	4	0	--	--	--
M15.14 / ST15.01	0 (ST15.01)	15		Residential / B	5	2804 Fashion Dr, Corona, CA 92883	58	59	59	1	0	1	B (67)	NONE	59	0	0	58	1	0	57	2	0	57	2	0	57	2	0	57	2	0	57	2	0	56	3	0	--	--	--
M15.15	0 (ST15.09)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	58	0	0	58	0	0	57	1	0	57	1	0	56	2	0	56	2	0	56	2	0	55	3	0	--	--	--
M15.16-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	62	63	63	1	0	1	B (67)	NONE	62	1	0	62	1	0	62	1	0	61	2	0	60	3	0	60	3	0	60	3	0	59	4	0	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - $L_{eq}(h)$, dBA																																											
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, $L_{eq}(h)$, dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																															
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M15.16-3	0 (ST15.11)	15	SW1890C - ROW	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	64	65	65	1	0	1	B (67)	NONE	65	0	0	64	1	0	64	1	0	64	1	0	63	2	0	62	3	0	62	3	0	62	3	0	--	--	--
M15.16-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	66	67	67	1	0	1	B (67)	A/E	66	1	0	66	1	0	66	1	0	65	2	0	65	2	0	65	2	0	64	3	0	64	3	0	--	--	--
M15.17-2	0 (ST15.03)	15		Residential / B	3	2804 Fashion Dr, Corona, CA 92883	58	59	59	1	0	1	B (67)	NONE	58	1	0	58	1	0	57	2	0	56	3	0	56	3	0	55	4	0	55	4	0	55	4	0	--	--	--
M15.18	0 (ST15.01)	15		Residential / B	7	2804 Fashion Dr, Corona, CA 92883	54	55	55	1	0	1	B (67)	NONE	55	0	0	55	0	0	54	1	0	53	2	0	53	2	0	53	2	0	53	2	0	53	2	0	--	--	--
M15.19	0 (ST15.09)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	58	59	59	1	0	1	B (67)	NONE	58	1	0	58	1	0	57	2	0	57	2	0	56	3	0	56	3	0	56	3	0	56	3	0	--	--	--
M15.20-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	62	63	63	1	0	1	B (67)	NONE	62	1	0	62	1	0	62	1	0	61	2	0	60	3	0	60	3	0	59	4	0	59	4	0	--	--	--
M15.20-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	64	65	65	1	0	1	B (67)	NONE	64	1	0	64	1	0	64	1	0	63	2	0	63	2	0	62	3	0	62	3	0	61	4	0	--	--	--
M15.20-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	66	67	66	1	-1	0	B (67)	A/E	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	64	2	0	64	2	0	63	3	0	--	--	--
M15.21-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	46	47	47	1	0	1	B (67)	NONE	47	0	0	47	0	0	47	0	0	47	0	0	46	1	0	46	1	0	46	1	0	46	1	0	--	--	--
M15.21-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	50	52	52	2	0	2	B (67)	NONE	52	0	0	51	1	0	51	1	0	51	1	0	51	1	0	51	1	0	51	1	0	51	1	0	--	--	--
M15.21-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	58	0	0	58	0	0	57	1	0	57	1	0	57	1	0	57	1	0	57	1	0	57	1	0	--	--	--
M15.22-2	0 (ST15.10)	15	-	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	55	56	57	1	1	2	B (67)	NONE	57	0	0	57	0	0	57	0	0	56	1	0	56	1	0	56	1	0	55	2	0	55	2	0	--	--	--
M15.23-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	58	59	59	1	0	1	B (67)	NONE	58	1	0	57	2	0	56	3	0	56	3	0	55	4	0	55	4	0	55	4	0	55	4	0	--	--	--
M15.24-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	56	58	58	2	0	2	B (67)	NONE	56	2	0	56	2	0	55	3	0	55	3	0	54	4	0	54	4	0	54	4	0	54	4	0	--	--	--
M15.25-2	0 (ST15.03)	15		Residential / B	4	2804 Fashion Dr, Corona, CA 92883	53	55	55	2	0	2	B (67)	NONE	55	0	0	55	0	0	54	1	0	54	1	0	53	2	0	53	2	0	53	2	0	52	3	0	--	--	--
M15.26	0 (ST15.01)	15	SW1890C - ROW	Apartment complex lawn / B	3	2804 Fashion Dr, Corona, CA 92883	61	62	61	1	-1	0	B (67)	NONE	59	2	0	58	3	0	57	4	0	57	4	0	57	4	0	57	4	0	57	4	0	57	4	0	--	--	--
M15.27	0 (ST15.01)	15		Apartment complex basketball court / B	3	2804 Fashion Dr, Corona, CA 92883	60	61	60	1	-1	0	B (67)	NONE	58	2	0	56	4	0	56	4	0	55	5	3	55	5	3	55	5	3	55	5	3	55	5	3	--	--	--
M15.28	0 (ST15.01)	15		Apartment complex pool / B	5	2804 Fashion Dr, Corona, CA 92883	56	57	57	1	0	1	B (67)	NONE	57	0	0	57	0	0	56	1	0	55	2	0	54	3	0	54	3	0	54	3	0	54	3	0	--	--	--
M15.29-2	0 (ST15.10)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	54	55	56	1	1	2	B (67)	NONE	55	1	0	55	1	0	54	2	0	54	2	0	54	2	0	54	2	0	54	2	0	54	2	0	--	--	--
M15.30-2	0 (ST15.03)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	54	55	56	1	1	2	B (67)	NONE	55	1	0	55	1	0	54	2	0	54	2	0	53	3	0	53	3	0	53	3	0	53	3	0	--	--	--
M15.31-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	58	59	60	1	1	2	B (67)	NONE	58	2	0	57	3	0	57	3	0	56	4	0	56	4	0	56	4	0	56	4	0	56	4	0	--	--	--
M15.32-2	0 (ST15.03)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	60	61	59	1	-2	-1	B (67)	NONE	58	1	0	56	3	0	55	4	0	55	4	0	54	5	2	54	5	2	54	5	2	54	5	2	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA															Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M15.33-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	46	47	47	1	0	1	B (67)	NONE	47	0	0	47	0	0	47	0	0	47	0	0	46	1	0	46	1	0	46	1	0	46	1	0	--	--	--
M15.33-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	51	52	52	1	0	1	B (67)	NONE	52	0	0	51	1	0	51	1	0	51	1	0	51	1	0	51	1	0	51	1	0	51	1	0	--	--	--
M15.33-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	58	59	60	1	1	2	B (67)	NONE	59	1	0	59	1	0	59	1	0	59	1	0	59	1	0	59	1	0	59	1	0	58	2	0	--	--	--
M15.34-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	61	63	62	2	-1	1	B (67)	NONE	61	1	0	61	1	0	60	2	0	59	3	0	58	4	0	58	4	0	58	4	0	58	4	0	--	--	--
M15.34-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	64	65	64	1	-1	0	B (67)	NONE	64	0	0	63	1	0	63	1	0	62	2	0	62	2	0	61	3	0	61	3	0	61	3	0	--	--	--
M15.34-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	66	67	66	1	-1	0	B (67)	A/E	65	1	0	64	2	0	64	2	0	64	2	0	63	3	0	63	3	0	63	3	0	62	4	0	--	--	--
M15.35	0 (ST15.02)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	55	56	55	1	-1	0	B (67)	NONE	54	1	0	53	2	0	52	3	0	52	3	0	52	3	0	52	3	0	52	3	0	51	4	0	--	--	--
M15.36-2	0 (ST15.03)	15	SW1890C - ROW	Residential / B	4	2804 Fashion Dr, Corona, CA 92883	62	63	62	1	-1	0	B (67)	NONE	60	2	0	59	3	0	58	4	0	57	5	4	56	6	4	56	6	4	56	6	4	56	6	4	--	--	--
M15.37	0 (ST15.02)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	57	58	57	1	-1	0	B (67)	NONE	54	3	0	54	3	0	53	4	0	53	4	0	53	4	0	53	4	0	53	4	0	53	4	0	--	--	--
M15.38	0 (ST15.02)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	56	57	57	1	0	1	B (67)	NONE	57	0	0	56	1	0	55	2	0	55	2	0	54	3	0	54	3	0	54	3	0	54	3	0	--	--	--
M15.39-2	0 (ST15.10)	15	-	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	60	62	61	2	-1	1	B (67)	NONE	61	0	0	61	0	0	60	1	0	59	2	0	58	3	0	58	3	0	58	3	0	58	3	0	--	--	--
M15.39-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	63	65	64	2	-1	1	B (67)	NONE	63	1	0	63	1	0	63	1	0	62	2	0	61	3	0	61	3	0	61	3	0	61	3	0	--	--	--
M15.39-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	65	67	66	2	-1	1	B (67)	A/E	65	1	0	64	2	0	64	2	0	63	3	0	63	3	0	63	3	0	62	4	0	62	4	0	--	--	--
M15.40	0 (ST15.09)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	58	0	0	57	1	0	57	1	0	56	2	0	56	2	0	56	2	0	56	2	0	56	2	0	--	--	--
M15.41-2	0 (ST15.03)	15	SW1890C - ROW	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	54	54	55	0	1	1	B (67)	NONE	55	0	0	55	0	0	54	1	0	54	1	0	53	2	0	53	2	0	53	2	0	53	2	0	--	--	--
M15.42-2	0 (ST15.03)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	58	59	58	1	-1	0	B (67)	NONE	57	1	0	56	2	0	55	3	0	55	3	0	54	4	0	54	4	0	54	4	0	54	4	0	--	--	--
M15.43-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	45	47	47	2	0	2	B (67)	NONE	47	0	0	46	1	0	46	1	0	46	1	0	46	1	0	46	1	0	46	1	0	45	2	0	--	--	--
M15.43-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	48	49	50	1	1	2	B (67)	NONE	49	1	0	49	1	0	48	2	0	48	2	0	48	2	0	48	2	0	48	2	0	47	3	0	--	--	--
M15.43-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	53	54	55	1	1	2	B (67)	NONE	54	1	0	54	1	0	54	1	0	54	1	0	53	2	0	53	2	0	53	2	0	53	2	0	--	--	--
M15.44-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	60	61	61	1	0	1	B (67)	NONE	60	1	0	60	1	0	59	2	0	59	2	0	58	3	0	58	3	0	58	3	0	58	3	0	--	--	--
M15.44-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	63	64	64	1	0	1	B (67)	NONE	63	1	0	62	2	0	62	2	0	62	2	0	61	3	0	61	3	0	61	3	0	60	4	0	--	--	--
M15.44-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	65	67	66	2	-1	1	B (67)	A/E	65	1	0	64	2	0	64	2	0	63	3	0	63	3	0	63	3	0	62	4	0	62	4	0	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - $L_{eq}(h)$, dBA																																												
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, $L_{eq}(h)$, dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																	
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M15.45-2	0 (ST15.03)	15	SW1890C - ROW	Residential / B	4	2804 Fashion Dr, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	59	3	0	58	4	0	57	5	4	56	6	4	56	6	4	56	6	4	56	6	4	56	6	4	--	--	--
M15.46 / ST15.02	0 (ST15.02)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	55	56	55	1	-1	0	B (67)	NONE	54	1	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	54	1	0	--	--	--
M15.47	0 (ST15.02)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	53	54	55	1	1	2	B (67)	NONE	54	1	0	54	1	0	54	1	0	54	1	0	53	2	0	53	2	0	53	2	0	53	2	0	--	--	--
M15.48	0 (ST15.02)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	57	1	0	56	2	0	55	3	0	55	3	0	55	3	0	55	3	0	55	3	0	55	3	0	--	--	--
M15.49-3 / ST15.11	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	63	64	64	1	0	1	B (67)	NONE	62	2	0	62	2	0	61	3	0	61	3	0	61	3	0	61	3	0	60	4	0	60	4	0	--	--	--
M15.50-4 / ST15.12	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	65	67	66	2	-1	1	B (67)	A/E	65	1	0	64	2	0	64	2	0	63	3	0	63	3	0	63	3	0	62	4	0	62	4	0	--	--	--
M15.51-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	54	55	55	1	0	1	B (67)	NONE	54	1	0	55	0	0	54	1	0	53	2	0	53	2	0	52	3	0	52	3	0	52	3	0	--	--	--
M15.52-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	54	55	56	1	1	2	B (67)	NONE	55	1	0	55	1	0	55	1	0	54	2	0	54	2	0	54	2	0	54	2	0	53	3	0	--	--	--
M15.53-2	0 (ST15.03)	15		Residential / B	3	2804 Fashion Dr, Corona, CA 92883	51	52	53	1	1	2	B (67)	NONE	52	1	0	52	1	0	52	1	0	51	2	0	51	2	0	51	2	0	51	2	0	50	3	0	--	--	--
M15.54 / ST15.09	0 (ST15.09)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	57	1	0	57	1	0	57	1	0	56	2	0	56	2	0	56	2	0	56	2	0	56	2	0	--	--	--
M15.55-2 / ST15.10	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	58	60	60	2	0	2	B (67)	NONE	59	1	0	58	2	0	58	2	0	58	2	0	58	2	0	57	3	0	57	3	0	57	3	0	--	--	--
M15.56-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	55	56	56	1	0	1	B (67)	NONE	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	--	--	--
M15.57-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	59	3	0	58	4	0	57	5	1	56	6	1	56	6	1	56	6	1	56	6	1	56	6	1	--	--	--
M15.58-2	0 (ST15.03)	15	SW1800C - ROW	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	57	1	0	56	2	0	56	2	0	55	3	0	55	3	0	54	4	0	54	4	0	54	4	0	--	--	--
M15.59-2	0 (ST15.10)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	53	54	54	1	0	1	B (67)	NONE	54	0	0	54	0	0	54	0	0	53	1	0	53	1	0	53	1	0	53	1	0	53	1	0	--	--	--
M15.60	0 (ST15.02)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	52	53	53	1	0	1	B (67)	NONE	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0	--	--	--
M15.61-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	53	54	56	1	2	3	B (67)	NONE	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	--	--	--
M15.62	0 (ST15.02)	15		Residential / B	3	2804 Fashion Dr, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	57	1	0	57	1	0	56	2	0	56	2	0	56	2	0	56	2	0	56	2	0	55	3	0	--	--	--
M15.63-2	0 (ST15.10)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	60	61	61	1	0	1	B (67)	NONE	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	--	--	--
M15.64	-4 (ST15.04)	15		Shopping Mall Playground / C	1	2780 Cabot Dr, Corona, CA 92883	56	57	58	1	1	2	C (67)	NONE	58	0	0	57	1	0	57	1	0	57	1	0	57	1	0	57	1	0	57	1	0	57	1	0	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - $L_{eq}(h)$, dBA																																													
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, $L_{eq}(h)$, dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																		
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M15.01	0 (ST15.01)	15	SW1890 A+B Combination Mainline & Ramp EOS	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	62	0	0	62	0	0	61	1	0	61	1	0	61	1	0	--	--	--	--	--	--	--	--	--	61	1	0
M15.02	0 (ST15.01)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	61	63	63	2	0	2	B (67)	NONE	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	--	--	--	--	--	--	--	--	--	62	1	0
M15.03	0 (ST15.09)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	63	64	64	1	0	1	B (67)	NONE	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	--	--	--	--	--	--	--	--	--	63	1	0
M15.04-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	62	64	64	2	0	2	B (67)	NONE	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	--	--	--	--	--	--	--	--	--	64	0	0
M15.05-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	57	1	0	57	1	0	56	2	0	55	3	0	55	3	0	--	--	--	--	--	--	--	--	--	55	3	0
M15.06-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	57	1	0	56	2	0	55	3	0	55	3	0	55	3	0	--	--	--	--	--	--	--	--	--	55	3	0
M15.07-2	0 (ST15.10)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	56	57	57	1	0	1	B (67)	NONE	55	2	0	55	2	0	54	3	0	53	4	0	53	4	0	--	--	--	--	--	--	--	--	--	53	4	0
M15.08-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	65	66	66	1	0	1	B (67)	A/E	65	1	0	64	2	0	63	3	0	63	3	0	63	3	0	--	--	--	--	--	--	--	--	--	63	3	0
M15.09-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	60	61	61	1	0	1	B (67)	NONE	59	2	0	59	2	0	59	2	0	58	3	0	58	3	0	--	--	--	--	--	--	--	--	--	58	3	0
M15.09-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	65	66	65	1	-1	0	B (67)	NONE	63	2	0	63	2	0	62	3	0	62	3	0	61	4	0	--	--	--	--	--	--	--	--	--	62	3	0
M15.09-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	67	68	68	1	0	1	B (67)	A/E	65	3	0	65	3	0	64	4	0	64	4	0	63	5	2	--	--	--	--	--	--	--	--	--	63	5	2
M15.10-2	0 (ST15.03)	15		Residential / B	6	2804 Fashion Dr, Corona, CA 92883	60	61	61	1	0	1	B (67)	NONE	59	2	0	58	3	0	57	4	0	56	5	6	56	5	6	--	--	--	--	--	--	--	--	--	56	5	6
M15.11-2 / ST15.03	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	61	62	61	1	-1	0	B (67)	NONE	60	1	0	59	2	0	58	3	0	57	4	0	56	5	1	--	--	--	--	--	--	--	--	--	56	5	1
M15.12-2	0 (ST15.10)	15	SW1890 A+B Combination Mainline & Ramp EOS	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	60	2	0	60	2	0	59	3	0	58	4	0	57	5	2	--	--	--	--	--	--	--	--	--	57	5	2
M15.12-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	64	65	65	1	0	1	B (67)	NONE	63	2	0	62	3	0	62	3	0	61	4	0	61	4	0	--	--	--	--	--	--	--	--	--	61	4	0
M15.12-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	67	68	68	1	0	1	B (67)	A/E	64	4	0	64	4	0	63	5	2	63	5	2	62	6	2	--	--	--	--	--	--	--	--	--	62	6	2
M15.13-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	55	56	56	1	0	1	B (67)	NONE	54	2	0	54	2	0	53	3	0	52	4	0	51	5	2	--	--	--	--	--	--	--	--	--	51	5	2
M15.13-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	58	59	58	1	-1	0	B (67)	NONE	56	2	0	55	3	0	54	4	0	53	5	2	52	6	2	--	--	--	--	--	--	--	--	--	52	6	2
M15.13-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	60	61	60	1	-1	0	B (67)	NONE	58	2	0	57	3	0	56	4	0	56	4	0	55	5	2	--	--	--	--	--	--	--	--	--	55	5	2
M15.14 / ST15.01	0 (ST15.01)	15		Residential / B	5	2804 Fashion Dr, Corona, CA 92883	58	59	59	1	0	1	B (67)	NONE	59	0	0	58	1	0	57	2	0	56	3	0	56	3	0	--	--	--	--	--	--	--	--	--	56	3	0
M15.15	0 (ST15.09)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	57	1	0	56	2	0	56	2	0	55	3	0	54	4	0	--	--	--	--	--	--	--	--	--	54	4	0
M15.16-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	62	63	63	1	0	1	B (67)	NONE	61	2	0	60	3	0	59	4	0	58	5	2	58	5	2	--	--	--	--	--	--	--	--	--	58	5	2

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - $L_{eq}(h)$, dBA																																												
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, $L_{eq}(h)$, dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M15.16-3	0 (ST15.11)	15	SW1890 A+B Combination Mainline & Ramp EOS	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	64	65	65	1	0	1	B (67)	NONE	62	3	0	62	3	0	61	4	0	60	5	2	60	5	2	--	--	--	--	--	--	--	--	--	60	5	2
M15.16-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	66	67	67	1	0	1	B (67)	A/E	64	3	0	63	4	0	62	5	2	62	5	2	61	6	2	--	--	--	--	--	--	--	--	--	61	6	2
M15.17-2	0 (ST15.03)	15		Residential / B	3	2804 Fashion Dr, Corona, CA 92883	58	59	59	1	0	1	B (67)	NONE	57	2	0	57	2	0	56	3	0	55	4	0	54	5	3	--	--	--	--	--	--	--	--	--	54	5	3
M15.18	0 (ST15.01)	15		Residential / B	7	2804 Fashion Dr, Corona, CA 92883	54	55	55	1	0	1	B (67)	NONE	54	1	0	54	1	0	53	2	0	52	3	0	52	3	0	--	--	--	--	--	--	--	--	--	52	3	0
M15.19	0 (ST15.09)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	58	59	59	1	0	1	B (67)	NONE	57	2	0	57	2	0	56	3	0	55	4	0	55	4	0	--	--	--	--	--	--	--	--	--	55	4	0
M15.20-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	62	63	63	1	0	1	B (67)	NONE	61	2	0	60	3	0	59	4	0	58	5	2	58	5	2	--	--	--	--	--	--	--	--	--	58	5	2
M15.20-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	64	65	65	1	0	1	B (67)	NONE	62	3	0	61	4	0	61	4	0	60	5	2	59	6	2	--	--	--	--	--	--	--	--	--	60	5	2
M15.20-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	66	67	66	1	-1	0	B (67)	A/E	64	2	0	63	3	0	62	4	0	61	5	2	61	5	2	--	--	--	--	--	--	--	--	--	61	5	2
M15.21-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	46	47	47	1	0	1	B (67)	NONE	46	1	0	46	1	0	46	1	0	45	2	0	45	2	0	--	--	--	--	--	--	--	--	--	45	2	0
M15.21-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	50	52	52	2	0	2	B (67)	NONE	51	1	0	51	1	0	51	1	0	50	2	0	50	2	0	--	--	--	--	--	--	--	--	--	50	2	0
M15.21-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	58	0	0	58	0	0	57	1	0	57	1	0	57	1	0	--	--	--	--	--	--	--	--	--	57	1	0
M15.22-2	0 (ST15.10)	15	-	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	55	56	57	1	1	2	B (67)	NONE	55	2	0	55	2	0	54	3	0	54	3	0	53	4	0	--	--	--	--	--	--	--	--	--	54	3	0
M15.23-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	58	59	59	1	0	1	B (67)	NONE	58	1	0	57	2	0	56	3	0	55	4	0	54	5	1	--	--	--	--	--	--	--	--	--	54	5	1
M15.24-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	56	58	58	2	0	2	B (67)	NONE	57	1	0	56	2	0	55	3	0	54	4	0	53	5	1	--	--	--	--	--	--	--	--	--	53	5	1
M15.25-2	0 (ST15.03)	15		Residential / B	4	2804 Fashion Dr, Corona, CA 92883	53	55	55	2	0	2	B (67)	NONE	54	1	0	53	2	0	53	2	0	52	3	0	51	4	0	--	--	--	--	--	--	--	--	--	51	4	0
M15.26	0 (ST15.01)	15	SW1890 A+B Combination Mainline & Ramp EOS	Apartment complex lawn / B	3	2804 Fashion Dr, Corona, CA 92883	61	62	61	1	-1	0	B (67)	NONE	59	2	0	57	4	0	56	5	3	55	6	3	54	7	3	--	--	--	--	--	--	--	--	--	54	7	3
M15.27	0 (ST15.01)	15		Apartment complex basketball court / B	3	2804 Fashion Dr, Corona, CA 92883	60	61	60	1	-1	0	B (67)	NONE	59	1	0	56	4	0	55	5	3	53	7	3	53	7	3	--	--	--	--	--	--	--	--	--	53	7	3
M15.28	0 (ST15.01)	15		Apartment complex pool / B	5	2804 Fashion Dr, Corona, CA 92883	56	57	57	1	0	1	B (67)	NONE	56	1	0	56	1	0	54	3	0	53	4	0	53	4	0	--	--	--	--	--	--	--	--	--	53	4	0
M15.29-2	0 (ST15.10)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	54	55	56	1	1	2	B (67)	NONE	55	1	0	55	1	0	54	2	0	54	2	0	54	2	0	--	--	--	--	--	--	--	--	--	54	2	0
M15.30-2	0 (ST15.03)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	54	55	56	1	1	2	B (67)	NONE	56	0	0	55	1	0	54	2	0	53	3	0	53	3	0	--	--	--	--	--	--	--	--	--	53	3	0
M15.31-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	58	59	60	1	1	2	B (67)	NONE	59	1	0	58	2	0	57	3	0	57	3	0	56	4	0	--	--	--	--	--	--	--	--	--	57	3	0
M15.32-2	0 (ST15.03)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	60	61	59	1	-2	-1	B (67)	NONE	58	1	0	56	3	0	55	4	0	54	5	2	53	6	2	--	--	--	--	--	--	--	--	--	53	6	2

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA																																													
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																		
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M15.33-2	0 (ST15.10)	15	SW1890 A+B Combination Mainline & Ramp EOS	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	46	47	47	1	0	1	B (67)	NONE	46	1	0	46	1	0	46	1	0	45	2	0	44	3	0	--	--	--	--	--	--	--	--	--	45	2	0
M15.33-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	51	52	52	1	0	1	B (67)	NONE	50	2	0	50	2	0	49	3	0	48	4	0	48	4	0	--	--	--	--	--	--	--	--	--	48	4	0
M15.33-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	58	59	60	1	1	2	B (67)	NONE	57	3	0	56	4	0	56	4	0	55	5	2	55	5	2	--	--	--	--	--	--	--	--	--	55	5	2
M15.34-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	61	63	62	2	-1	1	B (67)	NONE	60	2	0	59	3	0	58	4	0	57	5	2	57	5	2	--	--	--	--	--	--	--	--	--	57	5	2
M15.34-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	64	65	64	1	-1	0	B (67)	NONE	62	2	0	61	3	0	61	3	0	60	4	0	60	4	0	--	--	--	--	--	--	--	--	--	60	4	0
M15.34-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	66	67	66	1	-1	0	B (67)	A/E	64	2	0	63	3	0	62	4	0	62	4	0	61	5	2	--	--	--	--	--	--	--	--	--	61	5	2
M15.35	0 (ST15.02)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	55	56	55	1	-1	0	B (67)	NONE	55	0	0	54	1	0	52	3	0	51	4	0	51	4	0	--	--	--	--	--	--	--	--	--	51	4	0
M15.36-2	0 (ST15.03)	15		Residential / B	4	2804 Fashion Dr, Corona, CA 92883	62	63	62	1	-1	0	B (67)	NONE	60	2	0	59	3	0	58	4	0	56	6	4	56	6	4	--	--	--	--	--	--	--	--	--	56	6	4
M15.37	0 (ST15.02)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	57	58	57	1	-1	0	B (67)	NONE	54	3	0	53	4	0	52	5	2	51	6	2	50	7	2	--	--	--	--	--	--	--	--	--	50	7	2
M15.38	0 (ST15.02)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	56	57	57	1	0	1	B (67)	NONE	56	1	0	56	1	0	54	3	0	53	4	0	53	4	0	--	--	--	--	--	--	--	--	--	53	4	0
M15.39-2	0 (ST15.10)	15	-	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	60	62	61	2	-1	1	B (67)	NONE	60	1	0	59	2	0	59	2	0	58	3	0	58	3	0	--	--	--	--	--	--	--	--	--	58	3	0
M15.39-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	63	65	64	2	-1	1	B (67)	NONE	62	2	0	61	3	0	61	3	0	60	4	0	60	4	0	--	--	--	--	--	--	--	--	--	60	4	0
M15.39-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	65	67	66	2	-1	1	B (67)	A/E	64	2	0	63	3	0	63	3	0	62	4	0	62	4	0	--	--	--	--	--	--	--	--	--	62	4	0
M15.40	0 (ST15.09)	15	SW1890 A+B Combination Mainline & Ramp EOS	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	57	1	0	57	1	0	56	2	0	56	2	0	55	3	0	--	--	--	--	--	--	--	--	--	55	3	0
M15.41-2	0 (ST15.03)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	54	54	55	0	1	1	B (67)	NONE	55	0	0	54	1	0	54	1	0	54	1	0	53	2	0	--	--	--	--	--	--	--	--	--	53	2	0
M15.42-2	0 (ST15.03)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	58	59	58	1	-1	0	B (67)	NONE	56	2	0	55	3	0	55	3	0	54	4	0	53	5	2	--	--	--	--	--	--	--	--	--	53	5	2
M15.43-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	45	47	47	2	0	2	B (67)	NONE	46	1	0	46	1	0	45	2	0	45	2	0	44	3	0	--	--	--	--	--	--	--	--	--	44	3	0
M15.43-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	48	49	50	1	1	2	B (67)	NONE	49	1	0	48	2	0	48	2	0	47	3	0	47	3	0	--	--	--	--	--	--	--	--	--	47	3	0
M15.43-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	53	54	55	1	1	2	B (67)	NONE	54	1	0	53	2	0	53	2	0	52	3	0	51	4	0	--	--	--	--	--	--	--	--	--	52	3	0
M15.44-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	60	61	61	1	0	1	B (67)	NONE	60	1	0	59	2	0	59	2	0	58	3	0	58	3	0	--	--	--	--	--	--	--	--	--	58	3	0
M15.44-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	63	64	64	1	0	1	B (67)	NONE	62	2	0	62	2	0	61	3	0	60	4	0	60	4	0	--	--	--	--	--	--	--	--	--	60	4	0

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - $L_{eq}(h)$, dBA																																													
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, $L_{eq}(h)$, dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																		
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M15.44-4	0 (ST15.12)	15	SW1890 A+B Combination Mainline & Ramp EOS	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	65	67	66	2	-1	1	B (67)	A/E	64	2	0	63	3	0	63	3	0	62	4	0	62	4	0	--	--	--	--	--	--	--	--	--	62	4	0
M15.45-2	0 (ST15.03)	15		Residential / B	4	2804 Fashion Dr, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	60	2	0	59	3	0	58	4	0	57	5	4	57	5	4	--	--	--	--	--	--	--	--	--	57	5	4
M15.46 / ST15.02	0 (ST15.02)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	55	56	55	1	-1	0	B (67)	NONE	54	1	0	53	2	0	52	3	0	51	4	0	50	5	2	--	--	--	--	--	--	--	--	--	50	5	2
M15.47	0 (ST15.02)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	53	54	55	1	1	2	B (67)	NONE	55	0	0	54	1	0	53	2	0	52	3	0	53	2	0	--	--	--	--	--	--	--	--	--	53	2	0
M15.48	0 (ST15.02)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	57	1	0	56	2	0	55	3	0	54	4	0	54	4	0	--	--	--	--	--	--	--	--	--	54	4	0
M15.49-3 / ST15.11	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	63	64	64	1	0	1	B (67)	NONE	62	2	0	61	3	0	61	3	0	61	3	0	60	4	0	--	--	--	--	--	--	--	--	--	60	4	0
M15.50-4 / ST15.12	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	65	67	66	2	-1	1	B (67)	A/E	64	2	0	64	2	0	63	3	0	63	3	0	62	4	0	--	--	--	--	--	--	--	--	--	63	3	0
M15.51-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	54	55	55	1	0	1	B (67)	NONE	55	0	0	54	1	0	54	1	0	54	1	0	53	2	0	--	--	--	--	--	--	--	--	--	53	2	0
M15.52-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	54	55	56	1	1	2	B (67)	NONE	56	0	0	56	0	0	55	1	0	55	1	0	55	1	0	--	--	--	--	--	--	--	--	--	55	1	0
M15.53-2	0 (ST15.03)	15		Residential / B	3	2804 Fashion Dr, Corona, CA 92883	51	52	53	1	1	2	B (67)	NONE	53	0	0	52	1	0	52	1	0	51	2	0	51	2	0	--	--	--	--	--	--	--	--	--	51	2	0
M15.54 / ST15.09	0 (ST15.09)	15	-	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	57	1	0	57	1	0	57	1	0	56	2	0	56	2	0	--	--	--	--	--	--	--	--	--	56	2	0
M15.55-2 / ST15.10	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	58	60	60	2	0	2	B (67)	NONE	59	1	0	58	2	0	58	2	0	57	3	0	57	3	0	--	--	--	--	--	--	--	--	--	57	3	0
M15.56-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	55	56	56	1	0	1	B (67)	NONE	55	1	0	54	2	0	53	3	0	52	4	0	52	4	0	--	--	--	--	--	--	--	--	--	52	4	0
M15.57-2	0 (ST15.03)	15	SW1890 A+B Combination Mainline & Ramp EOS	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	60	2	0	59	3	0	58	4	0	57	5	1	56	6	1	--	--	--	--	--	--	--	--	--	56	6	1
M15.58-2	0 (ST15.03)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	57	1	0	56	2	0	55	3	0	56	2	0	56	2	0	--	--	--	--	--	--	--	--	--	56	2	0
M15.59-2	0 (ST15.10)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	53	54	54	1	0	1	B (67)	NONE	53	1	0	53	1	0	52	2	0	52	2	0	51	3	0	--	--	--	--	--	--	--	--	--	51	3	0
M15.60	0 (ST15.02)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	52	53	53	1	0	1	B (67)	NONE	52	1	0	52	1	0	51	2	0	51	2	0	51	2	0	--	--	--	--	--	--	--	--	--	51	2	0
M15.61-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	53	54	56	1	2	3	B (67)	NONE	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	--	--	--	--	--	--	--	--	--	55	1	0
M15.62	0 (ST15.02)	15		Residential / B	3	2804 Fashion Dr, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	57	1	0	57	1	0	57	1	0	57	1	0	57	1	0	--	--	--	--	--	--	--	--	--	57	1	0
M15.63-2	0 (ST15.10)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	60	61	61	1	0	1	B (67)	NONE	61	0	0	61	0	0	61	0	0	60	1	0	60	1	0	--	--	--	--	--	--	--	--	--	60	1	0
M15.64	-4 (ST15.04)	15		Shopping Mall Playground / C	1	2780 Cabot Dr, Corona, CA 92883	56	57	58	1	1	2	C (67)	NONE	58	0	0	58	0	0	58	0	0	58	0	0	57	1	0	--	--	--	--	--	--	--	--	--	57	1	0

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - $L_{eq}(h)$, dBA

Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, $L_{eq}(h)$, dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M15.01	0 (ST15.01)	15	SW1890 A+C Combination Mainline EOS & ROW	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	62	0	0	62	0	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0
M15.02	0 (ST15.01)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	61	63	63	2	0	2	B (67)	NONE	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0
M15.03	0 (ST15.09)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	63	64	64	1	0	1	B (67)	NONE	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0
M15.04-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	62	64	64	2	0	2	B (67)	NONE	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0
M15.05-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	57	1	0	56	2	0	55	3	0	54	4	0	54	4	0	53	5	1	53	5	1	53	5	1	53	5	1
M15.06-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	57	1	0	56	2	0	55	3	0	55	3	0	54	4	0	54	4	0	54	4	0	54	4	0	54	4	0
M15.07-2	0 (ST15.10)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	56	57	57	1	0	1	B (67)	NONE	55	2	0	55	2	0	54	3	0	53	4	0	53	4	0	53	4	0	53	4	0	53	4	0	53	4	0
M15.08-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	65	66	66	1	0	1	B (67)	A/E	64	2	0	63	3	0	62	4	0	61	5	1	61	5	1	61	5	1	61	5	1	61	5	1	61	5	1
M15.09-2	0 (ST15.10)	15	-	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	60	61	61	1	0	1	B (67)	NONE	59	2	0	59	2	0	58	3	0	58	3	0	57	4	0	56	5	2	56	5	2	56	5	2	56	5	2
M15.09-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	65	66	65	1	-1	0	B (67)	NONE	63	2	0	63	2	0	62	3	0	61	4	0	61	4	0	61	4	0	61	4	0	60	5	2	61	4	0
M15.09-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	67	68	68	1	0	1	B (67)	A/E	65	3	0	64	4	0	64	4	0	63	5	2	63	5	2	63	5	2	63	5	2	63	5	2	63	5	2
M15.10-2	0 (ST15.03)	15	SW1890 A+C Combination Mainline EOS & ROW	Residential / B	6	2804 Fashion Dr, Corona, CA 92883	60	61	61	1	0	1	B (67)	NONE	58	3	0	58	3	0	57	4	0	55	6	6	53	8	6	52	9	6	52	9	6	51	10	6	52	9	6
M15.11-2 / ST15.03	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	61	62	61	1	-1	0	B (67)	NONE	59	2	0	59	2	0	57	4	0	56	5	1	55	6	1	54	7	1	54	7	1	54	7	1	54	7	1
M15.12-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	60	2	0	59	3	0	58	4	0	57	5	2	57	5	2	57	5	2	56	6	2	56	6	2	57	5	2
M15.12-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	64	65	65	1	0	1	B (67)	NONE	63	2	0	62	3	0	61	4	0	61	4	0	60	5	2	60	5	2	60	5	2	60	5	2	60	5	2
M15.12-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	67	68	68	1	0	1	B (67)	A/E	64	4	0	63	5	2	63	5	2	62	6	2	62	6	2	62	6	2	62	6	2	62	6	2	62	6	2
M15.13-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	55	56	56	1	0	1	B (67)	NONE	54	2	0	53	3	0	52	4	0	51	5	2	50	6	2	50	6	2	50	6	2	50	6	2	50	6	2
M15.13-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	58	59	58	1	-1	0	B (67)	NONE	55	3	0	54	4	0	53	5	2	52	6	2	51	7	2	51	7	2	51	7	2	51	7	2	51	7	2

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - $L_{eq}(h)$, dBA																																									
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, $L_{eq}(h)$, dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M15.13-4	0 (ST15.12)	15	SW1890 A+C Combination Mainline EOS & ROW	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	60	61	60	1	-1	0	B (67)	NONE	58	2	0	56	4	0	56	4	0	55	5	2	54	6	2	54	6	2	54	6	2	54	6	2	54	6	2
M15.14 / ST15.01	0 (ST15.01)	15		Residential / B	5	2804 Fashion Dr, Corona, CA 92883	58	59	59	1	0	1	B (67)	NONE	58	1	0	57	2	0	56	3	0	55	4	0	55	4	0	55	4	0	55	4	0	54	5	5	55	4	0
M15.15	0 (ST15.09)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	57	1	0	56	2	0	55	3	0	55	3	0	54	4	0	54	4	0	53	5	1	53	5	1	54	4	0
M15.16-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	62	63	63	1	0	1	B (67)	NONE	60	3	0	60	3	0	59	4	0	58	5	2	58	5	2	58	5	2	58	5	2	57	6	2	58	5	2
M15.16-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	64	65	65	1	0	1	B (67)	NONE	62	3	0	61	4	0	61	4	0	60	5	2	60	5	2	59	6	2	59	6	2	59	6	2	59	6	2
M15.16-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	66	67	67	1	0	1	B (67)	A/E	64	3	0	63	4	0	62	5	2	61	6	2	61	6	2	61	6	2	61	6	2	61	6	2	61	6	2
M15.17-2	0 (ST15.03)	15		Residential / B	3	2804 Fashion Dr, Corona, CA 92883	58	59	59	1	0	1	B (67)	NONE	57	2	0	57	2	0	54	5	3	53	6	3	52	7	3	52	7	3	52	7	3	51	8	3	52	7	3
M15.18	0 (ST15.01)	15		Residential / B	7	2804 Fashion Dr, Corona, CA 92883	54	55	55	1	0	1	B (67)	NONE	54	1	0	54	1	0	53	2	0	52	3	0	51	4	0	51	4	0	51	4	0	51	4	0	51	4	0
M15.19	0 (ST15.09)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	58	59	59	1	0	1	B (67)	NONE	57	2	0	56	3	0	56	3	0	55	4	0	55	4	0	55	4	0	54	5	1	53	6	1	55	4	0
M15.20-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	62	63	63	1	0	1	B (67)	NONE	61	2	0	60	3	0	59	4	0	58	5	2	57	6	2	57	6	2	57	6	2	57	6	2	57	6	2
M15.20-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	64	65	65	1	0	1	B (67)	NONE	62	3	0	61	4	0	60	5	2	60	5	2	59	6	2	59	6	2	59	6	2	59	6	2	59	6	2
M15.20-4	0 (ST15.12)	15	-	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	66	67	66	1	-1	0	B (67)	A/E	63	3	0	62	4	0	62	4	0	61	5	2	60	6	2	60	6	2	60	6	2	60	6	2	60	6	2
M15.21-2	0 (ST15.10)	15	SW1890 A+C Combination Mainline EOS & ROW	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	46	47	47	1	0	1	B (67)	NONE	46	1	0	46	1	0	46	1	0	45	2	0	45	2	0	45	2	0	45	2	0	45	2	0	45	2	0
M15.21-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	50	52	52	2	0	2	B (67)	NONE	51	1	0	51	1	0	50	2	0	50	2	0	50	2	0	49	3	0	49	3	0	49	3	0	50	2	0
M15.21-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	57	1	0	57	1	0	57	1	0	57	1	0	57	1	0	57	1	0	56	2	0	56	2	0	57	1	0
M15.22-2	0 (ST15.10)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	55	56	57	1	1	2	B (67)	NONE	55	2	0	55	2	0	54	3	0	54	3	0	53	4	0	52	5	1	52	5	1	52	5	1	52	5	1
M15.23-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	58	59	59	1	0	1	B (67)	NONE	57	2	0	56	3	0	55	4	0	54	5	1	53	6	1	53	6	1	52	7	1	52	7	1	53	6	1
M15.24-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	56	58	58	2	0	2	B (67)	NONE	55	3	0	54	4	0	53	5	1	52	6	1	52	6	1	51	7	1	51	7	1	51	7	1	51	7	1
M15.25-2	0 (ST15.03)	15		Residential / B	4	2804 Fashion Dr, Corona, CA 92883	53	55	55	2	0	2	B (67)	NONE	53	2	0	53	2	0	52	3	0	51	4	0	51	4	0	51	4	0	50	5	4	50	5	4	51	4	0
M15.26	0 (ST15.01)	15		Apartment complex lawn / B	3	2804 Fashion Dr, Corona, CA 92883	61	62	61	1	-1	0	B (67)	NONE	58	3	0	57	4	0	56	5	3	55	6	3	54	7	3	54	7	3	54	7	3	54	7	3	54	7	3
M15.27	0 (ST15.01)	15		Apartment complex basketball court / B	3	2804 Fashion Dr, Corona, CA 92883	60	61	60	1	-1	0	B (67)	NONE	58	2	0	55	5	3	54	6	3	53	7	3	52	8	3	52	8	3	52	8	3	52	8	3	52	8	3
M15.28	0 (ST15.01)	15		Apartment complex pool / B	5	2804 Fashion Dr, Corona, CA 92883	56	57	57	1	0	1	B (67)	NONE	56	1	0	56	1	0	54	3	0	53	4	0	52	5	5	52	5	5	52	5	5	52	5	5	52	5	5

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - $L_{eq}(h)$, dBA																																												
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, $L_{eq}(h)$, dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																	
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M15.29-2	0 (ST15.10)	15	SW1890 A+C Combination Mainline EOS & ROW	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	54	55	56	1	1	2	B (67)	NONE	55	1	0	54	2	0	54	2	0	53	3	0	53	3	0	53	3	0	53	3	0	53	3	0	53	3	0
M15.30-2	0 (ST15.03)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	54	55	56	1	1	2	B (67)	NONE	55	1	0	54	2	0	54	2	0	53	3	0	53	3	0	53	3	0	52	4	0	52	4	0	53	3	0
M15.31-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	58	59	60	1	1	2	B (67)	NONE	57	3	0	57	3	0	56	4	0	56	4	0	56	4	0	55	5	1	55	5	1	55	5	1	55	5	1
M15.32-2	0 (ST15.03)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	60	61	59	1	-2	-1	B (67)	NONE	57	2	0	55	4	0	54	5	2	53	6	2	52	7	2	52	7	2	52	7	2	52	7	2	52	7	2
M15.33-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	46	47	47	1	0	1	B (67)	NONE	46	1	0	46	1	0	45	2	0	45	2	0	44	3	0	44	3	0	44	3	0	44	3	0	44	3	0
M15.33-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	51	52	52	1	0	1	B (67)	NONE	50	2	0	49	3	0	49	3	0	48	4	0	47	5	2	47	5	2	47	5	2	47	5	2	47	5	2
M15.33-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	58	59	60	1	1	2	B (67)	NONE	57	3	0	56	4	0	56	4	0	55	5	2	55	5	2	55	5	2	55	5	2	54	6	2	55	5	2
M15.34-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	61	63	62	2	-1	1	B (67)	NONE	60	2	0	59	3	0	58	4	0	57	5	2	56	6	2	56	6	2	56	6	2	56	6	2	56	6	2
M15.34-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	64	65	64	1	-1	0	B (67)	NONE	62	2	0	61	3	0	60	4	0	60	4	0	59	5	2	59	5	2	59	5	2	59	5	2	59	5	2
M15.34-4	0 (ST15.12)	15	-	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	66	67	66	1	-1	0	B (67)	A/E	63	3	0	62	4	0	62	4	0	61	5	2	60	6	2	60	6	2	60	6	2	60	6	2	60	6	2
M15.35	0 (ST15.02)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	55	56	55	1	-1	0	B (67)	NONE	54	1	0	52	3	0	52	3	0	51	4	0	51	4	0	51	4	0	51	4	0	51	4	0	51	4	0
M15.36-2	0 (ST15.03)	15		Residential / B	4	2804 Fashion Dr, Corona, CA 92883	62	63	62	1	-1	0	B (67)	NONE	59	3	0	59	3	0	57	5	4	56	6	4	55	7	4	55	7	4	55	7	4	55	7	4	55	7	4
M15.37	0 (ST15.02)	15	SW1890 A+C Combination Mainline EOS & ROW	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	57	58	57	1	-1	0	B (67)	NONE	54	3	0	52	5	2	52	5	2	51	6	2	50	7	2	50	7	2	50	7	2	50	7	2	50	7	2
M15.38	0 (ST15.02)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	56	57	57	1	0	1	B (67)	NONE	56	1	0	56	1	0	54	3	0	53	4	0	52	5	2	52	5	2	52	5	2	52	5	2	52	5	2
M15.39-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	60	62	61	2	-1	1	B (67)	NONE	59	2	0	59	2	0	58	3	0	57	4	0	57	4	0	57	4	0	57	4	0	57	4	0	57	4	0
M15.39-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	63	65	64	2	-1	1	B (67)	NONE	62	2	0	61	3	0	61	3	0	60	4	0	59	5	2	59	5	2	59	5	2	59	5	2	59	5	2
M15.39-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	65	67	66	2	-1	1	B (67)	A/E	63	3	0	62	4	0	62	4	0	61	5	2	61	5	2	61	5	2	60	6	2	60	6	2	61	5	2
M15.40	0 (ST15.09)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	57	1	0	56	2	0	56	2	0	55	3	0	55	3	0	55	3	0	55	3	0	54	4	0	55	3	0
M15.41-2	0 (ST15.03)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	54	54	55	0	1	1	B (67)	NONE	55	0	0	54	1	0	54	1	0	53	2	0	53	2	0	53	2	0	53	2	0	53	2	0	53	2	0

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - $L_{eq}(h)$, dBA

Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, $L_{eq}(h)$, dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR): 6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M15.42-2	0 (ST15.03)	15	SW1890 A+C Combination Mainline EOS & ROW	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	58	59	58	1	-1	0	B (67)	NONE	56	2	0	55	3	0	54	4	0	53	5	2	52	6	2	52	6	2	52	6	2	52	6	2	52	6	2
M15.43-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	45	47	47	2	0	2	B (67)	NONE	46	1	0	46	1	0	45	2	0	44	3	0	44	3	0	44	3	0	44	3	0	44	3	0	44	3	0
M15.43-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	48	49	50	1	1	2	B (67)	NONE	48	2	0	48	2	0	47	3	0	47	3	0	46	4	0	46	4	0	46	4	0	46	4	0	46	4	0
M15.43-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	53	54	55	1	1	2	B (67)	NONE	53	2	0	53	2	0	52	3	0	52	3	0	51	4	0	51	4	0	51	4	0	51	4	0	51	4	0
M15.44-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	60	61	61	1	0	1	B (67)	NONE	59	2	0	59	2	0	58	3	0	58	3	0	57	4	0	57	4	0	57	4	0	57	4	0	57	4	0
M15.44-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	63	64	64	1	0	1	B (67)	NONE	62	2	0	61	3	0	61	3	0	60	4	0	60	4	0	60	4	0	60	4	0	59	5	2	60	4	0
M15.44-4	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	65	67	66	2	-1	1	B (67)	A/E	63	3	0	63	3	0	62	4	0	61	5	2	61	5	2	61	5	2	61	5	2	61	5	2	61	5	2
M15.45-2	0 (ST15.03)	15	-	Residential / B	4	2804 Fashion Dr, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	59	3	0	58	4	0	57	5	4	56	6	4	55	7	4	55	7	4	55	7	4	55	7	4	55	7	4
M15.46 / ST15.02	0 (ST15.02)	15	SW1890 A+C Combination Mainline EOS & ROW	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	55	56	55	1	-1	0	B (67)	NONE	54	1	0	55	0	0	55	0	0	54	1	0	54	1	0	53	2	0	53	2	0	53	2	0	54	1	0
M15.47	0 (ST15.02)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	53	54	55	1	1	2	B (67)	NONE	54	1	0	54	1	0	53	2	0	53	2	0	53	2	0	53	2	0	52	3	0	52	3	0	53	2	0
M15.48	0 (ST15.02)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	56	2	0	55	3	0	54	4	0	53	5	2	53	5	2	53	5	2	53	5	2	53	5	2	53	5	2
M15.49-3 / ST15.11	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	63	64	64	1	0	1	B (67)	NONE	61	3	0	61	3	0	60	4	0	60	4	0	60	4	0	60	4	0	60	4	0	59	5	2	60	4	0
M15.50-4 / ST15.12	0 (ST15.12)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	65	67	66	2	-1	1	B (67)	A/E	64	2	0	63	3	0	62	4	0	62	4	0	62	4	0	61	5	2	61	5	2	61	5	2	61	5	2
M15.51-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	54	55	55	1	0	1	B (67)	NONE	54	1	0	54	1	0	54	1	0	53	2	0	53	2	0	52	3	0	52	3	0	52	3	0	52	3	0
M15.52-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	54	55	56	1	1	2	B (67)	NONE	55	1	0	55	1	0	55	1	0	54	2	0	54	2	0	54	2	0	54	2	0	53	3	0	54	2	0

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA																																									
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M15.53-2	0 (ST15.03)	15	SW1890 A+C Combination Mainline EOS & ROW	Residential / B	3	2804 Fashion Dr, Corona, CA 92883	51	52	53	1	1	2	B (67)	NONE	52	1	0	52	1	0	51	2	0	51	2	0	50	3	0	50	3	0	50	3	0	50	3	0	50	3	0
M15.54 / ST15.09	0 (ST15.09)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	57	1	0	56	2	0	56	2	0	56	2	0	56	2	0	55	3	0	55	3	0	55	3	0	56	2	0
M15.55-2 / ST15.10	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	58	60	60	2	0	2	B (67)	NONE	58	2	0	58	2	0	57	3	0	57	3	0	57	3	0	57	3	0	57	3	0	57	3	0	57	3	0
M15.56-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	55	56	56	1	0	1	B (67)	NONE	56	0	0	56	0	0	56	0	0	56	0	0	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0
M15.57-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	59	3	0	58	4	0	56	6	1	55	7	1	54	8	1	54	8	1	54	8	1	54	8	1	54	8	1
M15.58-2	0 (ST15.03)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	57	1	0	56	2	0	55	3	0	55	3	0	54	4	0	54	4	0	54	4	0	54	4	0	54	4	0
M15.59-2	0 (ST15.10)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	53	54	54	1	0	1	B (67)	NONE	53	1	0	53	1	0	52	2	0	51	3	0	51	3	0	51	3	0	51	3	0	51	3	0	51	3	0
M15.60	0 (ST15.02)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	52	53	53	1	0	1	B (67)	NONE	53	0	0	52	1	0	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0
M15.61-2	0 (ST15.03)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	53	54	56	1	2	3	B (67)	NONE	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0
M15.62	0 (ST15.02)	15		Residential / B	3	2804 Fashion Dr, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	57	1	0	57	1	0	56	2	0	56	2	0	56	2	0	56	2	0	56	2	0	55	3	0	56	2	0
M15.63-2	0 (ST15.10)	15		Residential / B	1	2804 Fashion Dr, Corona, CA 92883	60	61	61	1	0	1	B (67)	NONE	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	59	2	0	59	2	0	59	2	0	60	1	0
M15.64	-4 (ST15.04)	15		Shopping Mall Playground / C	1	2780 Cabot Dr, Corona, CA 92883	56	57	58	1	1	2	C (67)	NONE	58	0	0	57	1	0	57	1	0	57	1	0	57	1	0	57	1	0	57	1	0	57	1	0	57	1	0
M15.65 / ST15.04	-4 (ST15.04)	15		Restaurant outdoor dining / E	1	2785 Cabot Dr #101, Corona, CA 92883	60	62	62	2	0	2	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M15.66	-4 (ST15.04)	15		Park / C	1	27555 Lakeshore Dr, Corona, CA 92883	56	57	56	1	-1	0	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M15.67	-4 (ST15.04)	15		Restaurant outdoor dining / E	1	2715 Lakeshore Dr, Corona, CA 92883	45	47	47	2	0	2	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M15.68-2	-4 (ST15.06)	15		Residential / B	2	2700 Blue Springs Dr, Corona, CA 92883	58	59	58	1	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M15.68-3	-4 (ST15.06)	15		Residential / B	2	2700 Blue Springs Dr, Corona, CA 92883	59	60	59	1	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M15.69 / ST15.05	0 (ST15.05)	15		Residential / B	2	2724 Blue Springs Dr, Corona, CA 92883	55	56	56	1	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M15.70-2	-4 (ST15.06)	15		Residential / B	2	2724 Blue Springs Dr, Corona, CA 92883	58	59	58	1	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M15.70-3	-4 (ST15.06)	15		Residential / B	2	2724 Blue Springs Dr, Corona, CA 92883	59	59	58	0	-1	-1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M15.71-2	-4 (ST15.06)	15		Residential / B	4	2724 Blue Springs Dr, Corona, CA 92883	52	53	52	1	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA																																													
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																		
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M15.71-3	-4 (ST15.06)	15		Residential / B	4	2724 Blue Springs Dr, Corona, CA 92883	54	55	54	1	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M15.72-3 / ST15.06	-4 (ST15.06)	15		Residential / B	1	2728 Blue Springs Dr, Corona, CA 92883	58	58	58	0	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M15.73	0 (ST15.07)	15		Hotel basketball court / E	1	2731 Blue Springs Dr, Corona, CA 92883	55	56	56	1	0	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M15.74 / ST15.07	0 (ST15.07)	15		Hotel pool / E	1	2731 Blue Springs Dr, Corona, CA 92883	54	55	55	1	0	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M15.75 / ST15.08	-4 (ST15.08)	15		Undeveloped / G	--	N/A	67	68	69	1	1	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M16.01	-5 (ST16.01)	16		Undeveloped / G	--	N/A	68	68	68	0	0	0	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M16.02 / ST16.01	-5 (ST16.01)	16		Place of worship / C	1	8540 Weirick Rd, Corona, CA 92883	58	59	59	1	0	1	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M16.03 / ST16.02	0 (ST16.02)	16	SW1911 - Mainline EOS	Residential / B	1	8530 Nob Hill Rd, Corona, CA 92883	65	66	67	1	1	2	B (67)	A/E	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	--	--	--	--	--	--	--	--	--	67	0	0
M16.04	0 (ST16.02)	16		Residential / B	--	8530 Nob Hill Rd, Corona, CA 92883	69	70	71	1	1	2	B (67)	N/A*	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M16.05	0 (ST16.02)	16		Residential / B	1	8510 Nob Hill Rd, Corona, CA 92883	69	70	72	1	2	3	B (67)	A/E	72	0	0	72	0	0	72	0	0	72	0	0	72	0	0	--	--	--	--	--	--	--	--	--	72	0	0
M16.06	0 (ST16.02)	16		Residential / B	1	8390 Nob Hill Rd, Corona, CA 92883	62	63	64	1	1	2	B (67)	NONE	64	0	0	63	1	0	63	1	0	63	1	0	62	2	0	--	--	--	--	--	--	--	--	--	63	1	0
M16.07	0 (ST16.03)	16		Residential / B	1	8600 Glen Rd, Corona, CA 92883	65	66	66	1	0	1	B (67)	A/E	65	1	0	64	2	0	64	2	0	63	3	0	62	4	0	--	--	--	--	--	--	--	--	--	62	4	0
M16.08	0 (ST16.03)	16		Residential / B	1	8640 Glen Rd, Temescal Valley, CA 92883	56	58	58	2	0	2	B (67)	NONE	57	1	0	56	2	0	55	3	0	55	3	0	54	4	0	--	--	--	--	--	--	--	--	--	54	4	0
M16.09	0 (ST16.03)	16		Residential / B	1	8580 Glen Rd, Corona, CA 92883	68	69	69	1	0	1	B (67)	A/E	67	2	0	66	3	0	65	4	0	64	5	1	62	7	1	--	--	--	--	--	--	--	--	--	62	7	1
M16.10 / ST16.03	0 (ST16.03)	16		Residential / B	--	8580 Glen Rd, Corona, CA 92883	69	70	70	1	0	1	B (67)	N/A**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M16.11	0 (ST16.04)	16		Residential / B	1	8265 Gambier Ct, Corona, CA 92883	64	65	63	1	-2	-1	B (67)	NONE	63	0	0	63	0	0	63	0	0	62	1	0	62	1	0	--	--	--	--	--	--	--	--	--	62	1	0
M16.12 / ST16.04	0 (ST16.04)	16		Residential / B	1	8405 Glen Rd, Corona, CA 92883	68	68	69	0	1	1	B (67)	A/E	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0	--	--	--	--	--	--	--	--	--	69	0	0
M16.13	0 (ST16.04)	16		Residential / B	1	8335 Glen Rd, Corona, CA 92883	59	60	62	1	2	3	B (67)	NONE	61	1	0	61	1	0	61	1	0	60	2	0	59	3	0	--	--	--	--	--	--	--	--	--	60	2	0

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA																																													
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																		
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M16.03 / ST16.02	0 (ST16.02)	16	SW1903 - ROW	Residential / B	1	8530 Nob Hill Rd, Corona, CA 92883	65	66	67	1	1	2	B (67)	A/E	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0
M16.05	0 (ST16.02)	16		Residential / B	1	8510 Nob Hill Rd, Corona, CA 92883	69	70	72	1	2	3	B (67)	A/E	72	0	0	72	0	0	72	0	0	72	0	0	72	0	0	72	0	0	72	0	0	72	0	0	72	0	0
M16.06	0 (ST16.02)	16		Residential / B	1	8390 Nob Hill Rd, Corona, CA 92883	62	63	64	1	1	2	B (67)	NONE	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	63	1	0	63	1	0	63	1	0
M16.07	0 (ST16.03)	16		Residential / B	1	8600 Glen Rd, Corona, CA 92883	65	66	66	1	0	1	B (67)	A/E	66	0	0	66	0	0	65	1	0	65	1	0	64	2	0	64	2	0	63	3	0	62	4	0	64	2	0
M16.08	0 (ST16.03)	16		Residential / B	1	8640 Glen Rd, Temescal Valley, CA 92883	56	58	58	2	0	2	B (67)	NONE	58	0	0	58	0	0	58	0	0	58	0	0	57	1	0	56	2	0	55	3	0	55	3	0	55	3	0
M16.09	0 (ST16.03)	16		Residential / B	1	8580 Glen Rd, Corona, CA 92883	68	69	69	1	0	1	B (67)	A/E	68	1	0	68	1	0	67	2	0	67	2	0	66	3	0	65	4	0	63	6	1	62	7	1	64	5	1
M16.11	0 (ST16.04)	16		Residential / B	1	8265 Gambier Ct, Corona, CA 92883	64	65	63	1	-2	-1	B (67)	NONE	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0
M16.12 / ST16.04	0 (ST16.04)	16		Residential / B	1	8405 Glen Rd, Corona, CA 92883	68	68	69	0	1	1	B (67)	A/E	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0
M16.13	0 (ST16.04)	16		Residential / B	1	8335 Glen Rd, Corona, CA 92883	59	60	62	1	2	3	B (67)	NONE	61	1	0	61	1	0	61	1	0	59	3	0	58	4	0	57	5	1	56	6	1	55	7	1	55	7	1
M16.03 / ST16.02	0 (ST16.02)	16	SW1895 - Private Property	Residential / B	1	8530 Nob Hill Rd, Corona, CA 92883	65	66	67	1	1	2	B (67)	A/E	60	7	1	56	11	1	54	13	1	53	14	1	52	15	1	51	16	1	--	--	--	--	--	--	60	7	1
M16.05	0 (ST16.02)	16	SW1899 - Private Property	Residential / B	1	8510 Nob Hill Rd, Corona, CA 92883	69	70	72	1	2	3	B (67)	A/E	64	8	1	63	9	1	63	9	1	63	9	1	63	9	1	63	9	1	--	--	--	--	--	--	64	8	1
M16.07	0 (ST16.03)	16	SW1905 - Private Property	Residential / B	1	8600 Glen Rd, Corona, CA 92883	65	66	66	1	0	1	B (67)	A/E	63	3	0	59	7	1	57	9	1	55	11	1	53	13	1	52	14	1	--	--	--	--	--	--	59	7	1
M16.09	0 (ST16.03)	16	SW1907 - Private Property	Residential / B	1	8580 Glen Rd, Corona, CA 92883	68	69	69	1	0	1	B (67)	A/E	63	6	1	61	8	1	60	9	1	59	10	1	59	10	1	58	11	1	--	--	--	--	--	--	62	7	1
M16.12 / ST16.04	0 (ST16.04)	16	SW1913 - Private Property	Residential / B	1	8405 Glen Rd, Corona, CA 92883	68	68	69	0	1	1	B (67)	A/E	63	6	1	60	9	1	59	10	1	57	12	1	56	13	1	55	14	1	--	--	--	--	--	--	62	7	1
M16.07	0 (ST16.03)	16	SW1905 - A - Alt. Location	Residential / B	1	8600 Glen Rd, Corona, CA 92883	65	66	66	1	0	1	B (67)	A/E	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - $L_{eq}(h)$, dBA																																												
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, $L_{eq}(h)$, dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																	
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M16.14 / ST16.05	0 (ST16.05)	16		Undeveloped / G	--	N/A	69	69	71	0	2	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M16.15 / ST16.06	0 (ST16.06)	16		Hotel / E	--	Future address unknown	74	74	75	0	1	1	E (72)	N/A**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M16.16	0 (ST16.06)	16		Hotel pool / E	1	Future address unknown	64	64	65	0	1	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M16.17	0 (ST16.06)	16		Restaurant outdoor dining / E	2	Future address unknown	71	70	70	-1	0	-1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M16.18	0 (ST16.06)	16		Retail / F	--	Future address unknown	48	46	47	-2	1	-1	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M16.19	0 (ST16.06)	16		Restaurant outdoor dining / E	1	Future address unknown	65	67	66	2	-1	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M17.01	0 (ST17.01)	17		Restaurant outdoor dining / E	1	2279 Eagle Glen Pkwy Unit D-106, Corona, CA 92883	48	50	51	2	1	3	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M17.02	0 (ST17.01)	17		Restaurant outdoor dining / E	1	3833 Bedford Canyon Rd STE 103, Corona, CA 92883	53	56	56	3	0	3	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M17.03 / ST17.01	0 (ST17.01)	17		Restaurant outdoor dining / E	1	2279 Eagle Glen Pkwy, Corona, CA 92883	68	69	69	1	0	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M17.04	0 (ST17.01)	17		Restaurant outdoor dining / E	1	3811 Bedford Canyon Rd Suite #108, Corona, CA 92883	50	52	52	2	0	2	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA																																										
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																															
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M17.05	0 (ST17.02)	17		Residential / B	1	20285 Bedford Canyon Rd, Corona, CA 92881	62	63	63	1	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M17.06	0 (ST17.02)	17		Residential / B	1	20285 Bedford Canyon Rd, Corona, CA 92881	63	65	65	2	0	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M17.07	0 (ST17.02)	17		Residential / B	5	20198 Orange St, Corona, CA 92881	67	69	69	2	0	2	B (67)	A/E	This receiver is shielded by an existing 12- to 14-foot noise barrier along the SB I-15 right-of-way and edge-of-shoulder. This barrier meets the requirements for feasibility and acoustical reasonableness when compared to the no-barrier condition. See Table B-2 for results.***																								--	--	--
M17.08 / ST17.02	0 (ST17.02)	17		Residential / B	2	20179 Orange St, Corona, CA 92881	64	66	66	2	0	2	B (67)	A/E	This receiver is shielded by an existing 12- to 14-foot noise barrier along the SB I-15 right-of-way and edge-of-shoulder. This barrier meets the requirements for feasibility and acoustical reasonableness when compared to the no-barrier condition. See Table B-2 for results.***																								--	--	--
M17.09	0 (ST17.02)	17		Residential / B	2	20141 Bedford Canyon Rd, Corona, CA 92881	60	62	62	2	0	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M17.10	0 (ST17.03)	17		Residential / B	2	20117 Bedford Canyon Rd, Corona, CA 92881	53	55	55	2	0	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M17.11	0 (ST17.03)	17		Residential / B	1	20088 Klyne St, Corona, CA 92881	66	68	68	2	0	2	B (67)	A/E	This receiver is shielded by an existing 12- to 14-foot noise barrier along the SB I-15 right-of-way and edge-of-shoulder. This barrier meets the requirements for feasibility and acoustical reasonableness when compared to the no-barrier condition. See Table B-2 for results.***																								--	--	--
M17.12 / ST17.03	0 (ST17.03)	17		Residential / B	3	20045 Bedford Canyon Rd, Corona, CA 92881	58	60	60	2	0	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M17.13	0 (ST17.04)	17		Residential / B	2	7430 Liberty Ave, Corona, CA 92881	65	66	66	1	0	1	B (67)	A/E	This receiver is shielded by an existing 12- to 14-foot noise barrier along the SB I-15 right-of-way and edge-of-shoulder. This barrier meets the requirements for feasibility and acoustical reasonableness when compared to the no-barrier condition. See Table B-2 for results.***																								--	--	--
M17.14 / ST17.04	0 (ST17.04)	17		Residential / B	2	19905 Bedford Canyon Rd, Corona, CA 92881	63	65	65	2	0	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M17.15	0 (ST17.04)	17		Residential / B	1	19835 Bedford Canyon Rd, Corona, CA 92881	67	68	68	1	0	1	B (67)	A/E	This receiver is shielded by an existing 12- to 14-foot noise barrier along the SB I-15 right-of-way and edge-of-shoulder. This barrier meets the requirements for feasibility and acoustical reasonableness when compared to the no-barrier condition. See Table B-2 for results.***																								--	--	--
M17.16	0 (ST17.04)	17		Undeveloped / G	--	7295 El Cerrito Rd, Corona, CA 92881	69	71	71	2	0	2	G (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA																																													
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																		
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M18.01	0 (ST18.01)	18		Outdoor seating area / E	1	2630 Tuscany St #102, Corona, CA 92881	56	58	58	2	0	2	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M18.02 / ST18.01	0 (ST18.01)	18		Retail facilities / F	--	2620 Tuscany St Ste 101, Corona, CA 92881	56	58	58	2	0	2	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M18.03	0 (ST18.01)	18		Outdoor dining / E	1	The Crossings 2470, Tuscany St #101, Corona, CA 92881	51	53	53	2	0	2	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M18.04 / ST18.02	0 (ST18.02)	18		Retail facilities / F	--	2415 Tuscany St, Corona, CA 92881	60	62	63	2	1	3	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M18.05	0 (ST18.02)	18		Parking lot / F	--	2415 Tuscany St, Corona, CA 92881	61	64	65	3	1	4	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M18.06	0 (ST18.02)	18		Hotel / E	--	Future address unknown	62	63	63	1	0	1	E (72)	N/A*	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M18.07	0 (ST18.02)	18		Office Patio / E	1	17 Longitude Wy, Corona, CA 92881	60	58	59	-2	1	-1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M18.08	0 (ST18.02)	18		Office Patio / E	1	14 Longitude Wy, Corona, CA 92881	59	49	50	-10	1	-9	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M18.09	0 (ST18.02)	18		Office Patio / E	1	14 Longitude Wy, Corona, CA 92881	59	48	48	-11	0	-11	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M18.10	0 (ST18.02)	18		Office Patio / E	1	15 Longitude Wy, Corona, CA 92881	57	57	57	0	0	0	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M18.11	0 (ST18.02)	18		Office / E	--	Future address unknown	74	77	77	3	0	3	E (72)	N/A*	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - $L_{eq}(h)$, dBA																																													
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, $L_{eq}(h)$, dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																		
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M18.12	0 (ST18.03)	18	SW1996A - Mainline EOS	Residential / B	3	7540 Liberty Ave, Corona, CA 92881	71	73	72	2	-1	1	B (67)	A/E	72	0	0	72	0	0	72	0	0	72	0	0	72	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M18.13	0 (ST18.03)	18		Residential / B	3	19940 Katy Way, Corona, CA 92881	57	59	59	2	0	2	B (67)	NONE	59	0	0	59	0	0	59	0	0	59	0	0	59	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M18.14 / ST18.03	0 (ST18.03)	18		Residential / B	--	19941 Katy Way, Corona, CA 92881	67	68	69	1	1	2	B (67)	N/A**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M18.15	0 (ST18.03)	18		Residential / B	2	19829 Frances St, Corona, CA 92881	64	66	67	2	1	3	B (67)	A/E	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M18.16	0 (ST18.04)	18		Residential / B	2	19841 Frances St, Corona, CA 92881	65	66	67	1	1	2	B (67)	A/E	65	2	0	65	2	0	65	2	0	65	2	0	64	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M18.17	0 (ST18.04)	18		Residential / B	1	19829 Frances St, Corona, CA 92881	67	69	69	2	0	2	B (67)	A/E	68	1	0	67	2	0	66	3	0	66	3	0	66	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M18.18	0 (ST18.04)	18		Residential / B	4	19830 Frances St, Corona, CA 92881	59	60	60	1	0	1	B (67)	NONE	60	0	0	60	0	0	60	0	0	59	1	0	59	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M18.19 / ST18.04	0 (ST18.04)	18		Residential / B	2	19801 Frances St, Corona, CA 92881	67	69	69	2	0	2	B (67)	A/E	67	2	0	67	2	0	66	3	0	66	3	0	66	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M18.20	0 (ST18.04)	18		Residential / B	1	19800 Frances St, Corona, CA 92881	56	58	58	2	0	2	B (67)	NONE	57	1	0	57	1	0	57	1	0	57	1	0	57	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M18.21	0 (ST18.04)	18		Residential / B	1	7461 El Cerrito Rd, Corona, CA 92881	64	65	65	1	0	1	B (67)	NONE	63	2	0	63	2	0	62	3	0	62	3	0	62	3	0	--	--	--	--	--	--	--	--	--	--	--	--
M18.22	0 (ST18.04)	18		Residential / B	1	7429 El Cerrito Rd, Corona, CA 92881	65	67	67	2	0	2	B (67)	A/E	65	2	0	64	3	0	64	3	0	63	4	0	63	4	0	--	--	--	--	--	--	--	--	--	--	--	--
M18.12	0 (ST18.03)	18	SW1996B - Ramp EOS	Residential / B	3	7540 Liberty Ave, Corona, CA 92881	71	73	72	2	-1	1	B (67)	A/E	68	4	0	67	5	3	66	6	3	65	7	3	64	8	3	--	--	--	--	--	--	--	--	--	64	8	3
M18.13	0 (ST18.03)	18		Residential / B	3	19940 Katy Way, Corona, CA 92881	57	59	59	2	0	2	B (67)	NONE	57	2	0	56	3	0	56	3	0	55	4	0	54	5	3	--	--	--	--	--	--	--	--	--	54	5	3
M18.15	0 (ST18.03)	18		Residential / B	2	19829 Frances St, Corona, CA 92881	64	66	67	2	1	3	B (67)	A/E	62	5	2	62	5	2	61	6	2	60	7	2	60	7	2	--	--	--	--	--	--	--	--	--	60	7	2
M18.16	0 (ST18.04)	18		Residential / B	2	19841 Frances St, Corona, CA 92881	65	66	67	1	1	2	B (67)	A/E	64	3	0	64	3	0	63	4	0	62	5	2	61	6	2	--	--	--	--	--	--	--	--	--	61	6	2
M18.17	0 (ST18.04)	18		Residential / B	1	19829 Frances St, Corona, CA 92881	67	69	69	2	0	2	B (67)	A/E	65	4	0	64	5	1	63	6	1	63	6	1	63	6	1	--	--	--	--	--	--	--	--	--	63	6	1
M18.18	0 (ST18.04)	18		Residential / B	4	19830 Frances St, Corona, CA 92881	59	60	60	1	0	1	B (67)	NONE	60	0	0	60	0	0	59	1	0	59	1	0	59	1	0	--	--	--	--	--	--	--	--	--	59	1	0
M18.19 / ST18.04	0 (ST18.04)	18		Residential / B	2	19801 Frances St, Corona, CA 92881	67	69	69	2	0	2	B (67)	A/E	68	1	0	68	1	0	67	2	0	66	3	0	64	5	2	--	--	--	--	--	--	--	--	--	64	5	2
M18.20	0 (ST18.04)	18		Residential / B	1	19800 Frances St, Corona, CA 92881	56	58	58	2	0	2	B (67)	NONE	58	0	0	58	0	0	58	0	0	57	1	0	57	1	0	--	--	--	--	--	--	--	--	--	57	1	0
M18.21	0 (ST18.04)	18		Residential / B	1	7461 El Cerrito Rd, Corona, CA 92881	64	65	65	1	0	1	B (67)	NONE	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	--	--	--	--	--	--	--	--	--	65	0	0
M18.22	0 (ST18.04)	18		Residential / B	1	7429 El Cerrito Rd, Corona, CA 92881	65	67	67	2	0	2	B (67)	A/E	67	0	0	67	0	0	67	0	0	65	2	0	64	3	0	--	--	--	--	--	--	--	--	--	64	3	0

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA

Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M18.12	0 (ST18.03)	18	SW1996C - ROW	Residential / B	3	7540 Liberty Ave, Corona, CA 92881	71	73	72	2	-1	1	B (67)	A/E	71	1	0	71	1	0	70	2	0	69	3	0	68	4	0	67	5	3	66	6	3	65	7	3	67	5	3
M18.13	0 (ST18.03)	18		Residential / B	3	19940 Katy Way, Corona, CA 92881	57	59	59	2	0	2	B (67)	NONE	59	0	0	58	1	0	58	1	0	57	2	0	57	2	0	56	3	0	55	4	0	55	4	0	56	3	0
M18.15	0 (ST18.03)	18		Residential / B	2	19829 Frances St, Corona, CA 92881	64	66	67	2	1	3	B (67)	A/E	67	0	0	67	0	0	67	0	0	67	0	0	65	2	0	63	4	0	62	5	2	61	6	2	62	5	2
M18.16	0 (ST18.04)	18		Residential / B	2	19841 Frances St, Corona, CA 92881	65	66	67	1	1	2	B (67)	A/E	67	0	0	67	0	0	66	1	0	66	1	0	66	1	0	66	1	0	66	1	0	65	2	0	66	1	0
M18.17	0 (ST18.04)	18		Residential / B	1	19829 Frances St, Corona, CA 92881	67	69	69	2	0	2	B (67)	A/E	69	0	0	66	3	0	65	4	0	64	5	1	63	6	1	62	7	1	61	8	1	61	8	1	61	8	1
M18.18	0 (ST18.04)	18		Residential / B	4	19830 Frances St, Corona, CA 92881	59	60	60	1	0	1	B (67)	NONE	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0
M18.19 / ST18.04	0 (ST18.04)	18		Residential / B	2	19801 Frances St, Corona, CA 92881	67	69	69	2	0	2	B (67)	A/E	68	1	0	68	1	0	67	2	0	65	4	0	64	5	2	63	6	2	62	7	2	62	7	2	63	6	2
M18.20	0 (ST18.04)	18		Residential / B	1	19800 Frances St, Corona, CA 92881	56	58	58	2	0	2	B (67)	NONE	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0
M18.21	0 (ST18.04)	18		Residential / B	1	7461 El Cerrito Rd, Corona, CA 92881	64	65	65	1	0	1	B (67)	NONE	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	64	1	0	63	2	0	64	1	0
M18.22	0 (ST18.04)	18		Residential / B	1	7429 El Cerrito Rd, Corona, CA 92881	65	67	67	2	0	2	B (67)	A/E	67	0	0	67	0	0	66	1	0	64	3	0	63	4	0	63	4	0	62	5	1	62	5	1	62	5	1
M18.12	0 (ST18.03)	18	SW1996 A+B - Combination Mainline & Ramp EOS	Residential / B	3	7540 Liberty Ave, Corona, CA 92881	71	73	72	2	-1	1	B (67)	A/E	68	4	0	67	5	3	66	6	3	65	7	3	64	8	3	--	--	--	--	--	--	--	--	--	64	8	3
M18.13	0 (ST18.03)	18		Residential / B	3	19940 Katy Way, Corona, CA 92881	57	59	59	2	0	2	B (67)	NONE	57	2	0	56	3	0	56	3	0	55	4	0	54	5	3	--	--	--	--	--	--	--	--	--	54	5	3
M18.15	0 (ST18.03)	18		Residential / B	2	19829 Frances St, Corona, CA 92881	64	66	67	2	1	3	B (67)	A/E	62	5	2	61	6	2	60	7	2	59	8	2	58	9	2	--	--	--	--	--	--	--	--	--	59	8	2
M18.16	0 (ST18.04)	18		Residential / B	2	19841 Frances St, Corona, CA 92881	65	66	67	1	1	2	B (67)	A/E	63	4	0	62	5	2	61	6	2	60	7	2	59	8	2	--	--	--	--	--	--	--	--	--	59	8	2
M18.17	0 (ST18.04)	18		Residential / B	1	19829 Frances St, Corona, CA 92881	67	69	69	2	0	2	B (67)	A/E	64	5	1	62	7	1	61	8	1	60	9	1	59	10	1	--	--	--	--	--	--	--	--	--	60	9	1
M18.18	0 (ST18.04)	18		Residential / B	4	19830 Frances St, Corona, CA 92881	59	60	60	1	0	1	B (67)	NONE	59	1	0	59	1	0	58	2	0	58	2	0	58	2	0	--	--	--	--	--	--	--	--	--	58	2	0
M18.19 / ST18.04	0 (ST18.04)	18		Residential / B	2	19801 Frances St, Corona, CA 92881	67	69	69	2	0	2	B (67)	A/E	66	3	0	66	3	0	64	5	2	63	6	2	62	7	2	--	--	--	--	--	--	--	--	--	62	7	2
M18.20	0 (ST18.04)	18		Residential / B	1	19800 Frances St, Corona, CA 92881	56	58	58	2	0	2	B (67)	NONE	57	1	0	57	1	0	57	1	0	57	1	0	57	1	0	--	--	--	--	--	--	--	--	--	57	1	0
M18.21	0 (ST18.04)	18		Residential / B	1	7461 El Cerrito Rd, Corona, CA 92881	64	65	65	1	0	1	B (67)	NONE	63	2	0	63	2	0	63	2	0	63	2	0	62	3	0	--	--	--	--	--	--	--	--	--	62	3	0
M18.22	0 (ST18.04)	18		Residential / B	1	7429 El Cerrito Rd, Corona, CA 92881	65	67	67	2	0	2	B (67)	A/E	64	3	0	64	3	0	63	4	0	62	5	1	61	6	1	--	--	--	--	--	--	--	--	--	61	6	1

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - $L_{eq}(h)$, dBA

Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, $L_{eq}(h)$, dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																														
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M19.01	0 (ST19.01)	19	SW2007A - Ramp EOS	Restaurant outdoor dining / E	1	1999 Foothill Pkwy, Corona, CA 92881	69	70	70	1	0	1	E (72)	NONE	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	--	--	--	--	--	--	--	--	--	70	0	0
M19.02 / ST19.01	0 (ST19.01)	19		Restaurant / E	--	1987 Foothill Pkwy, Corona, CA 92881	70	72	71	2	-1	1	E (72)	N/A**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M19.03	0 (ST19.01)	19		Restaurant outdoor dining / E	1	1987 Foothill Pkwy, Corona, CA 92881	70	71	70	1	-1	0	E (72)	NONE	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	--	--	--	--	--	--	--	--	--	70	0	0
M19.04	0 (ST19.01)	19		Restaurant / E	--	1957 Foothill Pkwy Ste101, Corona, CA 92881	62	61	61	-1	0	-1	E (72)	N/A*	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M19.05	0 (ST19.02)	19		Residential / B	6	19740 Long Branch Way, Corona, CA 92881	64	63	63	-1	0	-1	B (67)	NONE	62	1	0	62	1	0	62	1	0	61	2	0	61	2	0	--	--	--	--	--	--	--	--	--	62	1	0
M19.06	0 (ST19.01)	19		Retail / F	--	1973 Foothill Pkwy Suite 104, Corona, CA 92881	52	53	53	1	0	1	F (-)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M19.07	0 (ST19.01)	19		Hotel patio / E	1	1961 Foothill Pkwy, Corona, CA 92881	74	75	75	1	0	1	E (72)	A/E	71	4	0	70	5	1	70	5	1	69	6	1	69	6	1	--	--	--	--	--	--	--	--	--	70	5	1
M19.08	0 (ST19.02)	19		Residential / B	3	7263 Calico Cir, Corona, CA 92881	68	66	66	-2	0	-2	B (67)	A/E	63	3	0	62	4	0	61	5	3	61	5	3	59	7	3	--	--	--	--	--	--	--	--	--	61	5	3
M19.09	0 (ST19.01)	19		Hotel pet relief / E	1	1961 Foothill Pkwy, Corona, CA 92881	75	77	77	2	0	2	E (72)	A/E	72	5	1	70	7	1	69	8	1	67	10	1	66	11	1	--	--	--	--	--	--	--	--	--	69	8	1
M19.10 / ST19.02	0 (ST19.02)	19		Residential / B	3	7303 Calico Cir, Corona, CA 92881	65	67	66	2	-1	1	B (67)	A/E	66	0	0	65	1	0	64	2	0	64	2	0	62	4	0	--	--	--	--	--	--	--	--	--	64	2	0
M19.11	0 (ST19.02)	19		Residential / B	3	7347 Calico Cir, Corona, CA 92881	64	66	65	2	-1	1	B (67)	NONE	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	--	--	--	--	--	--	--	--	--	65	0	0
M19.01	0 (ST19.01)	19	SW2007B - ROW	Restaurant outdoor dining / E	1	1999 Foothill Pkwy, Corona, CA 92881	69	70	70	1	0	1	E (72)	NONE	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0
M19.03	0 (ST19.01)	19		Restaurant outdoor dining / E	1	1987 Foothill Pkwy, Corona, CA 92881	70	71	70	1	-1	0	E (72)	NONE	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0
M19.05	0 (ST19.02)	19		Residential / B	6	19740 Long Branch Way, Corona, CA 92881	64	63	63	-1	0	-1	B (67)	NONE	63	0	0	63	0	0	63	0	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0
M19.07	0 (ST19.01)	19		Hotel patio / E	1	1961 Foothill Pkwy, Corona, CA 92881	74	75	75	1	0	1	E (72)	A/E	75	0	0	75	0	0	73	2	0	72	3	0	71	4	0	70	5	1	70	5	1	69	6	1	70	5	1
M19.08	0 (ST19.02)	19		Residential / B	3	7263 Calico Cir, Corona, CA 92881	68	66	66	-2	0	-2	B (67)	A/E	66	0	0	66	0	0	65	1	0	65	1	0	63	3	0	62	4	0	61	5	3	60	6	3	61	5	3
M19.09	0 (ST19.01)	19		Hotel pet relief / E	1	1961 Foothill Pkwy, Corona, CA 92881	75	77	77	2	0	2	E (72)	A/E	77	0	0	77	0	0	77	0	0	75	2	0	71	6	1	69	8	1	67	10	1	66	11	1	67	10	1
M19.10 / ST19.02	0 (ST19.02)	19		Residential / B	3	7303 Calico Cir, Corona, CA 92881	65	67	66	2	-1	1	B (67)	A/E	66	0	0	66	0	0	66	0	0	65	1	0	65	1	0	64	2	0	63	3	0	62	4	0	63	3	0
M19.11	0 (ST19.02)	19		Residential / B	3	7347 Calico Cir, Corona, CA 92881	64	66	65	2	-1	1	B (67)	NONE	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA

Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M19.01	0 (ST19.01)	19	SW2001 - Mainline EOS	Restaurant outdoor dining / E	1	1999 Foothill Pkwy, Corona, CA 92881	69	70	70	1	0	1	E (72)	NONE	69	1	0	68	2	0	68	2	0	68	2	0	68	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M19.03	0 (ST19.01)	19		Restaurant outdoor dining / E	1	1987 Foothill Pkwy, Corona, CA 92881	70	71	70	1	-1	0	E (72)	NONE	69	1	0	69	1	0	69	1	0	68	2	0	68	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M19.05	0 (ST19.02)	19		Residential / B	6	19740 Long Branch Way, Corona, CA 92881	64	63	63	-1	0	-1	B (67)	NONE	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M19.07	0 (ST19.01)	19		Hotel patio / E	1	1961 Foothill Pkwy, Corona, CA 92881	74	75	75	1	0	1	E (72)	A/E	74	1	0	74	1	0	74	1	0	74	1	0	74	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M19.08	0 (ST19.02)	19		Residential / B	3	7263 Calico Cir, Corona, CA 92881	68	66	66	-2	0	-2	B (67)	A/E	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M19.09	0 (ST19.01)	19		Hotel pet relief / E	1	1961 Foothill Pkwy, Corona, CA 92881	75	77	77	2	0	2	E (72)	A/E	77	0	0	77	0	0	76	1	0	76	1	0	76	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M19.10 / ST19.02	0 (ST19.02)	19		Residential / B	3	7303 Calico Cir, Corona, CA 92881	65	67	66	2	-1	1	B (67)	A/E	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M19.11	0 (ST19.02)	19		Residential / B	3	7347 Calico Cir, Corona, CA 92881	64	66	65	2	-1	1	B (67)	NONE	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M19.01	0 (ST19.01)	19	SW2001 + SW2007A - Combination Mainline & Ramp EOS	Restaurant outdoor dining / E	1	1999 Foothill Pkwy, Corona, CA 92881	69	70	70	1	0	1	E (72)	NONE	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	--	--	--	--	--	--	--	--	--	70	0	0
M19.03	0 (ST19.01)	19		Restaurant outdoor dining / E	1	1987 Foothill Pkwy, Corona, CA 92881	70	71	70	1	-1	0	E (72)	NONE	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	--	--	--	--	--	--	--	--	--	70	0	0
M19.05	0 (ST19.02)	19		Residential / B	6	19740 Long Branch Way, Corona, CA 92881	64	63	63	-1	0	-1	B (67)	NONE	62	1	0	62	1	0	61	2	0	61	2	0	61	2	0	--	--	--	--	--	--	--	--	--	62	1	0
M19.07	0 (ST19.01)	19		Hotel patio / E	1	1961 Foothill Pkwy, Corona, CA 92881	74	75	75	1	0	1	E (72)	A/E	71	4	0	70	5	1	70	5	1	68	7	1	68	7	1	--	--	--	--	--	--	--	--	--	70	5	1
M19.08	0 (ST19.02)	19		Residential / B	3	7263 Calico Cir, Corona, CA 92881	68	66	66	-2	0	-2	B (67)	A/E	63	3	0	62	4	0	61	5	3	61	5	3	59	7	3	--	--	--	--	--	--	--	--	--	61	5	3
M19.09	0 (ST19.01)	19		Hotel pet relief / E	1	1961 Foothill Pkwy, Corona, CA 92881	75	77	77	2	0	2	E (72)	A/E	72	5	1	70	7	1	69	8	1	67	10	1	66	11	1	--	--	--	--	--	--	--	--	--	69	8	1
M19.10 / ST19.02	0 (ST19.02)	19		Residential / B	3	7303 Calico Cir, Corona, CA 92881	65	67	66	2	-1	1	B (67)	A/E	66	0	0	65	1	0	64	2	0	64	2	0	62	4	0	--	--	--	--	--	--	--	--	--	64	2	0
M19.11	0 (ST19.02)	19		Residential / B	3	7347 Calico Cir, Corona, CA 92881	64	66	65	2	-1	1	B (67)	NONE	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	--	--	--	--	--	--	--	--	--	65	0	0
M19.08	0 (ST19.02)	19	SW2007C - Private Property	Residential / B	3	7263 Calico Cir, Corona, CA 92881	68	66	66	-2	0	-2	B (67)	A/E	61	5	3	60	6	3	59	7	3	58	8	3	58	8	3	57	9	3	--	--	--	--	--	--	59	7	3
M19.10 / ST19.02	0 (ST19.02)	19		Residential / B	3	7303 Calico Cir, Corona, CA 92881	65	67	66	2	-1	1	B (67)	A/E	63	3	0	62	4	0	61	5	3	61	5	3	60	6	3	60	6	3	--	--	--	--	--	--	61	5	3
M19.12	0 (ST19.03)	19		Residential / B	3	7375 Calico Cir, Corona, CA 92881	64	65	65	1	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M19.13 / ST19.03	0 (ST19.03)	19		Residential / B	9	19476 Dry Gulch Rd, Corona, CA 92881	66	68	68	2	0	2	B (67)	A/E	This receiver is shielded by an existing 14- to 16-foot noise barrier along the SB I-15 right-of-way. This barrier meets the requirements for feasibility and acoustical reasonableness when compared to the no-barrier condition. See Table B-2 for results.***																										--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - $L_{eq}(h)$, dBA

Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, $L_{eq}(h)$, dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M20.01	0 (ST20.01)	20	SW1998 - Mainline EOS	Sports park / C	1	7500 El Cerrito Rd, Corona, CA 92881	65	67	67	2	0	2	C (67)	A/E	65	2	0	65	2	0	65	2	0	65	2	0	65	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M20.02	0 (ST20.01)	20		Sports park / C	1	7500 El Cerrito Rd, Corona, CA 92881	63	65	65	2	0	2	C (67)	NONE	63	2	0	63	2	0	63	2	0	63	2	0	63	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M20.03 / ST20.01	0 (ST20.01)	20		Sports park / C	1	7500 El Cerrito Rd, Corona, CA 92881	64	65	65	1	0	1	C (67)	NONE	65	0	0	65	0	0	65	0	0	64	1	0	64	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M20.04	0 (ST20.01)	20		Sports park / C	1	7500 El Cerrito Rd, Corona, CA 92881	62	64	64	2	0	2	C (67)	NONE	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	--	--	--	--	--	--	--	--	--	--	--	--
M20.05	0 (ST20.01)	20		Sports park / C	2	7500 El Cerrito Rd, Corona, CA 92881	64	65	65	1	0	1	C (67)	NONE	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M20.06	0 (ST20.01)	20		Sports park / C	2	7500 El Cerrito Rd, Corona, CA 92881	64	65	65	1	0	1	C (67)	NONE	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M20.07	0 (ST20.01)	20		Sports park / C	1	7500 El Cerrito Rd, Corona, CA 92881	66	67	67	1	0	1	C (67)	A/E	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M20.08	0 (ST20.01)	20		Sports park / C	1	7500 El Cerrito Rd, Corona, CA 92881	65	66	66	1	0	1	C (67)	A/E	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M20.09	0 (ST20.01)	20		Sports park / C	1	7500 El Cerrito Rd, Corona, CA 92881	65	66	66	1	0	1	C (67)	A/E	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M20.10	0 (ST20.01)	20		Sports park / C	1	7500 El Cerrito Rd, Corona, CA 92881	65	66	66	1	0	1	C (67)	A/E	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M20.11	0 (ST20.01)	20		Sports park / C	1	7500 El Cerrito Rd, Corona, CA 92881	64	66	66	2	0	2	C (67)	A/E	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	--	--	--	--	--	--	--	--	--	--	--	--
M20.01	0 (ST20.01)	20	SW2006 - Ramp EOS	Sports park / C	1	7500 El Cerrito Rd, Corona, CA 92881	65	67	67	2	0	2	C (67)	A/E	66	1	0	66	1	0	66	1	0	65	2	0	65	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M20.02	0 (ST20.01)	20		Sports park / C	1	7500 El Cerrito Rd, Corona, CA 92881	63	65	65	2	0	2	C (67)	NONE	64	1	0	64	1	0	64	1	0	64	1	0	63	2	0	--	--	--	--	--	--	--	--	--	--	--	--
M20.03 / ST20.01	0 (ST20.01)	20		Sports park / C	1	7500 El Cerrito Rd, Corona, CA 92881	64	65	65	1	0	1	C (67)	NONE	64	1	0	63	2	0	62	3	0	61	4	0	61	4	0	--	--	--	--	--	--	--	--	--	--	--	--
M20.04	0 (ST20.01)	20		Sports park / C	1	7500 El Cerrito Rd, Corona, CA 92881	62	64	64	2	0	2	C (67)	NONE	62	2	0	62	2	0	61	3	0	60	4	0	60	4	0	--	--	--	--	--	--	--	--	--	--	--	--
M20.05	0 (ST20.01)	20		Sports park / C	2	7500 El Cerrito Rd, Corona, CA 92881	64	65	65	1	0	1	C (67)	NONE	63	2	0	63	2	0	62	3	0	61	4	0	60	5	2	--	--	--	--	--	--	--	--	--	--	--	--
M20.06	0 (ST20.01)	20		Sports park / C	2	7500 El Cerrito Rd, Corona, CA 92881	64	65	65	1	0	1	C (67)	NONE	63	2	0	63	2	0	62	3	0	61	4	0	60	5	2	--	--	--	--	--	--	--	--	--	--	--	--
M20.07	0 (ST20.01)	20		Sports park / C	1	7500 El Cerrito Rd, Corona, CA 92881	66	67	67	1	0	1	C (67)	A/E	65	2	0	64	3	0	63	4	0	62	5	1	61	6	1	--	--	--	--	--	--	--	--	--	--	--	--
M20.08	0 (ST20.01)	20		Sports park / C	1	7500 El Cerrito Rd, Corona, CA 92881	65	66	66	1	0	1	C (67)	A/E	65	1	0	64	2	0	62	4	0	61	5	1	61	5	1	--	--	--	--	--	--	--	--	--	--	--	--
M20.09	0 (ST20.01)	20		Sports park / C	1	7500 El Cerrito Rd, Corona, CA 92881	65	66	66	1	0	1	C (67)	A/E	64	2	0	63	3	0	62	4	0	61	5	1	60	6	1	--	--	--	--	--	--	--	--	--	--	--	--
M20.10	0 (ST20.01)	20		Sports park / C	1	7500 El Cerrito Rd, Corona, CA 92881	65	66	66	1	0	1	C (67)	A/E	64	2	0	64	2	0	62	4	0	61	5	1	61	5	1	--	--	--	--	--	--	--	--	--	--	--	--
M20.11	0 (ST20.01)	20		Sports park / C	1	7500 El Cerrito Rd, Corona, CA 92881	64	66	66	2	0	2	C (67)	A/E	64	2	0	63	3	0	62	4	0	61	5	1	60	6	1	--	--	--	--	--	--	--	--	--	--	--	--

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA

Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Noise Barrier I.D. & Location	Land Use	Number of Dwelling Units or Equivalent	Address	Existing Noise Level, L_{eq}(h), dBA	Design Year No-Build Noise Level, Leq(h), dBA	Design Year Build Noise Level, Leq(h), dBA	Design Year No-Build Noise Level minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level minus No-Build Noise Level Leq(h), dBA	Design Year Build Noise Level minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																																		
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			Design Barrier		
															L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
M20.01	0 (ST20.01)	20	SW1998 + SW2006 - Combination Mainline & Ramp EOS	Sports park / C	1	7500 El Cerrito Rd, Corona, CA 92881	65	67	67	2	0	2	C (67)	A/E	65	2	0	64	3	0	64	3	0	63	4	0	63	4	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M20.02	0 (ST20.01)	20		Sports park / C	1	7500 El Cerrito Rd, Corona, CA 92881	63	65	65	2	0	2	C (67)	NONE	63	2	0	63	2	0	62	3	0	61	4	0	61	4	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M20.03 / ST20.01	0 (ST20.01)	20		Sports park / C	1	7500 El Cerrito Rd, Corona, CA 92881	64	65	65	1	0	1	C (67)	NONE	63	2	0	63	2	0	62	3	0	60	5	1	60	5	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M20.04	0 (ST20.01)	20		Sports park / C	1	7500 El Cerrito Rd, Corona, CA 92881	62	64	64	2	0	2	C (67)	NONE	62	2	0	61	3	0	60	4	0	59	5	1	58	6	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M20.05	0 (ST20.01)	20		Sports park / C	2	7500 El Cerrito Rd, Corona, CA 92881	64	65	65	1	0	1	C (67)	NONE	63	2	0	62	3	0	61	4	0	60	5	2	59	6	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M20.06	0 (ST20.01)	20		Sports park / C	2	7500 El Cerrito Rd, Corona, CA 92881	64	65	65	1	0	1	C (67)	NONE	63	2	0	62	3	0	61	4	0	60	5	2	59	6	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M20.07	0 (ST20.01)	20		Sports park / C	1	7500 El Cerrito Rd, Corona, CA 92881	66	67	67	1	0	1	C (67)	A/E	65	2	0	64	3	0	63	4	0	62	5	1	61	6	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M20.08	0 (ST20.01)	20		Sports park / C	1	7500 El Cerrito Rd, Corona, CA 92881	65	66	66	1	0	1	C (67)	A/E	65	1	0	64	2	0	62	4	0	61	5	1	61	5	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M20.09	0 (ST20.01)	20		Sports park / C	1	7500 El Cerrito Rd, Corona, CA 92881	65	66	66	1	0	1	C (67)	A/E	64	2	0	63	3	0	62	4	0	61	5	1	60	6	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M20.10	0 (ST20.01)	20		Sports park / C	1	7500 El Cerrito Rd, Corona, CA 92881	65	66	66	1	0	1	C (67)	A/E	64	2	0	64	2	0	62	4	0	61	5	1	61	5	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M20.11	0 (ST20.01)	20		Sports park / C	1	7500 El Cerrito Rd, Corona, CA 92881	64	66	66	2	0	2	C (67)	A/E	64	2	0	63	3	0	62	4	0	61	5	1	60	6	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M20.12	0 (ST20.02)	20		Residential / B	5	7285 Piute Creek Dr, Corona, CA 92881	62	63	63	1	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M20.13 / ST20.02	0 (ST20.02)	20		Residential / B	6	7267 Piute Creek Dr, Corona, CA 92881	61	62	62	1	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

EOS = edge of shoulder. ROW = right of way

Interior noise levels are estimated from exterior noise levels using building noise reduction factors from Table 6 of *Highway Traffic Noise: Analysis and Abatement Guidance* (FHWA 2011). 20 dB exterior-to-interior noise reduction is assumed at M03.05. This corresponds to light frame construction with ordinary sash windows; which is likely a conservative estimate because the building has a brick facade.

* The are no outdoor areas of frequent human use that would benefit from a lowered noise level at this receiver. Therefore, no impact is assessed.

** This receiver was used for model validation purposes only and does not accurately represent the primary area of outdoor human use. Nearby modeled receiver(s) are used to assess impacts at this land use.

*** The feasibility and acoustical reasonableness of existing noise barriers were assessed in accordance with Caltrans 2020 Traffic Noise Analysis Protocol, Appendix E, Supplemental Guidance to the Protocol, Evaluation of Existing Barriers.

++ The 1 dBA reduction in noise in the Build condition is due to a 0.2 dBA discrepancy that is forcing the results to round down.

Table B-2a. Existing Noise Barrier Analysis

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA											
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Existing Noise Barrier I.D.	Land Use	Number of Dwelling Units or Equivalent	Address	Activity Category (NAC)	Impact Type (None, or A/E)	Design Year Build Noise Level With Existing Noise Barrier, Leq(h), dBA	Design Year Build Noise Level Without Existing Noise Barrier, Leq(h), dBA (modeled at zero height)	Design Year Build with Existing Noise Barrier Minus Design Year Build Without Existing Noise Barrier
M03.05	0 (ST03.03)	3	Replacement Noise Barrier at Hook Ramp EOS	Place of worship	1	18220 Dexter Ave, Lake Elsinore, CA 92532	C (67)	NONE	64	64	0
M03.06 / ST03.03	0 (ST03.03)	3		Parking Lot	--	18220 Dexter Ave, Lake Elsinore, CA 92532	F (-)	NONE	67	67	0
M03.07	0 (ST03.04)	3		Residential	1	18193 Dexter Ave, Lake Elsinore, CA 92532	B (67)	NONE	64	69	5
M03.08	0 (ST03.04)	3		Residential	1	29055 11th St, Lake Elsinore, CA 92532	B (67)	NONE	62	72	10
M03.09	0 (ST03.04)	3		Residential	1	18187 Dexter Ave, Lake Elsinore, CA 92532	B (67)	NONE	61	67	6
M03.10	0 (ST03.03)	3		Residential	1	28913 11th St, Lake Elsinore, CA 92532	B (67)	A/E	69	69	0
M03.11	0 (ST03.04)	3		Residential	1	18169 Dexter Ave, Lake Elsinore, CA 92532	B (67)	NONE	61	68	7
M03.12	0 (ST03.04)	3		Residential	1	18159 Dexter Ave, Lake Elsinore, CA 92532	B (67)	NONE	64	71	7
M03.13 / ST03.04	0 (ST03.04)	3		Residential	--	18159 Dexter Ave, Lake Elsinore, CA 92532	B (67)	N/A**	66	70	4
M03.14 / ST03.05	0 (ST03.05)	3		Residential	1	18095 Dexter Ave, Lake Elsinore, CA 92532	B (67)	NONE	65	66	1

Notes:

EOS = edge of shoulder

** This receiver was used for model validation purposes only and does not accurately represent the primary area of outdoor human use. Nearby modeled receiver(s) are used to assess impacts at this land use.

Table B-2b. Existing Noise Barrier Analysis

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L_{eq}(h), dBA											
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Existing Noise Barrier I.D.	Land Use	Number of Dwelling Units or Equivalent	Address	Activity Category (NAC)	Impact Type (None, or A/E)	Design Year Build Noise Level With Existing Noise Barrier, Leq(h), dBA	Design Year Build Noise Level Without Existing Noise Barrier, Leq(h), dBA (modeled at zero height)	Design Year Build with Existing Noise Barrier Minus Design Year Build Without Existing Noise Barrier
M17.05	0 (ST17.02)	17	Existing Mainline EOS Noise Barrier	Residential / B	1	20285 Bedford Canyon Rd, Corona, CA 92881	B (67)	NONE	63	72	9
M17.06	0 (ST17.02)	17		Residential / B	1	20285 Bedford Canyon Rd, Corona, CA 92881	B (67)	NONE	65	75	10
M17.07	0 (ST17.02)	17		Residential / B	5	20198 Orange St, Corona, CA 92881	B (67)	A/E	69	80	11
M17.08 / ST17.02	0 (ST17.02)	17		Residential / B	2	20179 Orange St, Corona, CA 92881	B (67)	A/E	66	77	11
M17.09	0 (ST17.02)	17		Residential / B	2	20141 Bedford Canyon Rd, Corona, CA 92881	B (67)	NONE	62	70	8
M17.10	0 (ST17.03)	17		Residential / B	2	20117 Bedford Canyon Rd, Corona, CA 92881	B (67)	NONE	55	55	0
M17.11	0 (ST17.03)	17		Residential / B	1	20088 Klyne St, Corona, CA 92881	B (67)	A/E	68	70	2
M17.12 / ST17.03	0 (ST17.03)	17		Residential / B	3	20045 Bedford Canyon Rd, Corona, CA 92881	B (67)	NONE	60	67	7
M17.13	0 (ST17.04)	17		Residential / B	2	7430 Liberty Ave, Corona, CA 92881	B (67)	A/E	66	73	7
M17.14 / ST17.04	0 (ST17.04)	17		Residential / B	2	19905 Bedford Canyon Rd, Corona, CA 92881	B (67)	NONE	65	69	4
M17.15	0 (ST17.04)	17		Residential / B	1	19835 Bedford Canyon Rd, Corona, CA 92881	B (67)	A/E	68	70	2
M17.16	0 (ST17.04)	17		Undeveloped / G	--	7295 El Cerrito Rd, Corona, CA 92881	G (-)	NONE	71	71	0

Table B-2b. Existing Noise Barrier Analysis

I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - $L_{eq}(h)$, dBA											
Receiver I.D. / Measurement Location	Applied Validation Constant (Reference Measurement)	Noise Analysis Area	Existing Noise Barrier I.D.	Land Use	Number of Dwelling Units or Equivalent	Address	Activity Category (NAC)	Impact Type (None, or A/E)	Design Year Build Noise Level With Existing Noise Barrier, Leq(h), dBA	Design Year Build Noise Level Without Existing Noise Barrier, Leq(h), dBA (modeled at zero height)	Design Year Build with Existing Noise Barrier Minus Design Year Build Without Existing Noise Barrier
M19.11	0 (ST19.02)	19	Existing Mainline EOS Noise Barrier	Residential / B	3	7347 Calico Cir, Corona, CA 92881	B (67)	NONE	65	73	8
M19.12	0 (ST19.03)	19		Residential / B	3	7375 Calico Cir, Corona, CA 92881	B (67)	NONE	65	70	5
M19.13 / ST19.03	0 (ST19.03)	19		Residential / B	9	19476 Dry Gulch Rd, Corona, CA 92881	B (67)	A/E	68	77	9

Notes:

EOS = edge of shoulder

Appendix C Noise Barrier Analysis Worksheets

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Table C-1. Analysis of Noise Barrier SW1142A - Mainline EOS

	Receivers[a]		Total Number of Benefited Receptors
	M01.04	M01.05	
Number of Units Represented	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	71	66	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**71**	68	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	0	2	--
6-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	68	66	--
Predicted Insertion Loss, dB	3	2	--
Number of Benefited Receptors	0	0	0
8-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	67	65	--
Predicted Insertion Loss, dB	4	3	--
Number of Benefited Receivers	0	0	0
10-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	66	64	--
Predicted Insertion Loss, dB	5	4	--
Number of Benefited Receivers	1	0	1
12-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	66	64	--
Predicted Insertion Loss, dB	5	4	--
Number of Benefited Receivers	1	0	1
14-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	65	63	--
Predicted Insertion Loss, dB	6	5	--
Number of Benefited Receivers	1	1	2

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-2. Analysis of Noise Barrier SW1142B - ROW

	Receivers[a]		Total Number of Benefited Receptors
	M01.04	M01.05	
Number of Units Represented	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	71	66	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**71**	68	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	0	2	--
6-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	**71**	68	--
Predicted Insertion Loss, dB	0	0	--
Number of Benefited Receptors	0	0	0
8-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	70	67	--
Predicted Insertion Loss, dB	1	1	--
Number of Benefited Receivers	0	0	0
10-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	68	66	--
Predicted Insertion Loss, dB	3	2	--
Number of Benefited Receivers	0	0	0
12-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	67	65	--
Predicted Insertion Loss, dB	4	3	--
Number of Benefited Receivers	0	0	0
14-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	66	64	--
Predicted Insertion Loss, dB	5	4	--
Number of Benefited Receivers	1	0	1
16-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	65	64	--
Predicted Insertion Loss, dB	6	4	--
Number of Benefited Receivers	1	0	1
18-Foot Barrier[b]			
Design Year Build Traffic Noise Level, dBA Leq(h)	65	63	--
Predicted Insertion Loss, dB	6	5	--
Number of Benefited Receivers	1	1	2
20-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	64	63	--
Predicted Insertion Loss, dB	7	5	--
Number of Benefited Receivers	1	1	2
Design Barrier[c]			
Design Year Build Traffic Noise Level, dBA Leq(h)	64	63	--
Predicted Insertion Loss, dB	7	5	--
Number of Benefited Receivers	1	1	2

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-3. Analysis of Noise Barrier SW1109A - Mainline EOS

	Receivers[a]		Total Number of Benefited Receptors
	M02.01	M02.02	
Number of Units Represented	3	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	58	65	--
Design Year Build Traffic Noise Level, dBA Leq(h)	58	**66**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	0	1	--
6-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	58	65	--
Predicted Insertion Loss, dB	0	1	--
Number of Benefited Receptors	0	0	0
8-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	58	64	--
Predicted Insertion Loss, dB	0	2	--
Number of Benefited Receivers	0	0	0
10-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	58	63	--
Predicted Insertion Loss, dB	0	3	--
Number of Benefited Receivers	0	0	0
12-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	58	63	--
Predicted Insertion Loss, dB	0	3	--
Number of Benefited Receivers	0	0	0
14-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	58	63	--
Predicted Insertion Loss, dB	0	3	--
Number of Benefited Receivers	0	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-4. Analysis of Noise Barrier SW1109B - Ramp EOS

	Receivers[a]		Total Number of Benefited Receptors
	M02.01	M02.02	
Number of Units Represented	3	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	58	65	--
Design Year Build Traffic Noise Level, dBA Leq(h)	58	**66**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	0	1	--
6-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	58	64	--
Predicted Insertion Loss, dB	0	2	--
Number of Benefited Receptors	0	0	0
8-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	58	62	--
Predicted Insertion Loss, dB	0	4	--
Number of Benefited Receivers	0	0	0
10-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	58	61	--
Predicted Insertion Loss, dB	0	5	--
Number of Benefited Receivers	0	1	1
12-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	58	60	--
Predicted Insertion Loss, dB	0	6	--
Number of Benefited Receivers	0	1	1
14-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	58	60	--
Predicted Insertion Loss, dB	0	6	--
Number of Benefited Receivers	0	1	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-5. Analysis of Noise Barrier SW1109A+B - Mainline Ramp EOS

	Receivers[a]		Total Number of Benefited Receptors
	M02.01	M02.02	
Number of Units Represented	3	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	58	65	--
Design Year Build Traffic Noise Level, dBA Leq(h)	58	**66**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	0	1	--
6-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	58	63	--
Predicted Insertion Loss, dB	0	3	--
Number of Benefited Receptors	0	0	0
8-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	58	61	--
Predicted Insertion Loss, dB	0	5	--
Number of Benefited Receivers	0	1	1
10-Foot Barrier[b]			
Design Year Build Traffic Noise Level, dBA Leq(h)	58	60	--
Predicted Insertion Loss, dB	0	6	--
Number of Benefited Receivers	0	1	1
12-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	58	59	--
Predicted Insertion Loss, dB	0	7	--
Number of Benefited Receivers	0	1	1
14-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	58	59	--
Predicted Insertion Loss, dB	0	7	--
Number of Benefited Receivers	0	1	1
Design Barrier[c]			
Design Year Build Traffic Noise Level, dBA Leq(h)	58	59	--
Predicted Insertion Loss, dB	0	7	--
Number of Benefited Receivers	0	1	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-6. Analysis of Noise Barrier SW1137A - Mainline EOS

	Receivers[a]	Total Number of Benefited Receptors
	M02.07	
Number of Units Represented	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	68	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**69**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	--
6-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	--
Predicted Insertion Loss, dB	3	--
Number of Benefited Receptors	0	0
8-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	65	--
Predicted Insertion Loss, dB	4	--
Number of Benefited Receivers	0	0
10-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	64	--
Predicted Insertion Loss, dB	5	--
Number of Benefited Receivers	1	1
12-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	63	--
Predicted Insertion Loss, dB	6	--
Number of Benefited Receivers	1	1
14-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	63	--
Predicted Insertion Loss, dB	6	--
Number of Benefited Receivers	1	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-7. Analysis of Noise Barrier SW1137B - Private Property

	Receivers[a]	Total Number of Benefited Receptors
	M02.07	
Number of Units Represented	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	68	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**69**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	--
6-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**68**	--
Predicted Insertion Loss, dB	1	--
Number of Benefited Receptors	0	0
8-Foot Barrier[b]		
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	--
Predicted Insertion Loss, dB	3	--
Number of Benefited Receivers	0	0
10-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	65	--
Predicted Insertion Loss, dB	4	--
Number of Benefited Receivers	0	0
12-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	64	--
Predicted Insertion Loss, dB	5	--
Number of Benefited Receivers	1	1
14-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	63	--
Predicted Insertion Loss, dB	6	--
Number of Benefited Receivers	1	1
16-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	62	--
Predicted Insertion Loss, dB	7	--
Number of Benefited Receivers	1	1
Design Barrier[c]		
Design Year Build Traffic Noise Level, dBA Leq(h)	62	--
Predicted Insertion Loss, dB	7	--
Number of Benefited Receivers	1	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-8. Analysis of Noise Barrier SW1151A - On Berm

	Receivers[a]		Total Number of Benefited Receptors
	M02.10	M02.11 / ST02.03	
Number of Units Represented	1	2	--
Existing Traffic Noise Level, dBA L_{eq}(h)	66	67	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	**68**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	1	--
6-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	**66**	--
Predicted Insertion Loss, dB	0	2	--
Number of Benefited Receptors	0	0	0
8-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	65	--
Predicted Insertion Loss, dB	1	3	--
Number of Benefited Receivers	0	0	0
10-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	65	--
Predicted Insertion Loss, dB	1	3	--
Number of Benefited Receivers	0	0	0
12-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	65	--
Predicted Insertion Loss, dB	1	3	--
Number of Benefited Receivers	0	0	0
14-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	65	--
Predicted Insertion Loss, dB	1	3	--
Number of Benefited Receivers	0	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-9. Analysis of Noise Barrier SW1151B - Mainline EOS

	Receivers[a]		Total Number of Benefited Receptors
	M02.10	M02.11 / ST02.03	
Number of Units Represented	1	2	--
Existing Traffic Noise Level, dBA L_{eq}(h)	66	67	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	**68**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	1	--
6-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	**67**	--
Predicted Insertion Loss, dB	0	1	--
Number of Benefited Receptors	0	0	0
8-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	**67**	--
Predicted Insertion Loss, dB	0	1	--
Number of Benefited Receivers	0	0	0
10-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	**67**	--
Predicted Insertion Loss, dB	0	1	--
Number of Benefited Receivers	0	0	0
12-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	**66**	--
Predicted Insertion Loss, dB	1	2	--
Number of Benefited Receivers	0	0	0
14-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	**66**	--
Predicted Insertion Loss, dB	1	2	--
Number of Benefited Receivers	0	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-10. Analysis of Noise Barrier SW1151C -Private Property

	Receivers[a]		Total Number of Benefited Receptors
	M02.10	M02.11 / ST02.03	
Number of Units Represented	1	2	--
Existing Traffic Noise Level, dBA L_{eq}(h)	66	67	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	**68**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	1	--
6-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	**68**	--
Predicted Insertion Loss, dB	0	0	--
Number of Benefited Receptors	0	0	0
8-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	**68**	--
Predicted Insertion Loss, dB	0	0	--
Number of Benefited Receivers	0	0	0
10-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	**67**	--
Predicted Insertion Loss, dB	0	1	--
Number of Benefited Receivers	0	0	0
12-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	**66**	--
Predicted Insertion Loss, dB	0	2	--
Number of Benefited Receivers	0	0	0
14-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	65	--
Predicted Insertion Loss, dB	0	3	--
Number of Benefited Receivers	0	0	0
16-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	65	--
Predicted Insertion Loss, dB	0	3	--
Number of Benefited Receivers	0	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-11. Analysis of Noise Barrier SW1204 - Private Property

	Receivers[a]	Total Number of Benefited Receptors
	M03.10	
Number of Units Represented	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	68	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**69**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	--
6-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	65	--
Predicted Insertion Loss, dB	4	--
Number of Benefited Receptors	0	0
8-Foot Barrier[b]		
Design Year Build Traffic Noise Level, dBA Leq(h)	62	--
Predicted Insertion Loss, dB	7	--
Number of Benefited Receivers	1	1
10-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	61	--
Predicted Insertion Loss, dB	8	--
Number of Benefited Receivers	1	1
12-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	60	--
Predicted Insertion Loss, dB	9	--
Number of Benefited Receivers	1	1
14-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	59	--
Predicted Insertion Loss, dB	10	--
Number of Benefited Receivers	1	1
16-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	58	--
Predicted Insertion Loss, dB	11	--
Number of Benefited Receivers	1	1
Design Barrier[c]		
Design Year Build Traffic Noise Level, dBA Leq(h)	62	--
Predicted Insertion Loss, dB	7	--
Number of Benefited Receivers	1	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-12. Analysis of Noise Barrier SW1226B - Between Mainline EOS and ROW

	Receivers[a]										
	M03.14 / ST03.05	**M03.15**	**M03.16**	**M03.17**	**M03.18**	**M03.20**	**M03.21**	**M03.22**	**M03.23 / ST03.07**	**M03.24**	**M03.25**
Number of Units Represented	1	1	1	1	1	1	1	1	3	3	1
Existing Traffic Noise Level, dBA L_{eq}(h)	66	63	67	66	64	62	64	67	72	69	74
Design Year Build Traffic Noise Level, dBA Leq(h)	65	63	**67**	**67**	65	62	**65**	**68**	**73**	**71**	**75**
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	-1	0	0	1	1	0	1	1	1	2	1
6-Foot Barrier											
Design Year Build Traffic Noise Level, dBA Leq(h)	65	62	**67**	65	65	62	64	**67**	**72**	**68**	**74**
Predicted Insertion Loss, dB	0	1	0	2	0	0	1	1	1	3	1
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier											
Design Year Build Traffic Noise Level, dBA Leq(h)	65	62	**67**	64	64	62	63	65	**69**	**67**	**71**
Predicted Insertion Loss, dB	0	1	0	3	1	0	2	3	4	4	4
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier											
Design Year Build Traffic Noise Level, dBA Leq(h)	65	62	**67**	63	64	62	62	64	**68**	**66**	**69**
Predicted Insertion Loss, dB	0	1	0	4	1	0	3	4	5	5	6
Number of Benefited Receivers	0	0	0	0	0	0	0	0	3	3	1
12-Foot Barrier											
Design Year Build Traffic Noise Level, dBA Leq(h)	65	61	**67**	63	64	61	62	63	**66**	65	**67**
Predicted Insertion Loss, dB	0	2	0	4	1	1	3	5	7	6	8
Number of Benefited Receivers	0	0	0	0	0	0	0	1	3	3	1
14-Foot Barrier[d]											
Design Year Build Traffic Noise Level, dBA Leq(h)	65	61	**67**	62	64	61	61	62	65	63	65
Predicted Insertion Loss, dB	0	2	0	5	1	1	4	6	8	8	10
Number of Benefited Receivers	0	0	0	1	0	0	0	1	3	3	1
Design Barrier[c]											
Design Year Build Traffic Noise Level, dBA Leq(h)	65	61	**67**	62	64	61	61	62	65	64	**67**
Predicted Insertion Loss, dB	0	2	0	5	1	1	4	6	8	7	8
Number of Benefited Receivers	0	0	0	1	0	0	0	1	3	3	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[c] Design Barrier corresponds to the information presented in Appendix E

[d] Noise barrier fails to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

Table C-12. Analysis of Noise Barrier SW1226B - Between Mainline EOS and ROW

	Receivers[a]			Total Number of Benefited Receptors
	M03.26	M03.27 / ST03.08	M03.28	
Number of Units Represented	1	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	74	74	69	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**75**	**75**	**70**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	1	1	--
6-Foot Barrier				
Design Year Build Traffic Noise Level, dBA Leq(h)	**75**	**75**	**68**	--
Predicted Insertion Loss, dB	0	0	2	--
Number of Benefited Receptors	0	0	0	0
8-Foot Barrier				
Design Year Build Traffic Noise Level, dBA Leq(h)	**74**	**75**	**67**	--
Predicted Insertion Loss, dB	1	0	3	--
Number of Benefited Receivers	0	0	0	0
10-Foot Barrier				
Design Year Build Traffic Noise Level, dBA Leq(h)	**71**	**73**	**66**	--
Predicted Insertion Loss, dB	4	2	4	--
Number of Benefited Receivers	0	0	0	7
12-Foot Barrier				
Design Year Build Traffic Noise Level, dBA Leq(h)	**69**	**71**	**66**	--
Predicted Insertion Loss, dB	6	4	4	--
Number of Benefited Receivers	1	0	0	9
14-Foot Barrier[d]				
Design Year Build Traffic Noise Level, dBA Leq(h)	**68**	**69**	**65**	--
Predicted Insertion Loss, dB	7	6	5	--
Number of Benefited Receivers	1	1	1	12
Design Barrier[c]				
Design Year Build Traffic Noise Level, dBA Leq(h)	**69**	**70**	65	--
Predicted Insertion Loss, dB	6	5	5	--
Number of Benefited Receivers	1	1	1	12

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[c] Design Barrier corresponds to the information presented in Appendix E

[d] Noise barrier fails to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

Table C-13. Analysis of Noise Barrier SW1208A - Between Mainline EOS and ROW

	Receivers[a]								Total Number of Benefited Receptors
	M03.14 / ST03.05	M03.15	M03.16	M03.17	M03.18	M03.20	M03.21	M03.22	
Number of Units Represented	1	1	1	1	1	1	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	66	63	67	66	64	62	64	67	--
Design Year Build Traffic Noise Level, dBA Leq(h)	65	63	**67**	**67**	65	62	65	**68**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	-1	0	0	1	1	0	1	1	--
6-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	64	62	**67**	65	63	62	65	**67**	--
Predicted Insertion Loss, dB	1	1	0	2	2	0	0	1	--
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0
8-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	63	61	**67**	64	62	61	63	65	--
Predicted Insertion Loss, dB	2	2	0	3	3	1	2	3	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0
10-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	63	60	**67**	63	62	60	63	64	--
Predicted Insertion Loss, dB	2	3	0	4	3	2	2	4	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0
12-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	63	60	**67**	62	61	60	62	64	--
Predicted Insertion Loss, dB	2	3	0	5	4	2	3	4	--
Number of Benefited Receivers	0	0	0	1	0	0	0	0	1
14-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	62	60	**67**	62	60	59	62	63	--
Predicted Insertion Loss, dB	3	3	0	5	5	3	3	5	--
Number of Benefited Receivers	0	0	0	1	1	0	0	1	3

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-14. Analysis of Noise Barrier SW1214A - Between Mainline EOS and ROW

	Receivers[a]						Total Number of Benefited Receptors
	M03.23 / ST03.07	M03.24	M03.25	M03.26	M03.27 / ST03.08	M03.28	
Number of Units Represented	3	3	1	1	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	72	69	74	74	74	69	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**73**	**71**	**75**	**75**	**75**	**70**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	2	1	1	1	1	--
6-Foot Barrier							
Design Year Build Traffic Noise Level, dBA Leq(h)	**72**	**68**	**74**	**75**	**75**	**68**	--
Predicted Insertion Loss, dB	1	3	1	0	0	2	--
Number of Benefited Receptors	0	0	0	0	0	0	0
8-Foot Barrier							
Design Year Build Traffic Noise Level, dBA Leq(h)	**70**	**67**	**71**	**74**	**75**	**67**	--
Predicted Insertion Loss, dB	3	4	4	1	0	3	--
Number of Benefited Receivers	0	0	0	0	0	0	0
10-Foot Barrier							
Design Year Build Traffic Noise Level, dBA Leq(h)	**68**	**66**	**69**	**71**	**73**	**66**	--
Predicted Insertion Loss, dB	5	5	6	4	2	4	--
Number of Benefited Receivers	3	3	1	0	0	0	7
12-Foot Barrier							
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	65	**67**	**69**	**71**	**66**	--
Predicted Insertion Loss, dB	6	6	8	6	4	4	--
Number of Benefited Receivers	3	3	1	1	0	0	8
14-Foot Barrier[d]							
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	64	65	**68**	**69**	65	--
Predicted Insertion Loss, dB	7	7	10	7	6	5	--
Number of Benefited Receivers	3	3	1	1	1	1	10
Design Barrier[c]							
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	65	**67**	**69**	**70**	65	--
Predicted Insertion Loss, dB	6	6	8	6	5	5	--
Number of Benefited Receivers	3	3	1	1	1	1	10

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[c] Design Barrier corresponds to the information presented in Appendix E

[d] Noise barrier fails to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

Table C-15. Analysis of Noise Barrier SW1226A - Mainline EOS

	Receivers[a]												
	M03.14 / ST03.05	**M03.15**	**M03.16**	**M03.17**	**M03.18**	**M03.20**	**M03.21**	**M03.22**	**M03.23 / ST03.07**	**M03.24**	**M03.25**	**M03.26**	**M03.27 / ST03.08**
Number of Units Represented	1	1	1	1	1	1	1	1	3	3	1	1	1
Existing Traffic Noise Level, dBA L_{eq}(h)	66	63	67	66	64	62	64	67	72	69	74	74	74
Design Year Build Traffic Noise Level, dBA Leq(h)	65	63	**67**	**67**	65	62	65	**68**	**73**	**71**	**75**	**75**	**75**
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	-1	0	0	1	1	0	1	1	1	2	1	1	1
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	65	62	**67**	65	64	62	63	65	**70**	**67**	**71**	**72**	**73**
Predicted Insertion Loss, dB	0	1	0	2	1	0	2	3	3	4	4	3	2
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	65	62	**67**	64	63	62	62	64	**68**	**66**	**69**	**70**	**71**
Predicted Insertion Loss, dB	0	1	0	3	2	0	3	4	5	5	6	5	4
Number of Benefited Receivers	0	0	0	0	0	0	0	0	3	3	1	1	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	65	61	**67**	63	63	61	62	63	**66**	65	**67**	**68**	**70**
Predicted Insertion Loss, dB	0	2	0	4	2	1	3	5	7	6	8	7	5
Number of Benefited Receivers	0	0	0	0	0	0	0	1	3	3	1	1	1
12-Foot Barrier[b]													
Design Year Build Traffic Noise Level, dBA Leq(h)	65	61	**67**	63	63	61	61	62	65	63	**66**	**67**	**68**
Predicted Insertion Loss, dB	0	2	0	4	2	1	4	6	8	8	9	8	7
Number of Benefited Receivers	0	0	0	0	0	0	0	1	3	3	1	1	1
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	65	61	**67**	62	62	61	61	61	64	62	64	64	**66**
Predicted Insertion Loss, dB	0	2	0	5	3	1	4	7	9	9	11	11	9
Number of Benefited Receivers	0	0	0	1	0	0	0	1	3	3	1	1	1
Design Barrier[c]													
Design Year Build Traffic Noise Level, dBA Leq(h)	65	61	**67**	62	63	61	61	62	65	63	**66**	**66**	**67**
Predicted Insertion Loss, dB	0	2	0	5	2	1	4	6	8	8	9	9	8
Number of Benefited Receivers	0	0	0	1	0	0	0	1	3	3	1	1	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors.

[c] Design Barrier corresponds to the information presented in Appendix E.

Table C-15. Analysis of Noise Barrier SW1226A - Mainline EOS

	Receivers[a]	Total Number of Benefited Receptors
	M03.28	
Number of Units Represented	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	69	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**70**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	--
6-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	--
Predicted Insertion Loss, dB	3	--
Number of Benefited Receptors	0	0
8-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	--
Predicted Insertion Loss, dB	4	--
Number of Benefited Receivers	0	8
10-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	--
Predicted Insertion Loss, dB	4	--
Number of Benefited Receivers	0	10
12-Foot Barrier[b]		
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	--
Predicted Insertion Loss, dB	4	--
Number of Benefited Receivers	0	10
14-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	65	--
Predicted Insertion Loss, dB	5	--
Number of Benefited Receivers	1	12
Design Barrier[c]		
Design Year Build Traffic Noise Level, dBA Leq(h)	65	--
Predicted Insertion Loss, dB	5	--
Number of Benefited Receivers	1	12

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors.

[c] Design Barrier corresponds to the information presented in Appendix E.

Table C-16. Analysis of Noise Barrier SW1208C - Mainline EOS

	Receivers[a]								Total Number of Benefited Receptors
	M03.14 / ST03.05	M03.15	M03.16	M03.17	M03.18	M03.20	M03.21	M03.22	
Number of Units Represented	1	1	1	1	1	1	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	66	63	67	66	64	62	64	67	--
Design Year Build Traffic Noise Level, dBA Leq(h)	65	63	**67**	**67**	65	62	65	**68**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	-1	0	0	1	1	0	1	1	--
6-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	64	61	**67**	65	63	61	63	65	--
Predicted Insertion Loss, dB	1	2	0	2	2	1	2	3	--
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0
8-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	63	61	**67**	63	62	61	62	64	--
Predicted Insertion Loss, dB	2	2	0	4	3	1	3	4	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0
10-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	62	60	**67**	62	61	60	62	63	--
Predicted Insertion Loss, dB	3	3	0	5	4	2	3	5	--
Number of Benefited Receivers	0	0	0	1	0	0	0	1	2
12-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	63	60	**67**	62	61	59	61	63	--
Predicted Insertion Loss, dB	2	3	0	5	4	3	4	5	--
Number of Benefited Receivers	0	0	0	1	0	0	0	1	2
14-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	62	60	**67**	61	60	59	61	62	--
Predicted Insertion Loss, dB	3	3	0	6	5	3	4	6	--
Number of Benefited Receivers	0	0	0	1	1	0	0	1	3

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-17. Analysis of Noise Barrier SW1214C - Mainline EOS

	Receivers[a]						Total Number of Benefited Receptors
	M03.23 / ST03.07	M03.24	M03.25	M03.26	M03.27 / ST03.08	M03.28	
Number of Units Represented	3	3	1	1	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	72	69	74	74	74	69	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**73**	**71**	**75**	**75**	**75**	**70**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	2	1	1	1	1	--
6-Foot Barrier							
Design Year Build Traffic Noise Level, dBA Leq(h)	**70**	**67**	**71**	**72**	**73**	**67**	--
Predicted Insertion Loss, dB	3	4	4	3	2	3	--
Number of Benefited Receptors	0	0	0	0	0	0	0
8-Foot Barrier							
Design Year Build Traffic Noise Level, dBA Leq(h)	**69**	**66**	**69**	**70**	**71**	**66**	--
Predicted Insertion Loss, dB	4	5	6	5	4	4	--
Number of Benefited Receivers	0	3	1	1	0	0	5
10-Foot Barrier							
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	65	**67**	**68**	**70**	**66**	--
Predicted Insertion Loss, dB	6	6	8	7	5	4	--
Number of Benefited Receivers	3	3	1	1	1	0	9
12-Foot Barrier[b]							
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	64	**66**	**67**	**68**	**66**	--
Predicted Insertion Loss, dB	7	7	9	8	7	4	--
Number of Benefited Receivers	3	3	1	1	1	0	9
14-Foot Barrier							
Design Year Build Traffic Noise Level, dBA Leq(h)	65	63	64	64	**66**	65	--
Predicted Insertion Loss, dB	8	8	11	11	9	5	--
Number of Benefited Receivers	3	3	1	1	1	1	10
Design Barrier[c]							
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	65	**67**	**68**	**69**	65	--
Predicted Insertion Loss, dB	6	6	8	7	6	5	--
Number of Benefited Receivers	3	3	1	1	1	1	10

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-18. Analysis of Noise Barrier SW1226C - ROW

	Receivers[a]											
	M03.14 / ST03.05	**M03.15**	**M03.16**	**M03.17**	**M03.18**	**M03.20**	**M03.21**	**M03.22**	**M03.23 / ST03.07**	**M03.24**	**M03.25**	**M03.26**
Number of Units Represented	1	1	1	1	1	1	1	1	3	3	1	1
Existing Traffic Noise Level, dBA L_{eq}(h)	66	63	67	66	64	62	64	67	72	69	74	74
Design Year Build Traffic Noise Level, dBA Leq(h)	65	63	**67**	**67**	65	62	65	**68**	**73**	**71**	**75**	**75**
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	-1	0	0	1	1	0	1	1	1	2	1	1
6-Foot Barrier												
Design Year Build Traffic Noise Level, dBA Leq(h)	65	63	**67**	**67**	64	62	64	**66**	**71**	**68**	**75**	**75**
Predicted Insertion Loss, dB	0	0	0	0	1	0	1	2	2	3	0	0
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier												
Design Year Build Traffic Noise Level, dBA Leq(h)	65	63	**67**	**67**	64	62	63	65	**69**	**68**	**75**	**75**
Predicted Insertion Loss, dB	0	0	0	0	1	0	2	3	4	3	0	0
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier												
Design Year Build Traffic Noise Level, dBA Leq(h)	65	62	**67**	**67**	64	62	63	64	**68**	**66**	**75**	**75**
Predicted Insertion Loss, dB	0	1	0	0	1	0	2	4	5	5	0	0
Number of Benefited Receivers	0	0	0	0	0	0	0	0	3	3	0	0
12-Foot Barrier												
Design Year Build Traffic Noise Level, dBA Leq(h)	65	62	**67**	**66**	64	61	62	63	**66**	65	**74**	**75**
Predicted Insertion Loss, dB	0	1	0	1	1	1	3	5	7	6	1	0
Number of Benefited Receivers	0	0	0	0	0	0	0	1	3	3	0	0
14-Foot Barrier												
Design Year Build Traffic Noise Level, dBA Leq(h)	65	62	**67**	65	63	61	62	62	64	64	**74**	**74**
Predicted Insertion Loss, dB	0	1	0	2	2	1	3	6	9	7	1	1
Number of Benefited Receivers	0	0	0	0	0	0	0	1	3	3	0	0
16-Foot Barrier												
Design Year Build Traffic Noise Level, dBA Leq(h)	65	61	**67**	64	62	60	61	61	63	63	**73**	**72**
Predicted Insertion Loss, dB	0	2	0	3	3	2	4	7	10	8	2	3
Number of Benefited Receivers	0	0	0	0	0	0	0	1	3	3	0	0
18-Foot Barrier												
Design Year Build Traffic Noise Level, dBA Leq(h)	65	61	**67**	63	61	60	61	61	62	62	**72**	**70**
Predicted Insertion Loss, dB	0	2	0	4	4	2	4	7	11	9	3	5
Number of Benefited Receivers	0	0	0	0	0	0	0	1	3	3	0	1
20-Foot Barrier[d]												
Design Year Build Traffic Noise Level, dBA Leq(h)	65	61	**67**	62	61	59	61	61	62	61	**69**	**68**
Predicted Insertion Loss, dB	0	2	0	5	4	3	4	7	11	10	6	7
Number of Benefited Receivers	0	0	0	1	0	0	0	1	3	3	1	1
Design Barrier[c]												
Design Year Build Traffic Noise Level, dBA Leq(h)	65	61	**67**	62	61	59	61	61	62	62	**70**	**70**
Predicted Insertion Loss, dB	0	2	0	5	4	3	4	7	11	9	5	5
Number of Benefited Receivers	0	0	0	1	0	0	0	1	3	3	1	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[c] Design Barrier corresponds to the information presented in Appendix E

[d] Noise barrier fails to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

Table C-18. Analysis of Noise Barrier SW1226C - ROW

	Receivers[a]		Total Number of Benefited Receptors
	M03.27 / ST03.08	M03.28	
Number of Units Represented	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	74	69	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**75**	**70**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	1	--
6-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	**75**	**70**	--
Predicted Insertion Loss, dB	0	0	--
Number of Benefited Receptors	0	0	0
8-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	**75**	**70**	--
Predicted Insertion Loss, dB	0	0	--
Number of Benefited Receivers	0	0	0
10-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	**75**	**70**	--
Predicted Insertion Loss, dB	0	0	--
Number of Benefited Receivers	0	0	6
12-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	**75**	**69**	--
Predicted Insertion Loss, dB	0	1	--
Number of Benefited Receivers	0	0	7
14-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	**75**	**68**	--
Predicted Insertion Loss, dB	0	2	--
Number of Benefited Receivers	0	0	7
16-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	**75**	**66**	--
Predicted Insertion Loss, dB	0	4	--
Number of Benefited Receivers	0	0	7
18-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	**74**	**66**	--
Predicted Insertion Loss, dB	1	4	--
Number of Benefited Receivers	0	0	8
20-Foot Barrier[d]			
Design Year Build Traffic Noise Level, dBA Leq(h)	**73**	65	--
Predicted Insertion Loss, dB	2	5	--
Number of Benefited Receivers	0	1	11
Design Barrier[c]			
Design Year Build Traffic Noise Level, dBA Leq(h)	**74**	65	--
Predicted Insertion Loss, dB	1	5	--
Number of Benefited Receivers	0	1	11

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[c] Design Barrier corresponds to the information presented in Appendix E

[d] Noise barrier fails to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

Table C-19. Analysis of Noise Barrier SW1208D - ROW

	Receivers[a]								Total Number of Benefited Receptors
	M03.14 / ST03.05	M03.15	M03.16	M03.17	M03.18	M03.20	M03.21	M03.22	
Number of Units Represented	1	1	1	1	1	1	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	66	63	67	66	64	62	64	67	--
Design Year Build Traffic Noise Level, dBA Leq(h)	65	63	**67**	**67**	65	62	65	**68**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	-1	0	0	1	1	0	1	1	--
6-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	64	63	**67**	**67**	64	62	64	**66**	--
Predicted Insertion Loss, dB	1	0	0	0	1	0	1	2	--
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0
8-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	63	62	**67**	**67**	64	62	64	65	--
Predicted Insertion Loss, dB	2	1	0	0	1	0	1	3	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0
10-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	63	61	**67**	**67**	64	61	63	64	--
Predicted Insertion Loss, dB	2	2	0	0	1	1	2	4	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0
12-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	63	61	**67**	**66**	64	61	62	63	--
Predicted Insertion Loss, dB	2	2	0	1	1	1	3	5	--
Number of Benefited Receivers	0	0	0	0	0	0	0	1	1
14-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	63	60	**67**	65	63	60	62	63	--
Predicted Insertion Loss, dB	2	3	0	2	2	2	3	5	--
Number of Benefited Receivers	0	0	0	0	0	0	0	1	1
16-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	62	60	**67**	63	62	60	61	62	--
Predicted Insertion Loss, dB	3	3	0	4	3	2	4	6	--
Number of Benefited Receivers	0	0	0	0	0	0	0	1	1
18-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	62	60	**67**	62	61	59	61	62	--
Predicted Insertion Loss, dB	3	3	0	5	4	3	4	6	--
Number of Benefited Receivers	0	0	0	1	0	0	0	1	2
20-Foot Barrier[b]									
Design Year Build Traffic Noise Level, dBA Leq(h)	62	59	**67**	62	61	59	61	61	--
Predicted Insertion Loss, dB	3	4	0	5	4	3	4	7	--
Number of Benefited Receivers	0	0	0	1	0	0	0	1	2
Design Barrier[c]									
Design Year Build Traffic Noise Level, dBA Leq(h)	62	60	**67**	62	61	59	61	61	--
Predicted Insertion Loss, dB	3	3	0	5	4	3	4	7	--
Number of Benefited Receivers	0	0	0	1	0	0	0	1	2

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptor

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-20. Analysis of Noise Barrier SW1214D - ROW

	Receivers[a]						Total Number of Benefited Receptors
	M03.23 / ST03.07	M03.24	M03.25	M03.26	M03.27 / ST03.08	M03.28	
Number of Units Represented	3	3	1	1	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	72	69	74	74	74	69	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**73**	**71**	**75**	**75**	**75**	**70**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	2	1	1	1	1	--
6-Foot Barrier							
Design Year Build Traffic Noise Level, dBA Leq(h)	**71**	**68**	**75**	**75**	**75**	**70**	--
Predicted Insertion Loss, dB	2	3	0	0	0	0	--
Number of Benefited Receptors	0	0	0	0	0	0	0
8-Foot Barrier							
Design Year Build Traffic Noise Level, dBA Leq(h)	**69**	**68**	**75**	**75**	**75**	**70**	--
Predicted Insertion Loss, dB	4	3	0	0	0	0	--
Number of Benefited Receivers	0	0	0	0	0	0	0
10-Foot Barrier							
Design Year Build Traffic Noise Level, dBA Leq(h)	**68**	**66**	**75**	**75**	**75**	**70**	--
Predicted Insertion Loss, dB	5	5	0	0	0	0	--
Number of Benefited Receivers	3	3	0	0	0	0	6
12-Foot Barrier							
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	65	**74**	**75**	**75**	**69**	--
Predicted Insertion Loss, dB	7	6	1	0	0	1	--
Number of Benefited Receivers	3	3	0	0	0	0	6
14-Foot Barrier							
Design Year Build Traffic Noise Level, dBA Leq(h)	65	64	**74**	**74**	**75**	**68**	--
Predicted Insertion Loss, dB	8	7	1	1	0	2	--
Number of Benefited Receivers	3	3	0	0	0	0	6
16-Foot Barrier							
Design Year Build Traffic Noise Level, dBA Leq(h)	64	63	**73**	**72**	**75**	**66**	--
Predicted Insertion Loss, dB	9	8	2	3	0	4	--
Number of Benefited Receivers	3	3	0	0	0	0	6
18-Foot Barrier							
Design Year Build Traffic Noise Level, dBA Leq(h)	63	62	**72**	**70**	**74**	**66**	--
Predicted Insertion Loss, dB	10	9	3	5	1	4	--
Number of Benefited Receivers	3	3	0	1	0	0	7
20-Foot Barrier[d]							
Design Year Build Traffic Noise Level, dBA Leq(h)	62	62	**69**	**68**	**73**	65	--
Predicted Insertion Loss, dB	11	9	6	7	2	5	--
Number of Benefited Receivers	3	3	1	1	0	1	9
Design Barrier[c]							
Design Year Build Traffic Noise Level, dBA Leq(h)	65	63	**70**	**70**	**74**	65	--
Predicted Insertion Loss, dB	8	8	5	5	1	5	--
Number of Benefited Receivers	3	3	1	1	0	1	9

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[c] Design Barrier corresponds to the information presented in Appendix E

[d] Noise barrier fails to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

Table C-21. Analysis of Noise Barrier SW1208B - Private Property

	Receivers[a]				Total Number of Benefited Receptors
	M03.14 / ST03.05	M03.15	M03.16	M03.17	
Number of Units Represented	1	1	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	66	63	67	66	--
Design Year Build Traffic Noise Level, dBA Leq(h)	65	63	**67**	**67**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	-1	0	0	1	--
6-Foot Barrier[b]					
Design Year Build Traffic Noise Level, dBA Leq(h)	63	62	**67**	63	--
Predicted Insertion Loss, dB	2	1	0	4	--
Number of Benefited Receptors	0	0	0	0	0
8-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	62	61	**67**	61	--
Predicted Insertion Loss, dB	3	2	0	6	--
Number of Benefited Receivers	0	0	0	1	1
10-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	61	60	**67**	61	--
Predicted Insertion Loss, dB	4	3	0	6	--
Number of Benefited Receivers	0	0	0	1	1
12-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	59	59	**67**	60	--
Predicted Insertion Loss, dB	6	4	0	7	--
Number of Benefited Receivers	1	0	0	1	2
14-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	59	59	**67**	59	--
Predicted Insertion Loss, dB	6	4	0	8	--
Number of Benefited Receivers	1	0	0	1	2
16-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	58	59	**67**	59	--
Predicted Insertion Loss, dB	7	4	0	8	--
Number of Benefited Receivers	1	0	0	1	2
Design Barrier[c]					
Design Year Build Traffic Noise Level, dBA Leq(h)	60	60	**67**	60	--
Predicted Insertion Loss, dB	5	3	0	7	--
Number of Benefited Receivers	1	0	0	1	2

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-22. Analysis of Noise Barrier SW1212 - Private Property

	Receivers[a]				Total Number of Benefited Receptors
	M03.18	M03.20	M03.21	M03.22	
Number of Units Represented	1	1	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	64	62	64	67	--
Design Year Build Traffic Noise Level, dBA Leq(h)	65	62	65	**68**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	0	1	1	--
6-Foot Barrier[b]					
Design Year Build Traffic Noise Level, dBA Leq(h)	63	62	63	63	--
Predicted Insertion Loss, dB	2	0	2	5	--
Number of Benefited Receptors	0	0	0	1	1
8-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	62	61	62	62	--
Predicted Insertion Loss, dB	3	1	3	6	--
Number of Benefited Receivers	0	0	0	1	1
10-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	61	60	61	62	--
Predicted Insertion Loss, dB	4	2	4	6	--
Number of Benefited Receivers	0	0	0	1	1
12-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	61	60	61	61	--
Predicted Insertion Loss, dB	4	2	4	7	--
Number of Benefited Receivers	0	0	0	1	1
14-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	60	59	60	60	--
Predicted Insertion Loss, dB	5	3	5	8	--
Number of Benefited Receivers	1	0	1	1	3
16-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	60	59	60	60	--
Predicted Insertion Loss, dB	5	3	5	8	--
Number of Benefited Receivers	1	0	1	1	3
Design Barrier[c]					
Design Year Build Traffic Noise Level, dBA Leq(h)	60	59	60	61	--
Predicted Insertion Loss, dB	5	3	5	7	--
Number of Benefited Receivers	1	0	1	1	3

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptor

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-23. Analysis of Noise Barrier SW1214B - Private Property

	Receivers[a]					Total Number of Benefited Receptors
	M03.23 / ST03.07	M03.24	M03.25	M03.26	M03.27 / ST03.08	
Number of Units Represented	3	3	1	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	72	69	74	74	74	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**73**	**71**	**75**	**75**	**75**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	2	1	1	1	--
6-Foot Barrier						
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	65	**75**	**66**	**67**	--
Predicted Insertion Loss, dB	7	6	0	9	8	--
Number of Benefited Receptors	3	3	0	1	1	8
8-Foot Barrier[b]						
Design Year Build Traffic Noise Level, dBA Leq(h)	65	63	**70**	65	65	--
Predicted Insertion Loss, dB	8	8	5	10	10	--
Number of Benefited Receivers	3	3	1	1	1	9
10-Foot Barrier						
Design Year Build Traffic Noise Level, dBA Leq(h)	64	63	**67**	63	64	--
Predicted Insertion Loss, dB	9	8	8	12	11	--
Number of Benefited Receivers	3	3	1	1	1	9
12-Foot Barrier						
Design Year Build Traffic Noise Level, dBA Leq(h)	63	62	64	62	62	--
Predicted Insertion Loss, dB	10	9	11	13	13	--
Number of Benefited Receivers	3	3	1	1	1	9
14-Foot Barrier						
Design Year Build Traffic Noise Level, dBA Leq(h)	62	62	63	61	61	--
Predicted Insertion Loss, dB	11	9	12	14	14	--
Number of Benefited Receivers	3	3	1	1	1	9
16-Foot Barrier						
Design Year Build Traffic Noise Level, dBA Leq(h)	61	61	62	60	60	--
Predicted Insertion Loss, dB	12	10	13	15	15	--
Number of Benefited Receivers	3	3	1	1	1	9
Design Barrier[c]						
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	65	**70**	**66**	**67**	--
Predicted Insertion Loss, dB	7	6	5	9	8	--
Number of Benefited Receivers	3	3	1	1	1	9

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-24. Analysis of Noise Barrier SW1238 - Private Property

	Receivers[a]	Total Number of Benefited Receptors
	M03.28	
Number of Units Represented	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	69	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**70**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	--
6-Foot Barrier[b]		
Design Year Build Traffic Noise Level, dBA Leq(h)	65	--
Predicted Insertion Loss, dB	5	--
Number of Benefited Receptors	1	1
8-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	64	--
Predicted Insertion Loss, dB	6	--
Number of Benefited Receivers	1	1
10-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	63	--
Predicted Insertion Loss, dB	7	--
Number of Benefited Receivers	1	1
12-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	62	--
Predicted Insertion Loss, dB	8	--
Number of Benefited Receivers	1	1
14-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	62	--
Predicted Insertion Loss, dB	8	--
Number of Benefited Receivers	1	1
16-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	62	--
Predicted Insertion Loss, dB	8	--
Number of Benefited Receivers	1	1
Design Barrier[c]		
Design Year Build Traffic Noise Level, dBA Leq(h)	63	--
Predicted Insertion Loss, dB	7	--
Number of Benefited Receivers	1	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-25. Analysis of Noise Barrier SW1210 - Private property

	Receivers[a]	Total Number of Benefited Receptors
	M03.16	
Number of Units Represented	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	67	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	0	--
6-Foot Barrier[b]		
Design Year Build Traffic Noise Level, dBA Leq(h)	62	--
Predicted Insertion Loss, dB	5	--
Number of Benefited Receptors	1	1
8-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	61	--
Predicted Insertion Loss, dB	6	--
Number of Benefited Receivers	1	1
10-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	60	--
Predicted Insertion Loss, dB	7	--
Number of Benefited Receivers	1	1
12-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	59	--
Predicted Insertion Loss, dB	8	--
Number of Benefited Receivers	1	1
14-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	59	--
Predicted Insertion Loss, dB	8	--
Number of Benefited Receivers	1	1
16-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	59	--
Predicted Insertion Loss, dB	8	--
Number of Benefited Receivers	1	1
Design Barrier[c]		
Design Year Build Traffic Noise Level, dBA Leq(h)	60	--
Predicted Insertion Loss, dB	7	--
Number of Benefited Receivers	1	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-26. Analysis of Noise Barrier SW1521A - Mainline EOS

	Receivers[a]	Total Number of Benefited Receptors
	M08.14 / ST08.06	
Number of Units Represented	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	69	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**70**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	--
6-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**68**	--
Predicted Insertion Loss, dB	2	--
Number of Benefited Receptors	0	0
8-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	--
Predicted Insertion Loss, dB	3	--
Number of Benefited Receivers	0	0
10-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	--
Predicted Insertion Loss, dB	3	--
Number of Benefited Receivers	0	0
12-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	--
Predicted Insertion Loss, dB	3	--
Number of Benefited Receivers	0	0
14-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	65	--
Predicted Insertion Loss, dB	5	--
Number of Benefited Receivers	1	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-27. Analysis of Noise Barrier SW1521B - ROW

	Receivers[a]	Total Number of Benefited Receptors
	M08.14 / ST08.06	
Number of Units Represented	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	69	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**70**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	--
6-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**70**	--
Predicted Insertion Loss, dB	0	--
Number of Benefited Receptors	0	0
8-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**70**	--
Predicted Insertion Loss, dB	0	--
Number of Benefited Receivers	0	0
10-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**70**	--
Predicted Insertion Loss, dB	0	--
Number of Benefited Receivers	0	0
12-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**69**	--
Predicted Insertion Loss, dB	1	--
Number of Benefited Receivers	0	0
14-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**68**	--
Predicted Insertion Loss, dB	2	--
Number of Benefited Receivers	0	0
16-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**68**	--
Predicted Insertion Loss, dB	2	--
Number of Benefited Receivers	0	0
18-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**68**	--
Predicted Insertion Loss, dB	2	--
Number of Benefited Receivers	0	0
20-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	--
Predicted Insertion Loss, dB	3	--
Number of Benefited Receivers	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-28. Analysis of Noise Barrier SW1521C - Private Property

	Receivers[a]	Total Number of Benefited Receptors
	M08.14 / ST08.06	
Number of Units Represented	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	69	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**70**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	--
6-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**70**	--
Predicted Insertion Loss, dB	0	--
Number of Benefited Receptors	0	0
8-Foot Barrier[b]		
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	--
Predicted Insertion Loss, dB	3	--
Number of Benefited Receivers	0	0
10-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	65	--
Predicted Insertion Loss, dB	5	--
Number of Benefited Receivers	1	1
12-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	64	--
Predicted Insertion Loss, dB	6	--
Number of Benefited Receivers	1	1
14-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	64	--
Predicted Insertion Loss, dB	6	--
Number of Benefited Receivers	1	1
16-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	63	--
Predicted Insertion Loss, dB	7	--
Number of Benefited Receivers	1	1
Design Barrier[c]		
Design Year Build Traffic Noise Level, dBA Leq(h)	63	--
Predicted Insertion Loss, dB	7	--
Number of Benefited Receivers	1	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-29. Analysis of Noise Barrier SW1539A - Mainline EOS

	Receivers[a]	Total Number of Benefited Receptors
	M08.16 / ST08.07	
Number of Units Represented	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	68	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**70**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	2	--
6-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	--
Predicted Insertion Loss, dB	3	--
Number of Benefited Receptors	0	0
8-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	--
Predicted Insertion Loss, dB	4	--
Number of Benefited Receivers	0	0
10-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	--
Predicted Insertion Loss, dB	4	--
Number of Benefited Receivers	0	0
12-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	65	--
Predicted Insertion Loss, dB	5	--
Number of Benefited Receivers	1	1
14-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	64	--
Predicted Insertion Loss, dB	6	--
Number of Benefited Receivers	1	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-30. Analysis of Noise Barrier SW1539B - ROW

	Receivers[a]	Total Number of Benefited Receptors
	M08.16 / ST08.07	
Number of Units Represented	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	68	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**70**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	2	--
6-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**68**	--
Predicted Insertion Loss, dB	2	--
Number of Benefited Receptors	0	0
8-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**68**	--
Predicted Insertion Loss, dB	2	--
Number of Benefited Receivers	0	0
10-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	--
Predicted Insertion Loss, dB	3	--
Number of Benefited Receivers	0	0
12-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	--
Predicted Insertion Loss, dB	3	--
Number of Benefited Receivers	0	0
14-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	--
Predicted Insertion Loss, dB	4	--
Number of Benefited Receivers	0	0
16-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	--
Predicted Insertion Loss, dB	4	--
Number of Benefited Receivers	0	0
18-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	--
Predicted Insertion Loss, dB	4	--
Number of Benefited Receivers	0	0
20-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	--
Predicted Insertion Loss, dB	4	--
Number of Benefited Receivers	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-31. Analysis of Noise Barrier SW1539C - Private Property

	Receivers[a]	Total Number of Benefited Receptors
	M08.16 / ST08.07	
Number of Units Represented	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	68	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**70**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	2	--
6-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**70**	--
Predicted Insertion Loss, dB	0	--
Number of Benefited Receptors	0	0
8-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**69**	--
Predicted Insertion Loss, dB	1	--
Number of Benefited Receivers	0	0
10-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	--
Predicted Insertion Loss, dB	3	--
Number of Benefited Receivers	0	0
12-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	--
Predicted Insertion Loss, dB	4	--
Number of Benefited Receivers	0	0
14-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	65	--
Predicted Insertion Loss, dB	5	--
Number of Benefited Receivers	1	1
16-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	64	--
Predicted Insertion Loss, dB	6	--
Number of Benefited Receivers	1	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-32. Analysis of Noise Barrier SW1689 - Mainline EOS

	Receivers[a]									Total Number of Benefited Receptors
	M12.02	M12.03	M12.04	M12.05	M12.07	M12.09	M12.10	M12.11	M12.11A	
Number of Units Represented	2	1	4	2	2	2	6	2	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	68	64	68	70	69	72	69	76	74	--
Design Year Build Traffic Noise Level, dBA Leq(h)	60	**73**	46	62	51	48	50	64	**76**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	-8	9	-22	-8	-18	-24	-19	-12	2	--
6-Foot Barrier										
Design Year Build Traffic Noise Level, dBA Leq(h)	59	**72**	46	61	51	48	50	63	**75**	--
Predicted Insertion Loss, dB	1	1	0	1	0	0	0	1	1	--
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier										
Design Year Build Traffic Noise Level, dBA Leq(h)	59	**71**	46	60	51	48	50	63	**74**	--
Predicted Insertion Loss, dB	1	2	0	2	0	0	0	1	2	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier										
Design Year Build Traffic Noise Level, dBA Leq(h)	59	**70**	46	60	51	48	50	62	**74**	--
Predicted Insertion Loss, dB	1	3	0	2	0	0	0	2	2	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier										
Design Year Build Traffic Noise Level, dBA Leq(h)	58	**69**	46	60	51	48	50	62	**73**	--
Predicted Insertion Loss, dB	2	4	0	2	0	0	0	2	3	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0
14-Foot Barrier										
Design Year Build Traffic Noise Level, dBA Leq(h)	57	**68**	46	59	51	48	50	62	**71**	--
Predicted Insertion Loss, dB	3	5	0	3	0	0	0	2	5	--
Number of Benefited Receivers	0	1	0	0	0	0	0	0	1	2

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-33. Analysis of Noise Barrier SW1691 - Trail Node

	Receivers[a]	Total Number of Benefited Receptors
	M12.03	
Number of Units Represented	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	64	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**73**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	9	--
6-Foot Barrier[b]		
Design Year Build Traffic Noise Level, dBA Leq(h)	65	--
Predicted Insertion Loss, dB	8	--
Number of Benefited Receptors	1	1
8-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	62	--
Predicted Insertion Loss, dB	11	--
Number of Benefited Receivers	1	1
10-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	60	--
Predicted Insertion Loss, dB	13	--
Number of Benefited Receivers	1	1
12-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	59	--
Predicted Insertion Loss, dB	14	--
Number of Benefited Receivers	1	1
14-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	58	--
Predicted Insertion Loss, dB	15	--
Number of Benefited Receivers	1	1
16-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	57	--
Predicted Insertion Loss, dB	16	--
Number of Benefited Receivers	1	1
Design Barrier[c]		
Design Year Build Traffic Noise Level, dBA Leq(h)	65	--
Predicted Insertion Loss, dB	8	--
Number of Benefited Receivers	1	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-34. Analysis of Noise Barrier SW1693 - Dog Park

	Receivers[a]	Total Number of Benefited Receptors
	M12.11A	
Number of Units Represented	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	74	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**76**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	2	--
6-Foot Barrier[b]		
Design Year Build Traffic Noise Level, dBA Leq(h)	**69**	--
Predicted Insertion Loss, dB	7	--
Number of Benefited Receptors	1	1
8-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**68**	--
Predicted Insertion Loss, dB	8	--
Number of Benefited Receivers	1	1
10-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**68**	--
Predicted Insertion Loss, dB	8	--
Number of Benefited Receivers	1	1
12-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	--
Predicted Insertion Loss, dB	9	--
Number of Benefited Receivers	1	1
14-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	--
Predicted Insertion Loss, dB	9	--
Number of Benefited Receivers	1	1
Design Barrier[c]		
Design Year Build Traffic Noise Level, dBA Leq(h)	**69**	--
Predicted Insertion Loss, dB	7	--
Number of Benefited Receivers	1	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-35. Analysis of Noise Barrier SW1751A - ROW

	Receivers[a]	Total Number of Benefited Receptors
	M12.50	
Number of Units Represented	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	70	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**72**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	2	--
6-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**72**	--
Predicted Insertion Loss, dB	0	--
Number of Benefited Receptors	0	0
8-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**71**	--
Predicted Insertion Loss, dB	1	--
Number of Benefited Receivers	0	0
10-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**70**	--
Predicted Insertion Loss, dB	2	--
Number of Benefited Receivers	0	0
12-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**68**	--
Predicted Insertion Loss, dB	4	--
Number of Benefited Receivers	0	0
14-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**68**	--
Predicted Insertion Loss, dB	4	--
Number of Benefited Receivers	0	0
16-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**68**	--
Predicted Insertion Loss, dB	4	--
Number of Benefited Receivers	0	0
18-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	--
Predicted Insertion Loss, dB	5	--
Number of Benefited Receivers	1	1
20-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	--
Predicted Insertion Loss, dB	5	--
Number of Benefited Receivers	1	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-36. Analysis of Noise Barrier SW1753B - Ramp EOS

	Receivers[a]	Total Number of Benefited Receptors
	M12.50	
Number of Units Represented	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	70	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**72**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	2	--
6-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**72**	--
Predicted Insertion Loss, dB	0	--
Number of Benefited Receptors	0	0
8-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**72**	--
Predicted Insertion Loss, dB	0	--
Number of Benefited Receivers	0	0
10-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**72**	--
Predicted Insertion Loss, dB	0	--
Number of Benefited Receivers	0	0
12-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**72**	--
Predicted Insertion Loss, dB	0	--
Number of Benefited Receivers	0	0
14-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**72**	--
Predicted Insertion Loss, dB	0	--
Number of Benefited Receivers	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-37. Analysis of Noise Barrier SW1753A - Mainline EOS

	Receivers[a]	Total Number of Benefited Receptors
	M12.50	
Number of Units Represented	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	70	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**72**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	2	--
6-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	69	--
Predicted Insertion Loss, dB	3	--
Number of Benefited Receptors	0	0
8-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	69	--
Predicted Insertion Loss, dB	3	--
Number of Benefited Receivers	0	0
10-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	69	--
Predicted Insertion Loss, dB	3	--
Number of Benefited Receivers	0	0
12-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	69	--
Predicted Insertion Loss, dB	3	--
Number of Benefited Receivers	0	0
14-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	69	--
Predicted Insertion Loss, dB	3	--
Number of Benefited Receivers	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-38. Analysis of Noise Barrier SW1753A + SW1753B - Combination Mainline Ramp EOS

	Receivers[a]	Total Number of Benefited Receptors
	M12.50	
Number of Units Represented	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	70	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**72**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	2	--
6-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	69	--
Predicted Insertion Loss, dB	3	--
Number of Benefited Receptors	0	0
8-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	69	--
Predicted Insertion Loss, dB	3	--
Number of Benefited Receivers	0	0
10-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	69	--
Predicted Insertion Loss, dB	3	--
Number of Benefited Receivers	0	0
12-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	69	--
Predicted Insertion Loss, dB	3	--
Number of Benefited Receivers	0	0
14-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	68	--
Predicted Insertion Loss, dB	4	--
Number of Benefited Receivers	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-39. Analysis of Noise Barrier SW1751B - Private Property

	Receivers[a]	Total Number of Benefited Receptors
	M12.50	
Number of Units Represented	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	70	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**72**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	2	--
6-Foot Barrier[b]		
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	--
Predicted Insertion Loss, dB	6	--
Number of Benefited Receptors	1	1
8-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	63	--
Predicted Insertion Loss, dB	9	--
Number of Benefited Receivers	1	1
10-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	61	--
Predicted Insertion Loss, dB	11	--
Number of Benefited Receivers	1	1
12-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	60	--
Predicted Insertion Loss, dB	12	--
Number of Benefited Receivers	1	1
14-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	59	--
Predicted Insertion Loss, dB	13	--
Number of Benefited Receivers	1	1
16-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	58	--
Predicted Insertion Loss, dB	14	--
Number of Benefited Receivers	1	1
Design Barrier[c]		
Design Year Build Traffic Noise Level, dBA Leq(h)	65	--
Predicted Insertion Loss, dB	7	--
Number of Benefited Receivers	1	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-40. Analysis of Noise Barrier SW1784A - Mainline EOS

	Receivers[a]		Total Number of Benefited Receptors
	M13.05	M13.06 / ST13.02	
Number of Units Represented	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	64	68	--
Design Year Build Traffic Noise Level, dBA Leq(h)	66	70	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	2	2	--
6-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	65	69	--
Predicted Insertion Loss, dB	1	1	--
Number of Benefited Receptors	0	0	0
8-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	64	69	--
Predicted Insertion Loss, dB	2	1	--
Number of Benefited Receivers	0	0	0
10-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	64	69	--
Predicted Insertion Loss, dB	2	1	--
Number of Benefited Receivers	0	0	0
12-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	64	69	--
Predicted Insertion Loss, dB	2	1	--
Number of Benefited Receivers	0	0	0
14-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	64	69	--
Predicted Insertion Loss, dB	2	1	--
Number of Benefited Receivers	0	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-41. Analysis of Noise Barrier SW1784B - Private Property

	Receivers[a]		Total Number of Benefited Receptors
	M13.05	M13.06 / ST13.02	
Number of Units Represented	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	64	68	--
Design Year Build Traffic Noise Level, dBA Leq(h)	66	70	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	2	2	--
6-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	66	66	--
Predicted Insertion Loss, dB	0	4	--
Number of Benefited Receptors	0	0	0
8-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	66	62	--
Predicted Insertion Loss, dB	0	8	--
Number of Benefited Receivers	0	1	1
10-Foot Barrier[b]			
Design Year Build Traffic Noise Level, dBA Leq(h)	65	61	--
Predicted Insertion Loss, dB	1	9	--
Number of Benefited Receivers	0	1	1
12-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	65	60	--
Predicted Insertion Loss, dB	1	10	--
Number of Benefited Receivers	0	1	1
14-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	65	58	--
Predicted Insertion Loss, dB	1	12	--
Number of Benefited Receivers	0	1	1
16-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	65	58	--
Predicted Insertion Loss, dB	1	12	--
Number of Benefited Receivers	0	1	1
Design Barrier[c]			
Design Year Build Traffic Noise Level, dBA Leq(h)	66	62	--
Predicted Insertion Loss, dB	0	8	--
Number of Benefited Receivers	0	1	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-42. Analysis of Noise Barrier SW1872 - ROW

	Receivers[a]				Total Number of Benefited Receptors
	M13.21	M13.23 / ST13.08	M13.24	M13.25	
Number of Units Represented	1	1	1	2	--
Existing Traffic Noise Level, dBA L_{eq}(h)	66	67	61	57	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**68**	**69**	62	59	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	2	2	1	2	--
6-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	**69**	61	59	--
Predicted Insertion Loss, dB	2	0	1	0	--
Number of Benefited Receptors	0	0	0	0	0
8-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	65	**67**	60	59	--
Predicted Insertion Loss, dB	3	2	2	0	--
Number of Benefited Receivers	0	0	0	0	0
10-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	65	65	59	58	--
Predicted Insertion Loss, dB	3	4	3	1	--
Number of Benefited Receivers	0	0	0	0	0
12-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	64	63	58	58	--
Predicted Insertion Loss, dB	4	6	4	1	--
Number of Benefited Receivers	0	1	0	0	1
14-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	63	62	58	58	--
Predicted Insertion Loss, dB	5	7	4	1	--
Number of Benefited Receivers	1	1	0	0	2
16-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	63	61	57	58	--
Predicted Insertion Loss, dB	5	8	5	1	--
Number of Benefited Receivers	1	1	1	0	3
18-Foot Barrier[b]					
Design Year Build Traffic Noise Level, dBA Leq(h)	62	60	57	57	--
Predicted Insertion Loss, dB	6	9	5	2	--
Number of Benefited Receivers	1	1	1	0	3
Design Barrier[c]					
Design Year Build Traffic Noise Level, dBA Leq(h)	63	62	57	58	--
Predicted Insertion Loss, dB	5	7	5	1	--
Number of Benefited Receivers	1	1	1	0	3

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-43. Analysis of Noise Barrier SW1874 - Ramp EOS

	Receivers[a]				Total Number of Benefited Receptors
	M13.21	M13.23 / ST13.08	M13.24	M13.25	
Number of Units Represented	1	1	1	2	--
Existing Traffic Noise Level, dBA L_{eq}(h)	66	67	61	57	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**68**	**69**	62	59	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	2	2	1	2	--
6-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	64	64	62	59	--
Predicted Insertion Loss, dB	4	5	0	0	--
Number of Benefited Receptors	0	1	0	0	1
8-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	64	63	61	58	--
Predicted Insertion Loss, dB	4	6	1	1	--
Number of Benefited Receivers	0	1	0	0	1
10-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	63	62	61	58	--
Predicted Insertion Loss, dB	5	7	1	1	--
Number of Benefited Receivers	1	1	0	0	2
12-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	62	61	61	58	--
Predicted Insertion Loss, dB	6	8	1	1	--
Number of Benefited Receivers	1	1	0	0	2
14-Foot Barrier[b]					
Design Year Build Traffic Noise Level, dBA Leq(h)	62	60	61	58	--
Predicted Insertion Loss, dB	6	9	1	1	--
Number of Benefited Receivers	1	1	0	0	2
Design Barrier[c]					
Design Year Build Traffic Noise Level, dBA Leq(h)	63	62	61	58	--
Predicted Insertion Loss, dB	5	7	1	1	--
Number of Benefited Receivers	1	1	0	0	2

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-44. Analysis of Noise Barrier SW1878 - Mainline EOS

	Receivers[a]				Total Number of Benefited Receptors
	M13.21	M13.23 / ST13.08	M13.24	M13.25	
Number of Units Represented	1	1	1	2	--
Existing Traffic Noise Level, dBA L_{eq}(h)	66	67	61	57	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**68**	**69**	62	59	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	2	2	1	2	--
6-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	**68**	**67**	60	58	--
Predicted Insertion Loss, dB	0	2	2	1	--
Number of Benefited Receptors	0	0	0	0	0
8-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	**68**	**66**	60	58	--
Predicted Insertion Loss, dB	0	3	2	1	--
Number of Benefited Receivers	0	0	0	0	0
10-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	**68**	**66**	59	58	--
Predicted Insertion Loss, dB	0	3	3	1	--
Number of Benefited Receivers	0	0	0	0	0
12-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	**68**	**66**	59	57	--
Predicted Insertion Loss, dB	0	3	3	2	--
Number of Benefited Receivers	0	0	0	0	0
14-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	**68**	**66**	59	57	--
Predicted Insertion Loss, dB	0	3	3	2	--
Number of Benefited Receivers	0	0	0	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-45. Analysis of Noise Barrier SW1874 + SW1878 - Combination Mainline Ramp EOS

	Receivers[a]				Total Number of Benefited Receptors
	M13.21	M13.23 / ST13.08	M13.24	M13.25	
Number of Units Represented	1	1	1	2	--
Existing Traffic Noise Level, dBA L_{eq}(h)	66	67	61	57	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**68**	**69**	62	59	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	2	2	1	2	--
6-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	64	63	59	58	--
Predicted Insertion Loss, dB	4	6	3	1	--
Number of Benefited Receptors	0	1	0	0	1
8-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	64	62	58	57	--
Predicted Insertion Loss, dB	4	7	4	2	--
Number of Benefited Receivers	0	1	0	0	1
10-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	63	61	57	57	--
Predicted Insertion Loss, dB	5	8	5	2	--
Number of Benefited Receivers	1	1	1	0	3
12-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	62	60	57	57	--
Predicted Insertion Loss, dB	6	9	5	2	--
Number of Benefited Receivers	1	1	1	0	3
14-Foot Barrier[b]					
Design Year Build Traffic Noise Level, dBA Leq(h)	62	59	57	56	--
Predicted Insertion Loss, dB	6	10	5	3	--
Number of Benefited Receivers	1	1	1	0	3
Design Barrier[c]					
Design Year Build Traffic Noise Level, dBA Leq(h)	63	61	57	57	--
Predicted Insertion Loss, dB	5	8	5	2	--
Number of Benefited Receivers	1	1	1	0	3

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-46. Analysis of Noise Barrier SW1785 - Mainline EOS

	Receivers[a]				Total Number of Benefited Receptors
	M14.05	M14.06 / ST14.02	M14.07	M14.08	
Number of Units Represented	2	1	1	3	--
Existing Traffic Noise Level, dBA L_{eq}(h)	65	65	66	62	--
Design Year Build Traffic Noise Level, dBA Leq(h)	65	65	**67**	63	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	0	0	1	1	--
6-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	64	64	65	62	--
Predicted Insertion Loss, dB	1	1	2	1	--
Number of Benefited Receptors	0	0	0	0	0
8-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	64	64	65	61	--
Predicted Insertion Loss, dB	1	1	2	2	--
Number of Benefited Receivers	0	0	0	0	0
10-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	62	62	64	61	--
Predicted Insertion Loss, dB	3	3	3	2	--
Number of Benefited Receivers	0	0	0	0	0
12-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	61	61	63	60	--
Predicted Insertion Loss, dB	4	4	4	3	--
Number of Benefited Receivers	0	0	0	0	0
14-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	60	60	61	59	--
Predicted Insertion Loss, dB	5	5	6	4	--
Number of Benefited Receivers	2	1	1	0	4

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-47. Analysis of Noise Barrier SW1789 - Private Property

	Receivers[a]			Total Number of Benefited Receptors
	M14.05	M14.06 / ST14.02	M14.07	
Number of Units Represented	2	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	65	65	66	--
Design Year Build Traffic Noise Level, dBA Leq(h)	65	65	**67**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	0	0	1	--
6-Foot Barrier				
Design Year Build Traffic Noise Level, dBA Leq(h)	65	65	63	--
Predicted Insertion Loss, dB	0	0	4	--
Number of Benefited Receptors	0	0	0	0
8-Foot Barrier[b]				
Design Year Build Traffic Noise Level, dBA Leq(h)	65	65	60	--
Predicted Insertion Loss, dB	0	0	7	--
Number of Benefited Receivers	0	0	1	1
10-Foot Barrier				
Design Year Build Traffic Noise Level, dBA Leq(h)	65	65	59	--
Predicted Insertion Loss, dB	0	0	8	--
Number of Benefited Receivers	0	0	1	1
12-Foot Barrier				
Design Year Build Traffic Noise Level, dBA Leq(h)	65	65	58	--
Predicted Insertion Loss, dB	0	0	9	--
Number of Benefited Receivers	0	0	1	1
14-Foot Barrier				
Design Year Build Traffic Noise Level, dBA Leq(h)	65	65	57	--
Predicted Insertion Loss, dB	0	0	10	--
Number of Benefited Receivers	0	0	1	1
16-Foot Barrier				
Design Year Build Traffic Noise Level, dBA Leq(h)	65	65	56	--
Predicted Insertion Loss, dB	0	0	11	--
Number of Benefited Receivers	0	0	1	1
Design Barrier[c]				
Design Year Build Traffic Noise Level, dBA Leq(h)	65	65	60	--
Predicted Insertion Loss, dB	0	0	7	--
Number of Benefited Receivers	0	0	1	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-48. Analysis of Noise Barrier SW1829A - Mainline EOS

	Receivers[a]												
	M14.38	**M14.39 / ST14.08**	**M14.40**	**M14.41**	**M14.42 / ST14.10**	**M14.43**	**M14.44**	**M14.45**	**M14.46 / ST14.11**	**M14.47**	**M14.47A**	**M14.47B**	**M14.48 / ST14.09**
Number of Units Represented	2	3	2	3	2	2	2	5	2	1	1	1	4
Existing Traffic Noise Level, dBA L_{eq}(h)	59	48	59	56	61	52	64	50	65	71	68	72	53
Design Year Build Traffic Noise Level, dBA Leq(h)	61	50	61	57	62	54	**66**	52	**66**	**72**	**69**	**73**	55
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	2	2	2	1	1	2	2	2	1	1	1	1	2
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	50	61	57	62	54	65	52	65	**71**	**67**	**71**	55
Predicted Insertion Loss, dB	0	0	0	0	0	0	1	0	1	1	2	2	0
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	50	61	57	61	54	65	52	65	**69**	**66**	**70**	55
Predicted Insertion Loss, dB	0	0	0	0	1	0	1	0	1	3	3	3	0
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	50	61	57	61	54	65	52	64	**69**	**66**	**69**	55
Predicted Insertion Loss, dB	0	0	0	0	1	0	1	0	2	3	3	4	0
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	60	50	60	57	60	54	64	52	64	**68**	65	**69**	54
Predicted Insertion Loss, dB	1	0	1	0	2	0	2	0	2	4	4	4	1
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	59	50	59	56	59	53	63	51	62	**67**	64	**68**	53
Predicted Insertion Loss, dB	2	0	2	1	3	1	3	1	4	5	5	5	2
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	1	1	1	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-48. Analysis of Noise Barrier SW1829A - Mainline EOS

	Receivers[a]							Total Number of Benefited Receptors
	M14.49	M14.50	M14.50A	M14.51	M14.52 / ST14.12	M14.53	M14.54	
Number of Units Represented	2	1	1	2	4	4	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	63	65	68	63	65	54	66	--
Design Year Build Traffic Noise Level, dBA Leq(h)	64	**67**	**69**	64	**66**	57	**68**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	2	1	1	1	3	2	--
6-Foot Barrier								
Design Year Build Traffic Noise Level, dBA Leq(h)	63	**66**	**68**	63	65	56	65	--
Predicted Insertion Loss, dB	1	1	1	1	1	1	3	--
Number of Benefited Receptors	0	0	0	0	0	0	0	0
8-Foot Barrier								
Design Year Build Traffic Noise Level, dBA Leq(h)	61	65	**67**	61	65	56	65	--
Predicted Insertion Loss, dB	3	2	2	3	1	1	3	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0
10-Foot Barrier								
Design Year Build Traffic Noise Level, dBA Leq(h)	61	64	**66**	61	65	56	64	--
Predicted Insertion Loss, dB	3	3	3	3	1	1	4	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0
12-Foot Barrier								
Design Year Build Traffic Noise Level, dBA Leq(h)	60	63	**66**	61	64	56	64	--
Predicted Insertion Loss, dB	4	4	3	3	2	1	4	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0
14-Foot Barrier								
Design Year Build Traffic Noise Level, dBA Leq(h)	59	62	64	58	62	55	63	--
Predicted Insertion Loss, dB	5	5	5	6	4	2	5	--
Number of Benefited Receivers	2	1	1	2	0	0	1	10

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-49. Analysis of Noise Barrier SW1829B - ROW

	Receivers[a]												
	M14.38	**M14.39 / ST14.08**	**M14.40**	**M14.41**	**M14.42 / ST14.10**	**M14.43**	**M14.44**	**M14.45**	**M14.46 / ST14.11**	**M14.47**	**M14.47A**	**M14.47B**	**M14.48 / ST14.09**
Number of Units Represented	2	3	2	3	2	2	2	5	2	1	1	1	4
Existing Traffic Noise Level, dBA L_{eq}(h)	59	48	59	56	61	52	64	50	65	71	68	72	53
Design Year Build Traffic Noise Level, dBA Leq(h)	61	50	61	57	62	54	**66**	52	**66**	**72**	**69**	**73**	55
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	2	2	2	1	1	2	2	2	1	1	1	1	2
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	50	61	57	62	54	**66**	52	**66**	**72**	**68**	**72**	55
Predicted Insertion Loss, dB	0	0	0	0	0	0	0	0	0	0	1	1	0
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	50	61	57	62	54	65	52	65	**71**	**68**	**72**	55
Predicted Insertion Loss, dB	0	0	0	0	0	0	1	0	1	1	1	1	0
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	50	61	57	62	54	65	52	65	**70**	**66**	**70**	55
Predicted Insertion Loss, dB	0	0	0	0	0	0	1	0	1	2	3	3	0
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	50	61	57	62	54	65	52	64	**69**	**66**	**70**	55
Predicted Insertion Loss, dB	0	0	0	0	0	0	1	0	2	3	3	3	0
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	60	50	60	57	61	54	64	52	64	**69**	65	**69**	55
Predicted Insertion Loss, dB	1	0	1	0	1	0	2	0	2	3	4	4	0
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
16-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	59	50	59	57	60	54	64	52	63	**68**	64	**68**	55
Predicted Insertion Loss, dB	2	0	2	0	2	0	2	0	3	4	5	5	0
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	1	1	0
18-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	59	50	58	56	59	53	63	51	62	**67**	63	**68**	54
Predicted Insertion Loss, dB	2	0	3	1	3	1	3	1	4	5	6	5	1
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	1	1	1	0
20-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	59	49	58	56	59	52	62	51	62	**67**	63	**68**	53
Predicted Insertion Loss, dB	2	1	3	1	3	2	4	1	4	5	6	5	2
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	1	1	1	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-49. Analysis of Noise Barrier SW1829B - ROW

	Receivers[a]							Total Number of Benefited Receptors
	M14.49	M14.50	M14.50A	M14.51	M14.52 / ST14.12	M14.53	M14.54	
Number of Units Represented	2	1	1	2	4	4	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	63	65	68	63	65	54	66	--
Design Year Build Traffic Noise Level, dBA Leq(h)	64	**67**	**69**	64	**66**	57	**68**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	2	1	1	1	3	2	--
6-Foot Barrier								
Design Year Build Traffic Noise Level, dBA Leq(h)	63	**67**	**69**	64	**66**	57	**67**	--
Predicted Insertion Loss, dB	1	0	0	0	0	0	1	--
Number of Benefited Receptors	0	0	0	0	0	0	0	0
8-Foot Barrier								
Design Year Build Traffic Noise Level, dBA Leq(h)	63	**66**	**69**	64	**66**	57	**67**	--
Predicted Insertion Loss, dB	1	1	0	0	0	0	1	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0
10-Foot Barrier								
Design Year Build Traffic Noise Level, dBA Leq(h)	62	65	**68**	63	65	57	**66**	--
Predicted Insertion Loss, dB	2	2	1	1	1	0	2	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0
12-Foot Barrier								
Design Year Build Traffic Noise Level, dBA Leq(h)	61	64	**67**	62	65	56	**66**	--
Predicted Insertion Loss, dB	3	3	2	2	1	1	2	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0
14-Foot Barrier								
Design Year Build Traffic Noise Level, dBA Leq(h)	60	64	**66**	61	65	56	65	--
Predicted Insertion Loss, dB	4	3	3	3	1	1	3	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0
16-Foot Barrier								
Design Year Build Traffic Noise Level, dBA Leq(h)	60	63	65	59	63	56	65	--
Predicted Insertion Loss, dB	4	4	4	5	3	1	3	--
Number of Benefited Receivers	0	0	0	2	0	0	0	4
18-Foot Barrier								
Design Year Build Traffic Noise Level, dBA Leq(h)	60	64	64	58	63	56	63	--
Predicted Insertion Loss, dB	4	3	5	6	3	1	5	--
Number of Benefited Receivers	0	0	1	2	0	0	1	7
20-Foot Barrier								
Design Year Build Traffic Noise Level, dBA Leq(h)	59	64	64	58	62	55	63	--
Predicted Insertion Loss, dB	5	3	5	6	4	2	5	--
Number of Benefited Receivers	2	0	1	2	0	0	1	9

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-50. Analysis of Noise Barrier SW1823 - Private Property

	Receivers[a]									Total Number of Benefited Receptors
	M14.38	M14.39 / ST14.08	M14.40	M14.41	M14.42 / ST14.10	M14.43	M14.44	M14.45	M14.46 / ST14.11	
Number of Units Represented	2	3	2	3	2	2	2	5	2	--
Existing Traffic Noise Level, dBA L_{eq}(h)	59	48	59	56	61	52	64	50	65	--
Design Year Build Traffic Noise Level, dBA Leq(h)	61	50	61	57	62	54	**66**	52	**66**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	2	2	2	1	1	2	2	2	1	--
6-Foot Barrier[b]										
Design Year Build Traffic Noise Level, dBA Leq(h)	61	50	61	57	62	54	**66**	52	**66**	--
Predicted Insertion Loss, dB	0	0	0	0	0	0	0	0	0	--
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier										
Design Year Build Traffic Noise Level, dBA Leq(h)	59	50	58	57	60	54	63	52	64	--
Predicted Insertion Loss, dB	2	0	3	0	2	0	3	0	2	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier										
Design Year Build Traffic Noise Level, dBA Leq(h)	57	50	57	57	58	54	61	52	62	--
Predicted Insertion Loss, dB	4	0	4	0	4	0	5	0	4	--
Number of Benefited Receivers	0	0	0	0	0	0	2	0	0	2
12-Foot Barrier										
Design Year Build Traffic Noise Level, dBA Leq(h)	56	50	56	57	57	54	60	52	61	--
Predicted Insertion Loss, dB	5	0	5	0	5	0	6	0	5	--
Number of Benefited Receivers	2	0	2	0	2	0	2	0	2	10
14-Foot Barrier										
Design Year Build Traffic Noise Level, dBA Leq(h)	55	49	55	57	56	54	59	51	60	--
Predicted Insertion Loss, dB	6	1	6	0	6	0	7	1	6	--
Number of Benefited Receivers	2	0	2	0	2	0	2	0	2	10
16-Foot Barrier										
Design Year Build Traffic Noise Level, dBA Leq(h)	54	49	54	57	55	54	58	51	59	--
Predicted Insertion Loss, dB	7	1	7	0	7	0	8	1	7	--
Number of Benefited Receivers	2	0	2	0	2	0	2	0	2	10
Design Barrier[c]										
Design Year Build Traffic Noise Level, dBA Leq(h)	56	50	56	57	56	54	59	51	61	--
Predicted Insertion Loss, dB	5	0	5	0	6	0	7	1	5	--
Number of Benefited Receivers	2	0	2	0	2	0	2	0	2	10

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-51. Analysis of Noise Barrier SW1831 - Private Property

	Receivers[a]			Total Number of Benefited Receptors
	M14.47	M14.47A	M14.47B	
Number of Units Represented	1	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	71	68	72	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**72**	**69**	**73**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	1	1	--
6-Foot Barrier				
Design Year Build Traffic Noise Level, dBA Leq(h)	**71**	**67**	**69**	--
Predicted Insertion Loss, dB	1	2	4	--
Number of Benefited Receptors	0	0	0	0
8-Foot Barrier				
Design Year Build Traffic Noise Level, dBA Leq(h)	**68**	**66**	**68**	--
Predicted Insertion Loss, dB	4	3	5	--
Number of Benefited Receivers	0	0	1	1
10-Foot Barrier				
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	64	65	--
Predicted Insertion Loss, dB	6	5	8	--
Number of Benefited Receivers	1	1	1	3
12-Foot Barrier[b]				
Design Year Build Traffic Noise Level, dBA Leq(h)	65	63	64	--
Predicted Insertion Loss, dB	7	6	9	--
Number of Benefited Receivers	1	1	1	3
14-Foot Barrier				
Design Year Build Traffic Noise Level, dBA Leq(h)	64	63	63	--
Predicted Insertion Loss, dB	8	6	10	--
Number of Benefited Receivers	1	1	1	3
16-Foot Barrier				
Design Year Build Traffic Noise Level, dBA Leq(h)	63	62	62	--
Predicted Insertion Loss, dB	9	7	11	--
Number of Benefited Receivers	1	1	1	3
Design Barrier[c]				
Design Year Build Traffic Noise Level, dBA Leq(h)	66	64	65	--
Predicted Insertion Loss, dB	6	5	8	--
Number of Benefited Receivers	1	1	1	3

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-52. Analysis of Noise Barrier SW1833 - Private Property

	Receivers[a]				Total Number of Benefited Receptors
	M14.48 / ST14.09	M14.49	M14.50	M14.50A	
Number of Units Represented	4	2	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	53	63	65	68	--
Design Year Build Traffic Noise Level, dBA Leq(h)	55	64	**67**	**69**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	2	1	2	1	--
6-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	55	64	**67**	**69**	--
Predicted Insertion Loss, dB	0	0	0	0	--
Number of Benefited Receptors	0	0	0	0	0
8-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	55	62	65	**67**	--
Predicted Insertion Loss, dB	0	2	2	2	--
Number of Benefited Receivers	0	0	0	0	0
10-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	55	61	63	64	--
Predicted Insertion Loss, dB	0	3	4	5	--
Number of Benefited Receivers	0	0	0	1	1
12-Foot Barrier[b]					
Design Year Build Traffic Noise Level, dBA Leq(h)	55	60	62	62	--
Predicted Insertion Loss, dB	0	4	5	7	--
Number of Benefited Receivers	0	0	1	1	2
14-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	55	59	61	61	--
Predicted Insertion Loss, dB	0	5	6	8	--
Number of Benefited Receivers	0	2	1	1	4
16-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	55	59	60	60	--
Predicted Insertion Loss, dB	0	5	7	9	--
Number of Benefited Receivers	0	2	1	1	4
Design Barrier[c]					
Design Year Build Traffic Noise Level, dBA Leq(h)	55	60	62	62	--
Predicted Insertion Loss, dB	0	4	5	7	--
Number of Benefited Receivers	0	0	1	1	2

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-53. Analysis of Noise Barrier SW1839 - Private Property

	Receivers[a]				Total Number of Benefited Receptors
	M14.51	M14.52 / ST14.12	M14.53	M14.54	
Number of Units Represented	2	4	4	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	63	65	54	66	--
Design Year Build Traffic Noise Level, dBA Leq(h)	64	**66**	57	**68**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	1	3	2	--
6-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	64	**66**	57	**68**	--
Predicted Insertion Loss, dB	0	0	0	0	--
Number of Benefited Receptors	0	0	0	0	0
8-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	62	65	57	64	--
Predicted Insertion Loss, dB	2	1	0	4	--
Number of Benefited Receivers	0	0	0	0	0
10-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	61	64	56	62	--
Predicted Insertion Loss, dB	3	2	1	6	--
Number of Benefited Receivers	0	0	0	1	1
12-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	59	63	56	61	--
Predicted Insertion Loss, dB	5	3	1	7	--
Number of Benefited Receivers	2	0	0	1	3
14-Foot Barrier[b]					
Design Year Build Traffic Noise Level, dBA Leq(h)	58	62	56	60	--
Predicted Insertion Loss, dB	6	4	1	8	--
Number of Benefited Receivers	2	0	0	1	3
16-Foot Barrier					
Design Year Build Traffic Noise Level, dBA Leq(h)	58	61	55	59	--
Predicted Insertion Loss, dB	6	5	2	9	--
Number of Benefited Receivers	2	4	0	1	7
Design Barrier[c]					
Design Year Build Traffic Noise Level, dBA Leq(h)	58	61	57	61	--
Predicted Insertion Loss, dB	6	5	0	7	--
Number of Benefited Receivers	2	4	0	1	7

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-54. Analysis of Noise Barrier SW1875 - Private Property

	Receivers[a]	Total Number of Benefited Receptors
	M14.63 / ST14.15	
Number of Units Represented	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	71	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**72**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	--
6-Foot Barrier[b]		
Design Year Build Traffic Noise Level, dBA Leq(h)	64	--
Predicted Insertion Loss, dB	8	--
Number of Benefited Receptors	1	1
8-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	61	--
Predicted Insertion Loss, dB	11	--
Number of Benefited Receivers	1	1
10-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	60	--
Predicted Insertion Loss, dB	12	--
Number of Benefited Receivers	1	1
12-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	58	--
Predicted Insertion Loss, dB	14	--
Number of Benefited Receivers	1	1
14-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	57	--
Predicted Insertion Loss, dB	15	--
Number of Benefited Receivers	1	1
16-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	56	--
Predicted Insertion Loss, dB	16	--
Number of Benefited Receivers	1	1
Design Barrier[c]		
Design Year Build Traffic Noise Level, dBA Leq(h)	64	--
Predicted Insertion Loss, dB	8	--
Number of Benefited Receivers	1	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-55. Analysis of Noise Barrier SW1881 - Mainline EOS

	Receivers[a]	Total Number of Benefited Receptors
	M14.63 / ST14.15	
Number of Units Represented	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	71	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**72**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	--
6-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**71**	--
Predicted Insertion Loss, dB	1	--
Number of Benefited Receptors	0	0
8-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**71**	--
Predicted Insertion Loss, dB	1	--
Number of Benefited Receivers	0	0
10-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**71**	--
Predicted Insertion Loss, dB	1	--
Number of Benefited Receivers	0	0
12-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**71**	--
Predicted Insertion Loss, dB	1	--
Number of Benefited Receivers	0	0
14-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**71**	--
Predicted Insertion Loss, dB	1	--
Number of Benefited Receivers	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-56. Analysis of Noise Barrier SW1877 + SW1881 Combination Mainline Ramp EOS

	Receivers[a]	Total Number of Benefited Receptors
	M14.63 / ST14.15	
Number of Units Represented	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	71	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**72**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	--
6-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**71**	--
Predicted Insertion Loss, dB	1	--
Number of Benefited Receptors	0	0
8-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**71**	--
Predicted Insertion Loss, dB	1	--
Number of Benefited Receivers	0	0
10-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**71**	--
Predicted Insertion Loss, dB	1	--
Number of Benefited Receivers	0	0
12-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**70**	--
Predicted Insertion Loss, dB	2	--
Number of Benefited Receivers	0	0
14-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**69**	--
Predicted Insertion Loss, dB	3	--
Number of Benefited Receivers	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-57. Analysis of Noise Barrier SW1877 - Ramp EOS

	Receivers[a]	Total Number of Benefited Receptors
	M14.63 / ST14.15	
Number of Units Represented	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	71	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**72**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	--
6-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**72**	--
Predicted Insertion Loss, dB	0	--
Number of Benefited Receptors	0	0
8-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**72**	--
Predicted Insertion Loss, dB	0	--
Number of Benefited Receivers	0	0
10-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**72**	--
Predicted Insertion Loss, dB	0	--
Number of Benefited Receivers	0	0
12-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**71**	--
Predicted Insertion Loss, dB	1	--
Number of Benefited Receivers	0	0
14-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**71**	--
Predicted Insertion Loss, dB	1	--
Number of Benefited Receivers	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-58. Analysis of Noise Barrier SW1890A - Mainline EOS

	Receivers[a]												
	M15.01	**M15.02**	**M15.03**	**M15.04-2**	**M15.05-2**	**M15.06-2**	**M15.07-2**	**M15.08-2**	**M15.09-2**	**M15.09-3**	**M15.09-4**	**M15.10-2**	**M15.11-2 / ST15.03**
Number of Units Represented	1	1	1	1	1	1	1	1	2	2	2	6	1
Existing Traffic Noise Level, dBA L_{eq}(h)	61	61	63	62	57	57	56	65	60	65	67	60	61
Design Year Build Traffic Noise Level, dBA Leq(h)	62	63	64	64	58	58	57	**66**	61	65	**68**	61	61
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	2	1	2	1	1	1	1	1	0	1	1	0
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	62	62	63	64	57	57	56	65	60	64	**66**	59	60
Predicted Insertion Loss, dB	0	1	1	0	1	1	1	1	1	1	2	2	1
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	62	62	63	64	57	57	55	65	60	63	65	58	59
Predicted Insertion Loss, dB	0	1	1	0	1	1	2	1	1	2	3	3	2
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	62	63	64	56	56	55	65	59	63	65	58	59
Predicted Insertion Loss, dB	1	1	1	0	2	2	2	1	2	2	3	3	2
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	62	63	64	56	56	55	64	59	63	65	57	58
Predicted Insertion Loss, dB	1	1	1	0	2	2	2	2	2	2	3	4	3
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	62	63	64	56	56	54	64	59	62	65	57	58
Predicted Insertion Loss, dB	1	1	1	0	2	2	3	2	2	3	3	4	3
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-58. Analysis of Noise Barrier SW1890A - Mainline EOS

	Receivers[a]												
	M15.12-2	**M15.12-3**	**M15.12-4**	**M15.13-2**	**M15.13-3**	**M15.13-4**	**M15.14 / ST15.01**	**M15.15**	**M15.16-2**	**M15.16-3**	**M15.16-4**	**M15.17-2**	**M15.18**
Number of Units Represented	2	2	2	2	2	2	5	1	2	2	2	3	7
Existing Traffic Noise Level, dBA L_{eq}(h)	61	64	67	55	58	60	58	57	62	64	66	58	54
Design Year Build Traffic Noise Level, dBA Leq(h)	62	65	**68**	56	58	60	59	58	63	65	**67**	59	55
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	1	1	1	0	0	1	1	1	1	1	1	1
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	64	65	56	58	60	59	57	61	63	65	57	54
Predicted Insertion Loss, dB	1	1	3	0	0	0	0	1	2	2	2	2	1
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	60	63	65	56	58	60	59	57	60	63	64	57	54
Predicted Insertion Loss, dB	2	2	3	0	0	0	0	1	3	2	3	2	1
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	60	63	64	56	58	59	59	56	60	62	64	56	54
Predicted Insertion Loss, dB	2	2	4	0	0	1	0	2	3	3	3	3	1
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	60	63	64	56	58	59	58	56	59	62	64	56	53
Predicted Insertion Loss, dB	2	2	4	0	0	1	1	2	4	3	3	3	2
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	59	62	64	56	58	59	58	56	59	62	63	55	53
Predicted Insertion Loss, dB	3	3	4	0	0	1	1	2	4	3	4	4	2
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-58. Analysis of Noise Barrier SW1890A - Mainline EOS

	Receivers[a]												
	M15.19	**M15.20-2**	**M15.20-3**	**M15.20-4**	**M15.21-2**	**M15.21-3**	**M15.21-4**	**M15.22-2**	**M15.23-2**	**M15.24-2**	**M15.25-2**	**M15.26**	**M15.27**
Number of Units Represented	1	2	2	2	2	2	2	1	1	1	4	3	3
Existing Traffic Noise Level, dBA L_{eq}(h)	58	62	64	66	46	50	56	55	58	56	53	61	60
Design Year Build Traffic Noise Level, dBA Leq(h)	59	63	65	**66**	47	52	58	57	59	58	55	61	60
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	1	1	0	1	2	2	2	1	2	2	0	0
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	57	61	63	64	47	51	58	55	58	57	54	61	60
Predicted Insertion Loss, dB	2	2	2	2	0	1	0	2	1	1	1	0	0
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	57	61	63	64	46	51	58	55	57	57	53	61	60
Predicted Insertion Loss, dB	2	2	2	2	1	1	0	2	2	1	2	0	0
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	57	60	62	64	46	51	58	55	57	56	53	60	59
Predicted Insertion Loss, dB	2	3	3	2	1	1	0	2	2	2	2	1	1
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	56	60	62	63	46	51	57	54	57	55	53	61	59
Predicted Insertion Loss, dB	3	3	3	3	1	1	1	3	2	3	2	0	1
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	56	60	62	63	46	51	57	54	57	55	52	61	59
Predicted Insertion Loss, dB	3	3	3	3	1	1	1	3	2	3	3	0	1
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-58. Analysis of Noise Barrier SW1890A - Mainline EOS

	Receivers[a]												
	M15.28	**M15.29-2**	**M15.30-2**	**M15.31-2**	**M15.32-2**	**M15.33-2**	**M15.33-3**	**M15.33-4**	**M15.34-2**	**M15.34-3**	**M15.34-4**	**M15.35**	**M15.36-2**
Number of Units Represented	5	1	2	1	2	2	2	2	2	2	2	2	4
Existing Traffic Noise Level, dBA L_{eq}(h)	56	54	54	58	60	46	51	58	61	64	66	55	62
Design Year Build Traffic Noise Level, dBA Leq(h)	57	56	56	60	59	47	52	60	62	64	**66**	55	62
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	2	2	2	-1	1	1	2	1	0	0	0	0
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	57	55	56	60	59	47	50	57	60	63	65	55	61
Predicted Insertion Loss, dB	0	1	0	0	0	0	2	3	2	1	1	0	1
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	56	55	56	60	59	46	50	57	60	63	64	55	61
Predicted Insertion Loss, dB	1	1	0	0	0	1	2	3	2	1	2	0	1
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	56	55	55	60	58	46	50	56	60	62	64	55	61
Predicted Insertion Loss, dB	1	1	1	0	1	1	2	4	2	2	2	0	1
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	56	55	55	60	58	46	49	56	59	62	64	55	60
Predicted Insertion Loss, dB	1	1	1	0	1	1	3	4	3	2	2	0	2
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	56	55	55	60	58	45	49	56	59	62	64	55	60
Predicted Insertion Loss, dB	1	1	1	0	1	2	3	4	3	2	2	0	2
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-58. Analysis of Noise Barrier SW1890A - Mainline EOS

	Receivers[a]												
	M15.37	**M15.38**	**M15.39-2**	**M15.39-3**	**M15.39-4**	**M15.40**	**M15.41-2**	**M15.42-2**	**M15.43-2**	**M15.43-3**	**M15.43-4**	**M15.44-2**	**M15.44-3**
Number of Units Represented	2	2	2	2	2	1	2	2	2	2	2	2	2
Existing Traffic Noise Level, dBA L_{eq}(h)	57	56	60	63	65	57	54	58	45	48	53	60	63
Design Year Build Traffic Noise Level, dBA Leq(h)	57	57	61	64	**66**	58	55	58	47	50	55	61	64
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	0	1	1	1	1	1	1	0	2	2	2	1	1
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	56	56	60	63	65	57	55	57	46	49	54	60	63
Predicted Insertion Loss, dB	1	1	1	1	1	1	0	1	1	1	1	1	1
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	56	57	60	63	64	57	55	57	46	49	53	60	63
Predicted Insertion Loss, dB	1	0	1	1	2	1	0	1	1	1	2	1	1
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	56	56	59	62	64	57	55	57	46	49	53	59	63
Predicted Insertion Loss, dB	1	1	2	2	2	1	0	1	1	1	2	2	1
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	56	55	59	62	64	57	55	57	46	48	53	59	63
Predicted Insertion Loss, dB	1	2	2	2	2	1	0	1	1	2	2	2	1
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	56	55	59	62	64	56	55	57	45	48	53	59	62
Predicted Insertion Loss, dB	1	2	2	2	2	2	0	1	2	2	2	2	2
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-58. Analysis of Noise Barrier SW1890A - Mainline EOS

	Receivers[a]												
	M15.44-4	**M15.45-2**	**M15.46 / ST15.02**	**M15.47**	**M15.48**	**M15.49-3 / ST15.11**	**M15.50-4 / ST15.12**	**M15.51-2**	**M15.52-2**	**M15.53-2**	**M15.54 / ST15.09**	**M15.55-2 / ST15.10**	**M15.56-2**
Number of Units Represented	2	4	2	2	2	2	2	1	1	3	1	2	1
Existing Traffic Noise Level, dBA L_{eq}(h)	65	61	55	53	57	63	65	54	54	51	56	58	55
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	62	55	55	58	64	**66**	55	56	53	58	60	56
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	1	0	2	1	1	1	1	2	2	2	2	1
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	65	62	55	55	58	63	65	55	56	53	58	59	56
Predicted Insertion Loss, dB	1	0	0	0	0	1	1	0	0	0	0	1	0
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	65	62	55	54	58	63	65	55	56	53	58	59	56
Predicted Insertion Loss, dB	1	0	0	1	0	1	1	0	0	0	0	1	0
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	65	62	54	54	57	63	65	55	56	52	57	59	55
Predicted Insertion Loss, dB	1	0	1	1	1	1	1	0	0	1	1	1	1
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	65	62	54	54	57	63	65	55	56	52	57	59	55
Predicted Insertion Loss, dB	1	0	1	1	1	1	1	0	0	1	1	1	1
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	64	61	54	54	57	62	65	55	56	52	57	59	55
Predicted Insertion Loss, dB	2	1	1	1	1	2	1	0	0	1	1	1	1
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-58. Analysis of Noise Barrier SW1890A - Mainline EOS

	Receivers[a]								Total Number of Benefited Receptors
	M15.57-2	M15.58-2	M15.59-2	M15.60	M15.61-2	M15.62	M15.63-2	M15.64	
Number of Units Represented	1	2	1	1	1	3	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	61	56	53	52	53	56	60	56	--
Design Year Build Traffic Noise Level, dBA Leq(h)	62	58	54	53	56	58	61	58	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	2	1	1	3	2	1	2	--
6-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	62	58	54	54	56	58	61	58	--
Predicted Insertion Loss, dB	0	0	0	-1	0	0	0	0	--
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0
8-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	62	57	53	53	56	58	61	58	--
Predicted Insertion Loss, dB	0	1	1	0	0	0	0	0	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0
10-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	61	57	53	53	55	58	61	58	--
Predicted Insertion Loss, dB	1	1	1	0	1	0	0	0	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0
12-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	61	57	52	53	55	58	61	58	--
Predicted Insertion Loss, dB	1	1	2	0	1	0	0	0	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0
14-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	61	57	52	53	55	58	61	58	--
Predicted Insertion Loss, dB	1	1	2	0	1	0	0	0	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-59. Analysis of Noise Barrier SW1890B - Ramp EOS

	Receivers[a]												
	M15.01	**M15.02**	**M15.03**	**M15.04-2**	**M15.05-2**	**M15.06-2**	**M15.07-2**	**M15.08-2**	**M15.09-2**	**M15.09-3**	**M15.09-4**	**M15.10-2**	**M15.11-2 / ST15.03**
Number of Units Represented	1	1	1	1	1	1	1	1	2	2	2	6	1
Existing Traffic Noise Level, dBA L_{eq}(h)	61	61	63	62	57	57	56	65	60	65	67	60	61
Design Year Build Traffic Noise Level, dBA Leq(h)	62	63	64	64	58	58	57	**66**	61	65	**68**	61	61
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	2	1	2	1	1	1	1	1	0	1	1	0
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	62	63	64	64	58	58	56	**66**	61	65	**68**	61	61
Predicted Insertion Loss, dB	0	0	0	0	0	0	1	0	0	0	0	0	0
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	62	63	64	64	58	58	56	**66**	61	65	**67**	61	61
Predicted Insertion Loss, dB	0	0	0	0	0	0	1	0	0	0	1	0	0
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	62	63	64	64	57	57	56	65	61	65	**67**	60	61
Predicted Insertion Loss, dB	0	0	0	0	1	1	1	1	0	0	1	1	0
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	62	63	64	64	57	57	55	65	61	65	**67**	60	61
Predicted Insertion Loss, dB	0	0	0	0	1	1	2	1	0	0	1	1	0
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	62	63	64	64	56	56	55	64	60	65	**67**	59	59
Predicted Insertion Loss, dB	0	0	0	0	2	2	2	2	1	0	1	2	2
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-59. Analysis of Noise Barrier SW1890B - Ramp EOS

	Receivers[a]												
	M15.12-2	**M15.12-3**	**M15.12-4**	**M15.13-2**	**M15.13-3**	**M15.13-4**	**M15.14 / ST15.01**	**M15.15**	**M15.16-2**	**M15.16-3**	**M15.16-4**	**M15.17-2**	**M15.18**
Number of Units Represented	2	2	2	2	2	2	5	1	2	2	2	3	7
Existing Traffic Noise Level, dBA L_{eq}(h)	61	64	67	55	58	60	58	57	62	64	66	58	54
Design Year Build Traffic Noise Level, dBA Leq(h)	62	65	**68**	56	58	60	59	58	63	65	**67**	59	55
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	1	1	1	0	0	1	1	1	1	1	1	1
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	62	65	**67**	55	56	59	59	58	63	65	**66**	59	55
Predicted Insertion Loss, dB	0	0	1	1	2	1	0	0	0	0	1	0	0
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	65	**67**	54	55	58	59	58	62	65	**66**	59	55
Predicted Insertion Loss, dB	1	0	1	2	3	2	0	0	1	0	1	0	0
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	65	**67**	53	55	58	58	58	62	64	**66**	59	54
Predicted Insertion Loss, dB	1	0	1	3	3	2	1	0	1	1	1	0	1
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	65	**66**	52	54	57	58	58	62	64	65	58	54
Predicted Insertion Loss, dB	1	0	2	4	4	3	1	0	1	1	2	1	1
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	60	64	**66**	52	54	57	57	57	62	64	65	57	53
Predicted Insertion Loss, dB	2	1	2	4	4	3	2	1	1	1	2	2	2
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-59. Analysis of Noise Barrier SW1890B - Ramp EOS

	Receivers[a]												
	M15.19	**M15.20-2**	**M15.20-3**	**M15.20-4**	**M15.21-2**	**M15.21-3**	**M15.21-4**	**M15.22-2**	**M15.23-2**	**M15.24-2**	**M15.25-2**	**M15.26**	**M15.27**
Number of Units Represented	1	2	2	2	2	2	2	1	1	1	4	3	3
Existing Traffic Noise Level, dBA L_{eq}(h)	58	62	64	66	46	50	56	55	58	56	53	61	60
Design Year Build Traffic Noise Level, dBA Leq(h)	59	63	65	**66**	47	52	58	57	59	58	55	61	60
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	1	1	0	1	2	2	2	1	2	2	0	0
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	58	62	64	**66**	47	52	58	57	59	58	55	59	59
Predicted Insertion Loss, dB	1	1	1	0	0	0	0	0	0	0	0	2	1
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	58	62	64	65	47	52	58	57	58	57	55	58	57
Predicted Insertion Loss, dB	1	1	1	1	0	0	0	0	1	1	0	3	3
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	58	62	64	65	47	52	58	57	57	57	55	57	56
Predicted Insertion Loss, dB	1	1	1	1	0	0	0	0	2	1	0	4	4
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	58	61	64	65	47	52	58	57	57	56	54	57	56
Predicted Insertion Loss, dB	1	2	1	1	0	0	0	0	2	2	1	4	4
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	57	61	63	65	47	51	58	56	56	55	54	57	55
Predicted Insertion Loss, dB	2	2	2	1	0	1	0	1	3	3	1	4	5
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	3

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-59. Analysis of Noise Barrier SW1890B - Ramp EOS

	Receivers[a]												
	M15.28	**M15.29-2**	**M15.30-2**	**M15.31-2**	**M15.32-2**	**M15.33-2**	**M15.33-3**	**M15.33-4**	**M15.34-2**	**M15.34-3**	**M15.34-4**	**M15.35**	**M15.36-2**
Number of Units Represented	5	1	2	1	2	2	2	2	2	2	2	2	4
Existing Traffic Noise Level, dBA L_{eq}(h)	56	54	54	58	60	46	51	58	61	64	66	55	62
Design Year Build Traffic Noise Level, dBA Leq(h)	57	56	56	60	59	47	52	60	62	64	**66**	55	62
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	2	2	2	-1	1	1	2	1	0	0	0	0
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	57	55	56	59	58	47	52	59	61	64	65	55	60
Predicted Insertion Loss, dB	0	1	0	1	1	0	0	1	1	0	1	0	2
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	57	55	55	58	57	47	52	59	61	63	65	54	60
Predicted Insertion Loss, dB	0	1	1	2	2	0	0	1	1	1	1	1	2
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	56	55	54	58	56	47	52	59	61	63	65	53	58
Predicted Insertion Loss, dB	1	1	2	2	3	0	0	1	1	1	1	2	4
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	55	55	54	57	55	47	51	59	60	63	64	52	57
Predicted Insertion Loss, dB	2	1	2	3	4	0	1	1	2	1	2	3	5
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	4
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	55	54	54	57	55	47	51	59	60	62	64	52	57
Predicted Insertion Loss, dB	2	2	2	3	4	0	1	1	2	2	2	3	5
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	4

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-59. Analysis of Noise Barrier SW1890B - Ramp EOS

	Receivers[a]												
	M15.37	**M15.38**	**M15.39-2**	**M15.39-3**	**M15.39-4**	**M15.40**	**M15.41-2**	**M15.42-2**	**M15.43-2**	**M15.43-3**	**M15.43-4**	**M15.44-2**	**M15.44-3**
Number of Units Represented	2	2	2	2	2	1	2	2	2	2	2	2	2
Existing Traffic Noise Level, dBA L_{eq}(h)	57	56	60	63	65	57	54	58	45	48	53	60	63
Design Year Build Traffic Noise Level, dBA Leq(h)	57	57	61	64	**66**	58	55	58	47	50	55	61	64
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	0	1	1	1	1	1	1	0	2	2	2	1	1
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	55	57	61	64	65	58	55	57	47	49	54	60	63
Predicted Insertion Loss, dB	2	0	0	0	1	0	0	1	0	1	1	1	1
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	54	56	61	63	65	58	55	56	47	49	54	60	63
Predicted Insertion Loss, dB	3	1	0	1	1	0	0	2	0	1	1	1	1
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	53	55	61	63	64	58	54	56	46	49	54	60	63
Predicted Insertion Loss, dB	4	2	0	1	2	0	1	2	1	1	1	1	1
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	53	55	60	62	64	57	54	55	46	48	54	60	62
Predicted Insertion Loss, dB	4	2	1	2	2	1	1	3	1	2	1	1	2
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	53	54	60	62	64	57	54	55	46	48	54	59	62
Predicted Insertion Loss, dB	4	3	1	2	2	1	1	3	1	2	1	2	2
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-59. Analysis of Noise Barrier SW1890B - Ramp EOS

	Receivers[a]												
	M15.44-4	**M15.45-2**	**M15.46 / ST15.02**	**M15.47**	**M15.48**	**M15.49-3 / ST15.11**	**M15.50-4 / ST15.12**	**M15.51-2**	**M15.52-2**	**M15.53-2**	**M15.54 / ST15.09**	**M15.55-2 / ST15.10**	**M15.56-2**
Number of Units Represented	2	4	2	2	2	2	2	1	1	3	1	2	1
Existing Traffic Noise Level, dBA L_{eq}(h)	65	61	55	53	57	63	65	54	54	51	56	58	55
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	62	55	55	58	64	**66**	55	56	53	58	60	56
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	1	0	2	1	1	1	1	2	2	2	2	1
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	65	60	54	55	57	62	65	55	56	53	57	59	55
Predicted Insertion Loss, dB	1	2	1	0	1	2	1	0	0	0	1	1	1
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	65	60	54	55	57	62	65	54	56	53	57	59	54
Predicted Insertion Loss, dB	1	2	1	0	1	2	1	1	0	0	1	1	2
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	64	59	53	53	56	62	64	54	55	52	57	58	53
Predicted Insertion Loss, dB	2	3	2	2	2	2	2	1	1	1	1	2	3
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	64	58	53	53	55	62	64	54	55	52	57	58	53
Predicted Insertion Loss, dB	2	4	2	2	3	2	2	1	1	1	1	2	3
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	64	57	52	54	55	61	64	53	55	51	56	58	53
Predicted Insertion Loss, dB	2	5	3	1	3	3	2	2	1	2	2	2	3
Number of Benefited Receivers	0	4	0	0	0	0	0	0	0	0	0	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-59. Analysis of Noise Barrier SW1890B - Ramp EOS

	Receivers[a]								Total Number of Benefited Receptors
	M15.57-2	M15.58-2	M15.59-2	M15.60	M15.61-2	M15.62	M15.63-2	M15.64	
Number of Units Represented	1	2	1	1	1	3	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	61	56	53	52	53	56	60	56	--
Design Year Build Traffic Noise Level, dBA Leq(h)	62	58	54	53	56	58	61	58	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	2	1	1	3	2	1	2	--
6-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	60	57	54	52	55	57	61	58	--
Predicted Insertion Loss, dB	2	1	0	1	1	1	0	0	--
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0
8-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	59	56	54	52	55	57	61	58	--
Predicted Insertion Loss, dB	3	2	0	1	1	1	0	0	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0
10-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	58	56	54	52	55	57	61	58	--
Predicted Insertion Loss, dB	4	2	0	1	1	1	0	0	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0
12-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	57	57	53	51	55	57	61	58	--
Predicted Insertion Loss, dB	5	1	1	2	1	1	0	0	--
Number of Benefited Receivers	1	0	0	0	0	0	0	0	5
14-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	57	56	53	52	55	57	60	58	--
Predicted Insertion Loss, dB	5	2	1	1	1	1	1	0	--
Number of Benefited Receivers	1	0	0	0	0	0	0	0	12

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-60. Analysis of Noise Barrier SW1890C - ROW

	Receivers[a]												
	M15.01	**M15.02**	**M15.03**	**M15.04-2**	**M15.05-2**	**M15.06-2**	**M15.07-2**	**M15.08-2**	**M15.09-2**	**M15.09-3**	**M15.09-4**	**M15.10-2**	**M15.11-2 / ST15.03**
Number of Units Represented	1	1	1	1	1	1	1	1	2	2	2	6	1
Existing Traffic Noise Level, dBA L_{eq}(h)	61	61	63	62	57	57	56	65	60	65	67	60	61
Design Year Build Traffic Noise Level, dBA Leq(h)	62	63	64	64	58	58	57	**66**	61	65	68	61	61
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	2	1	2	1	1	1	1	1	0	1	1	0
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	62	63	64	64	57	58	56	64	61	65	67	60	61
Predicted Insertion Loss, dB	0	0	0	0	1	0	1	2	0	0	1	1	0
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	62	63	64	64	57	57	56	64	61	65	67	59	60
Predicted Insertion Loss, dB	0	0	0	0	1	1	1	2	0	0	1	2	1
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	62	63	64	64	56	57	56	63	60	65	67	58	59
Predicted Insertion Loss, dB	0	0	0	0	2	1	1	3	1	0	1	3	2
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	62	63	64	64	56	56	55	63	60	65	67	57	58
Predicted Insertion Loss, dB	0	0	0	0	2	2	2	3	1	0	1	4	3
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	62	63	64	64	56	56	55	63	60	64	67	57	58
Predicted Insertion Loss, dB	0	0	0	0	2	2	2	3	1	1	1	4	3
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
16-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	62	62	64	64	55	56	55	63	59	64	67	56	57
Predicted Insertion Loss, dB	0	1	0	0	3	2	2	3	2	1	1	5	4
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	6	0
18-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	62	62	64	64	55	56	54	62	58	63	66	55	57
Predicted Insertion Loss, dB	0	1	0	0	3	2	3	4	3	2	2	6	4
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	6	0
20-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	62	62	64	64	55	56	54	62	58	62	66	55	57
Predicted Insertion Loss, dB	0	1	0	0	3	2	3	4	3	3	2	6	4
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	6	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-60. Analysis of Noise Barrier SW1890C - ROW

	Receivers[a]												
	M15.12-2	**M15.12-3**	**M15.12-4**	**M15.13-2**	**M15.13-3**	**M15.13-4**	**M15.14 / ST15.01**	**M15.15**	**M15.16-2**	**M15.16-3**	**M15.16-4**	**M15.17-2**	**M15.18**
Number of Units Represented	2	2	2	2	2	2	5	1	2	2	2	3	7
Existing Traffic Noise Level, dBA L_{eq}(h)	61	64	67	55	58	60	58	57	62	64	66	58	54
Design Year Build Traffic Noise Level, dBA Leq(h)	62	65	**68**	56	58	60	59	58	63	65	**67**	59	55
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	1	1	1	0	0	1	1	1	1	1	1	1
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	65	**67**	54	56	58	59	58	62	65	**66**	58	55
Predicted Insertion Loss, dB	1	0	1	2	2	2	0	0	1	0	1	1	0
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	65	**67**	53	55	58	58	58	62	64	**66**	58	55
Predicted Insertion Loss, dB	1	0	1	3	3	2	1	0	1	1	1	1	0
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	65	**66**	52	54	57	57	57	62	64	**66**	57	54
Predicted Insertion Loss, dB	1	0	2	4	4	3	2	1	1	1	1	2	1
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	60	64	**66**	52	53	56	57	57	61	64	65	56	53
Predicted Insertion Loss, dB	2	1	2	4	5	4	2	1	2	1	2	3	2
Number of Benefited Receivers	0	0	0	0	2	0	0	0	0	0	0	0	0
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	59	64	**66**	51	53	56	57	56	60	63	65	56	53
Predicted Insertion Loss, dB	3	1	2	5	5	4	2	2	3	2	2	3	2
Number of Benefited Receivers	0	0	0	2	2	0	0	0	0	0	0	0	0
16-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	59	63	**66**	51	53	56	57	56	60	62	65	55	53
Predicted Insertion Loss, dB	3	2	2	5	5	4	2	2	3	3	2	4	2
Number of Benefited Receivers	0	0	0	2	2	0	0	0	0	0	0	0	0
18-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	58	63	65	51	53	56	57	56	60	62	64	55	53
Predicted Insertion Loss, dB	4	2	3	5	5	4	2	2	3	3	3	4	2
Number of Benefited Receivers	0	0	0	2	2	0	0	0	0	0	0	0	0
20-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	58	62	65	51	52	56	56	55	59	62	64	55	53
Predicted Insertion Loss, dB	4	3	3	5	6	4	3	3	4	3	3	4	2
Number of Benefited Receivers	0	0	0	2	2	0	0	0	0	0	0	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-60. Analysis of Noise Barrier SW1890C - ROW

	Receivers[a]												
	M15.19	**M15.20-2**	**M15.20-3**	**M15.20-4**	**M15.21-2**	**M15.21-3**	**M15.21-4**	**M15.22-2**	**M15.23-2**	**M15.24-2**	**M15.25-2**	**M15.26**	**M15.27**
Number of Units Represented	1	2	2	2	2	2	2	1	1	1	4	3	3
Existing Traffic Noise Level, dBA L_{eq}(h)	58	62	64	66	46	50	56	55	58	56	53	61	60
Design Year Build Traffic Noise Level, dBA Leq(h)	59	63	65	**66**	47	52	58	57	59	58	55	61	60
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	1	1	0	1	2	2	2	1	2	2	0	0
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	58	62	64	65	47	52	58	57	58	56	55	59	58
Predicted Insertion Loss, dB	1	1	1	1	0	0	0	0	1	2	0	2	2
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	58	62	64	65	47	51	58	57	57	56	55	58	56
Predicted Insertion Loss, dB	1	1	1	1	0	1	0	0	2	2	0	3	4
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	57	62	64	65	47	51	57	57	56	55	54	57	56
Predicted Insertion Loss, dB	2	1	1	1	0	1	1	0	3	3	1	4	4
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	57	61	63	65	47	51	57	56	56	55	54	57	55
Predicted Insertion Loss, dB	2	2	2	1	0	1	1	1	3	3	1	4	5
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	3
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	56	60	63	65	46	51	57	56	55	54	53	57	55
Predicted Insertion Loss, dB	3	3	2	1	1	1	1	1	4	4	2	4	5
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	3
16-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	56	60	62	64	46	51	57	56	55	54	53	57	55
Predicted Insertion Loss, dB	3	3	3	2	1	1	1	1	4	4	2	4	5
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	3
18-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	56	59	62	64	46	51	57	55	55	54	53	57	55
Predicted Insertion Loss, dB	3	4	3	2	1	1	1	2	4	4	2	4	5
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	3
20-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	56	59	61	63	46	51	57	55	55	54	52	57	55
Predicted Insertion Loss, dB	3	4	4	3	1	1	1	2	4	4	3	4	5
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	3

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-60. Analysis of Noise Barrier SW1890C - ROW

	Receivers[a]												
	M15.28	**M15.29-2**	**M15.30-2**	**M15.31-2**	**M15.32-2**	**M15.33-2**	**M15.33-3**	**M15.33-4**	**M15.34-2**	**M15.34-3**	**M15.34-4**	**M15.35**	**M15.36-2**
Number of Units Represented	5	1	2	1	2	2	2	2	2	2	2	2	4
Existing Traffic Noise Level, dBA L_{eq}(h)	56	54	54	58	60	46	51	58	61	64	66	55	62
Design Year Build Traffic Noise Level, dBA Leq(h)	57	56	56	60	59	47	52	60	62	64	**66**	55	62
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	2	2	2	-1	1	1	2	1	0	0	0	0
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	57	55	55	58	58	47	52	59	61	64	65	54	60
Predicted Insertion Loss, dB	0	1	1	2	1	0	0	1	1	0	1	1	2
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	57	55	55	57	56	47	51	59	61	63	64	53	59
Predicted Insertion Loss, dB	0	1	1	3	3	0	1	1	1	1	2	2	3
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	56	54	54	57	55	47	51	59	60	63	64	52	58
Predicted Insertion Loss, dB	1	2	2	3	4	0	1	1	2	1	2	3	4
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	55	54	54	56	55	47	51	59	59	62	64	52	57
Predicted Insertion Loss, dB	2	2	2	4	4	0	1	1	3	2	2	3	5
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	4
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	54	54	53	56	54	46	51	59	58	62	63	52	56
Predicted Insertion Loss, dB	3	2	3	4	5	1	1	1	4	2	3	3	6
Number of Benefited Receivers	0	0	0	0	2	0	0	0	0	0	0	0	4
16-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	54	54	53	56	54	46	51	59	58	61	63	52	56
Predicted Insertion Loss, dB	3	2	3	4	5	1	1	1	4	3	3	3	6
Number of Benefited Receivers	0	0	0	0	2	0	0	0	0	0	0	0	4
18-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	54	54	53	56	54	46	51	59	58	61	63	52	56
Predicted Insertion Loss, dB	3	2	3	4	5	1	1	1	4	3	3	3	6
Number of Benefited Receivers	0	0	0	0	2	0	0	0	0	0	0	0	4
20-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	54	54	53	56	54	46	51	58	58	61	62	51	56
Predicted Insertion Loss, dB	3	2	3	4	5	1	1	2	4	3	4	4	6
Number of Benefited Receivers	0	0	0	0	2	0	0	0	0	0	0	0	4

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-60. Analysis of Noise Barrier SW1890C - ROW

	Receivers[a]												
	M15.37	**M15.38**	**M15.39-2**	**M15.39-3**	**M15.39-4**	**M15.40**	**M15.41-2**	**M15.42-2**	**M15.43-2**	**M15.43-3**	**M15.43-4**	**M15.44-2**	**M15.44-3**
Number of Units Represented	2	2	2	2	2	1	2	2	2	2	2	2	2
Existing Traffic Noise Level, dBA L_{eq}(h)	57	56	60	63	65	57	54	58	45	48	53	60	63
Design Year Build Traffic Noise Level, dBA Leq(h)	57	57	61	64	**66**	58	55	58	47	50	55	61	64
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	0	1	1	1	1	1	1	0	2	2	2	1	1
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	54	57	61	63	65	58	55	57	47	49	54	60	63
Predicted Insertion Loss, dB	3	0	0	1	1	0	0	1	0	1	1	1	1
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	54	56	61	63	64	57	55	56	46	49	54	60	62
Predicted Insertion Loss, dB	3	1	0	1	2	1	0	2	1	1	1	1	2
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	53	55	60	63	64	57	54	55	46	48	54	59	62
Predicted Insertion Loss, dB	4	2	1	1	2	1	1	3	1	2	1	2	2
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	53	55	59	62	63	56	54	55	46	48	54	59	62
Predicted Insertion Loss, dB	4	2	2	2	3	2	1	3	1	2	1	2	2
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	53	54	58	61	63	56	53	54	46	48	53	58	61
Predicted Insertion Loss, dB	4	3	3	3	3	2	2	4	1	2	2	3	3
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
16-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	53	54	58	61	63	56	53	54	46	48	53	58	61
Predicted Insertion Loss, dB	4	3	3	3	3	2	2	4	1	2	2	3	3
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
18-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	53	54	58	61	62	56	53	54	46	48	53	58	61
Predicted Insertion Loss, dB	4	3	3	3	4	2	2	4	1	2	2	3	3
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
20-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	53	54	58	61	62	56	53	54	45	47	53	58	60
Predicted Insertion Loss, dB	4	3	3	3	4	2	2	4	2	3	2	3	4
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-60. Analysis of Noise Barrier SW1890C - ROW

	Receivers[a]												
	M15.44-4	**M15.45-2**	**M15.46 / ST15.02**	**M15.47**	**M15.48**	**M15.49-3 / ST15.11**	**M15.50-4 / ST15.12**	**M15.51-2**	**M15.52-2**	**M15.53-2**	**M15.54 / ST15.09**	**M15.55-2 / ST15.10**	**M15.56-2**
Number of Units Represented	2	4	2	2	2	2	2	1	1	3	1	2	1
Existing Traffic Noise Level, dBA L_{eq}(h)	65	61	55	53	57	63	65	54	54	51	56	58	55
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	62	55	55	58	64	**66**	55	56	53	58	60	56
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	1	0	2	1	1	1	1	2	2	2	2	1
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	65	59	54	54	57	62	65	54	55	52	57	59	56
Predicted Insertion Loss, dB	1	3	1	1	1	2	1	1	1	1	1	1	0
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	64	58	55	54	56	62	64	55	55	52	57	58	56
Predicted Insertion Loss, dB	2	4	0	1	2	2	2	0	1	1	1	2	0
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	64	57	55	54	55	61	64	54	55	52	57	58	56
Predicted Insertion Loss, dB	2	5	0	1	3	3	2	1	1	1	1	2	0
Number of Benefited Receivers	0	4	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	63	56	55	54	55	61	63	53	54	51	56	58	56
Predicted Insertion Loss, dB	3	6	0	1	3	3	3	2	2	2	2	2	0
Number of Benefited Receivers	0	4	0	0	0	0	0	0	0	0	0	0	0
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	63	56	55	53	55	61	63	53	54	51	56	58	56
Predicted Insertion Loss, dB	3	6	0	2	3	3	3	2	2	2	2	2	0
Number of Benefited Receivers	0	4	0	0	0	0	0	0	0	0	0	0	0
16-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	63	56	55	53	55	61	63	52	54	51	56	57	56
Predicted Insertion Loss, dB	3	6	0	2	3	3	3	3	2	2	2	3	0
Number of Benefited Receivers	0	4	0	0	0	0	0	0	0	0	0	0	0
18-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	62	56	55	53	55	60	62	52	54	51	56	57	56
Predicted Insertion Loss, dB	4	6	0	2	3	4	4	3	2	2	2	3	0
Number of Benefited Receivers	0	4	0	0	0	0	0	0	0	0	0	0	0
20-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	62	56	54	53	55	60	62	52	53	50	56	57	56
Predicted Insertion Loss, dB	4	6	1	2	3	4	4	3	3	3	2	3	0
Number of Benefited Receivers	0	4	0	0	0	0	0	0	0	0	0	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-60. Analysis of Noise Barrier SW1890C - ROW

	Receivers[a]								Total Number of Benefited Receptors
	M15.57-2	M15.58-2	M15.59-2	M15.60	M15.61-2	M15.62	M15.63-2	M15.64	
Number of Units Represented	1	2	1	1	1	3	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	61	56	53	52	53	56	60	56	--
Design Year Build Traffic Noise Level, dBA Leq(h)	62	58	54	53	56	58	61	58	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	2	1	1	3	2	1	2	--
6-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	59	57	54	53	55	57	60	58	--
Predicted Insertion Loss, dB	3	1	0	0	1	1	1	0	--
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0
8-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	58	56	54	53	55	57	60	57	--
Predicted Insertion Loss, dB	4	2	0	0	1	1	1	1	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0
10-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	57	56	54	53	55	56	60	57	--
Predicted Insertion Loss, dB	5	2	0	0	1	2	1	1	--
Number of Benefited Receivers	1	0	0	0	0	0	0	0	5
12-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	56	55	53	53	55	56	60	57	--
Predicted Insertion Loss, dB	6	3	1	0	1	2	1	1	--
Number of Benefited Receivers	1	0	0	0	0	0	0	0	14
14-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	56	55	53	53	55	56	60	57	--
Predicted Insertion Loss, dB	6	3	1	0	1	2	1	1	--
Number of Benefited Receivers	1	0	0	0	0	0	0	0	18
16-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	56	54	53	53	55	56	60	57	--
Predicted Insertion Loss, dB	6	4	1	0	1	2	1	1	--
Number of Benefited Receivers	1	0	0	0	0	0	0	0	24
18-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	56	54	53	53	55	56	60	57	--
Predicted Insertion Loss, dB	6	4	1	0	1	2	1	1	--
Number of Benefited Receivers	1	0	0	0	0	0	0	0	24
20-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	56	54	53	53	55	55	60	57	--
Predicted Insertion Loss, dB	6	4	1	0	1	3	1	1	--
Number of Benefited Receivers	1	0	0	0	0	0	0	0	24

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-61. Analysis of Noise Barrier SW1890 A+B Combination Mainline Ramp EOS

	Receivers[a]												
	M15.01	**M15.02**	**M15.03**	**M15.04-2**	**M15.05-2**	**M15.06-2**	**M15.07-2**	**M15.08-2**	**M15.09-2**	**M15.09-3**	**M15.09-4**	**M15.10-2**	**M15.11-2 / ST15.03**
Number of Units Represented	1	1	1	1	1	1	1	1	2	2	2	6	1
Existing Traffic Noise Level, dBA L_{eq}(h)	61	61	63	62	57	57	56	65	60	65	67	60	61
Design Year Build Traffic Noise Level, dBA Leq(h)	62	63	64	64	58	58	57	**66**	61	65	**68**	61	61
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	2	1	2	1	1	1	1	1	0	1	1	0
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	62	62	63	64	57	57	55	65	59	63	65	59	60
Predicted Insertion Loss, dB	0	1	1	0	1	1	2	1	2	2	3	2	1
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	62	62	63	64	57	56	55	64	59	63	65	58	59
Predicted Insertion Loss, dB	0	1	1	0	1	2	2	2	2	2	3	3	2
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	62	63	64	56	55	54	63	59	62	64	57	58
Predicted Insertion Loss, dB	1	1	1	0	2	3	3	3	2	3	4	4	3
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier[b]													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	62	63	64	55	55	53	63	58	62	64	56	57
Predicted Insertion Loss, dB	1	1	1	0	3	3	4	3	3	3	4	5	4
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	6	0
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	62	63	64	55	55	53	63	58	61	63	56	56
Predicted Insertion Loss, dB	1	1	1	0	3	3	4	3	3	4	5	5	5
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	2	6	1
Design Barrier[c]													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	62	63	64	55	55	53	63	58	62	63	56	56
Predicted Insertion Loss, dB	1	1	1	0	3	3	4	3	3	3	5	5	5
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	2	6	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors.

[c] Design Barrier corresponds to the information presented in Appendix E.

Table C-61. Analysis of Noise Barrier SW1890 A+B Combination Mainline Ramp EOS

	Receivers[a]												
	M15.12-2	**M15.12-3**	**M15.12-4**	**M15.13-2**	**M15.13-3**	**M15.13-4**	**M15.14 / ST15.01**	**M15.15**	**M15.16-2**	**M15.16-3**	**M15.16-4**	**M15.17-2**	**M15.18**
Number of Units Represented	2	2	2	2	2	2	5	1	2	2	2	3	7
Existing Traffic Noise Level, dBA L_{eq}(h)	61	64	67	55	58	60	58	57	62	64	66	58	54
Design Year Build Traffic Noise Level, dBA Leq(h)	62	65	**68**	56	58	60	59	58	63	65	67	59	55
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	1	1	1	0	0	1	1	1	1	1	1	1
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	60	63	64	54	56	58	59	57	61	62	64	57	54
Predicted Insertion Loss, dB	2	2	4	2	2	2	0	1	2	3	3	2	1
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	60	62	64	54	55	57	58	56	60	62	63	57	54
Predicted Insertion Loss, dB	2	3	4	2	3	3	1	2	3	3	4	2	1
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	59	62	63	53	54	56	57	56	59	61	62	56	53
Predicted Insertion Loss, dB	3	3	5	3	4	4	2	2	4	4	5	3	2
Number of Benefited Receivers	0	0	2	0	0	0	0	0	0	0	2	0	0
12-Foot Barrier[b]													
Design Year Build Traffic Noise Level, dBA Leq(h)	58	61	63	52	53	56	56	55	58	60	62	55	52
Predicted Insertion Loss, dB	4	4	5	4	5	4	3	3	5	5	5	4	3
Number of Benefited Receivers	0	0	2	0	2	0	0	0	2	2	2	0	0
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	57	61	62	51	52	55	56	54	58	60	61	54	52
Predicted Insertion Loss, dB	5	4	6	5	6	5	3	4	5	5	6	5	3
Number of Benefited Receivers	2	0	2	2	2	2	0	0	2	2	2	3	0
Design Barrier[c]													
Design Year Build Traffic Noise Level, dBA Leq(h)	57	61	62	51	52	55	56	54	58	60	61	54	52
Predicted Insertion Loss, dB	5	4	6	5	6	5	3	4	5	5	6	5	3
Number of Benefited Receivers	2	0	2	2	2	2	0	0	2	2	2	3	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors.

[c] Design Barrier corresponds to the information presented in Appendix E.

Table C-61. Analysis of Noise Barrier SW1890 A+B Combination Mainline Ramp EOS

	Receivers[a]												
	M15.19	**M15.20-2**	**M15.20-3**	**M15.20-4**	**M15.21-2**	**M15.21-3**	**M15.21-4**	**M15.22-2**	**M15.23-2**	**M15.24-2**	**M15.25-2**	**M15.26**	**M15.27**
Number of Units Represented	1	2	2	2	2	2	2	1	1	1	4	3	3
Existing Traffic Noise Level, dBA L_{eq}(h)	58	62	64	66	46	50	56	55	58	56	53	61	60
Design Year Build Traffic Noise Level, dBA Leq(h)	59	63	65	**66**	47	52	58	57	59	58	55	61	60
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	1	1	0	1	2	2	2	1	2	2	0	0
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	57	61	62	64	46	51	58	55	58	57	54	59	59
Predicted Insertion Loss, dB	2	2	3	2	1	1	0	2	1	1	1	2	1
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	57	60	61	63	46	51	58	55	57	56	53	57	56
Predicted Insertion Loss, dB	2	3	4	3	1	1	0	2	2	2	2	4	4
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	56	59	61	62	46	51	57	54	56	55	53	56	55
Predicted Insertion Loss, dB	3	4	4	4	1	1	1	3	3	3	2	5	5
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	3	3
12-Foot Barrier[b]													
Design Year Build Traffic Noise Level, dBA Leq(h)	55	58	60	61	45	50	57	54	55	54	52	55	53
Predicted Insertion Loss, dB	4	5	5	5	2	2	1	3	4	4	3	6	7
Number of Benefited Receivers	0	2	2	2	0	0	0	0	0	0	0	3	3
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	55	58	59	61	45	50	57	53	54	53	51	54	53
Predicted Insertion Loss, dB	4	5	6	5	2	2	1	4	5	5	4	7	7
Number of Benefited Receivers	0	2	2	2	0	0	0	0	1	1	0	3	3
Design Barrier[c]													
Design Year Build Traffic Noise Level, dBA Leq(h)	55	58	60	61	45	50	57	54	54	53	51	54	53
Predicted Insertion Loss, dB	4	5	5	5	2	2	1	3	5	5	4	7	7
Number of Benefited Receivers	0	2	2	2	0	0	0	0	1	1	0	3	3

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors.

[c] Design Barrier corresponds to the information presented in Appendix E.

Table C-61. Analysis of Noise Barrier SW1890 A+B Combination Mainline Ramp EOS

	Receivers[a]												
	M15.28	**M15.29-2**	**M15.30-2**	**M15.31-2**	**M15.32-2**	**M15.33-2**	**M15.33-3**	**M15.33-4**	**M15.34-2**	**M15.34-3**	**M15.34-4**	**M15.35**	**M15.36-2**
Number of Units Represented	5	1	2	1	2	2	2	2	2	2	2	2	4
Existing Traffic Noise Level, dBA L_{eq}(h)	56	54	54	58	60	46	51	58	61	64	66	55	62
Design Year Build Traffic Noise Level, dBA Leq(h)	57	56	56	60	59	47	52	60	62	64	**66**	55	62
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	2	2	2	-1	1	1	2	1	0	0	0	0
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	56	55	56	59	58	46	50	57	60	62	64	55	60
Predicted Insertion Loss, dB	1	1	0	1	1	1	2	3	2	2	2	0	2
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	56	55	55	58	56	46	50	56	59	61	63	54	59
Predicted Insertion Loss, dB	1	1	1	2	3	1	2	4	3	3	3	1	3
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	54	54	54	57	55	46	49	56	58	61	62	52	58
Predicted Insertion Loss, dB	3	2	2	3	4	1	3	4	4	3	4	3	4
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier[b]													
Design Year Build Traffic Noise Level, dBA Leq(h)	53	54	53	57	54	45	48	55	57	60	62	51	56
Predicted Insertion Loss, dB	4	2	3	3	5	2	4	5	5	4	4	4	6
Number of Benefited Receivers	0	0	0	0	2	0	0	2	2	0	0	0	4
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	53	54	53	56	53	44	48	55	57	60	61	51	56
Predicted Insertion Loss, dB	4	2	3	4	6	3	4	5	5	4	5	4	6
Number of Benefited Receivers	0	0	0	0	2	0	0	2	2	0	2	0	4
Design Barrier[c]													
Design Year Build Traffic Noise Level, dBA Leq(h)	53	54	53	57	53	45	48	55	57	60	61	51	56
Predicted Insertion Loss, dB	4	2	3	3	6	2	4	5	5	4	5	4	6
Number of Benefited Receivers	0	0	0	0	2	0	0	2	2	0	2	0	4

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors.

[c] Design Barrier corresponds to the information presented in Appendix E.

Table C-61. Analysis of Noise Barrier SW1890 A+B Combination Mainline Ramp EOS

	Receivers[a]												
	M15.37	**M15.38**	**M15.39-2**	**M15.39-3**	**M15.39-4**	**M15.40**	**M15.41-2**	**M15.42-2**	**M15.43-2**	**M15.43-3**	**M15.43-4**	**M15.44-2**	**M15.44-3**
Number of Units Represented	2	2	2	2	2	1	2	2	2	2	2	2	2
Existing Traffic Noise Level, dBA L_{eq}(h)	57	56	60	63	65	57	54	58	45	48	53	60	63
Design Year Build Traffic Noise Level, dBA Leq(h)	57	57	61	64	**66**	58	55	58	47	50	55	61	64
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	0	1	1	1	1	1	1	0	2	2	2	1	1
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	54	56	60	62	64	57	55	56	46	49	54	60	62
Predicted Insertion Loss, dB	3	1	1	2	2	1	0	2	1	1	1	1	2
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	53	56	59	61	63	57	54	55	46	48	53	59	62
Predicted Insertion Loss, dB	4	1	2	3	3	1	1	3	1	2	2	2	2
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	52	54	59	61	63	56	54	55	45	48	53	59	61
Predicted Insertion Loss, dB	5	3	2	3	3	2	1	3	2	2	2	2	3
Number of Benefited Receivers	2	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier[b]													
Design Year Build Traffic Noise Level, dBA Leq(h)	51	53	58	60	62	56	54	54	45	47	52	58	60
Predicted Insertion Loss, dB	6	4	3	4	4	2	1	4	2	3	3	3	4
Number of Benefited Receivers	2	0	0	0	0	0	0	0	0	0	0	0	0
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	50	53	58	60	62	55	53	53	44	47	51	58	60
Predicted Insertion Loss, dB	7	4	3	4	4	3	2	5	3	3	4	3	4
Number of Benefited Receivers	2	0	0	0	0	0	0	2	0	0	0	0	0
Design Barrier[c]													
Design Year Build Traffic Noise Level, dBA Leq(h)	50	53	58	60	62	55	53	53	44	47	52	58	60
Predicted Insertion Loss, dB	7	4	3	4	4	3	2	5	3	3	3	3	4
Number of Benefited Receivers	2	0	0	0	0	0	0	2	0	0	0	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors.

[c] Design Barrier corresponds to the information presented in Appendix E.

Table C-61. Analysis of Noise Barrier SW1890 A+B Combination Mainline Ramp EOS

	Receivers[a]												
	M15.44-4	**M15.45-2**	**M15.46 / ST15.02**	**M15.47**	**M15.48**	**M15.49-3 / ST15.11**	**M15.50-4 / ST15.12**	**M15.51-2**	**M15.52-2**	**M15.53-2**	**M15.54 / ST15.09**	**M15.55-2 / ST15.10**	**M15.56-2**
Number of Units Represented	2	4	2	2	2	2	2	1	1	3	1	2	1
Existing Traffic Noise Level, dBA L_{eq}(h)	65	61	55	53	57	63	65	54	54	51	56	58	55
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	62	55	55	58	64	**66**	55	56	53	58	60	56
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	1	0	2	1	1	1	1	2	2	2	2	1
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	64	60	54	55	57	62	64	55	56	53	57	59	55
Predicted Insertion Loss, dB	2	2	1	0	1	2	2	0	0	0	1	1	1
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	63	59	53	54	56	61	64	54	56	52	57	58	54
Predicted Insertion Loss, dB	3	3	2	1	2	3	2	1	0	1	1	2	2
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	63	58	52	53	55	61	63	54	55	52	57	58	53
Predicted Insertion Loss, dB	3	4	3	2	3	3	3	1	1	1	1	2	3
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier[b]													
Design Year Build Traffic Noise Level, dBA Leq(h)	62	57	51	52	54	61	63	54	55	51	56	57	52
Predicted Insertion Loss, dB	4	5	4	3	4	3	3	1	1	2	2	3	4
Number of Benefited Receivers	0	4	0	0	0	0	0	0	0	0	0	0	0
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	62	57	50	53	54	60	62	53	55	51	56	57	52
Predicted Insertion Loss, dB	4	5	5	2	4	4	4	2	1	2	2	3	4
Number of Benefited Receivers	0	4	2	0	0	0	0	0	0	0	0	0	0
Design Barrier[c]													
Design Year Build Traffic Noise Level, dBA Leq(h)	62	57	50	53	54	60	63	53	55	51	56	57	52
Predicted Insertion Loss, dB	4	5	5	2	4	4	3	2	1	2	2	3	4
Number of Benefited Receivers	0	4	2	0	0	0	0	0	0	0	0	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors.

[c] Design Barrier corresponds to the information presented in Appendix E.

Table C-61. Analysis of Noise Barrier SW1890 A+B Combination Mainline Ramp EOS

	Receivers[a]								Total Number of Benefited Receptors
	M15.57-2	M15.58-2	M15.59-2	M15.60	M15.61-2	M15.62	M15.63-2	M15.64	
Number of Units Represented	1	2	1	1	1	3	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	61	56	53	52	53	56	60	56	--
Design Year Build Traffic Noise Level, dBA Leq(h)	62	58	54	53	56	58	61	58	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	2	1	1	3	2	1	2	--
6-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	60	57	53	52	55	57	61	58	--
Predicted Insertion Loss, dB	2	1	1	1	1	1	0	0	--
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0
8-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	59	56	53	52	55	57	61	58	--
Predicted Insertion Loss, dB	3	2	1	1	1	1	0	0	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0
10-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	58	55	52	51	55	57	61	58	--
Predicted Insertion Loss, dB	4	3	2	2	1	1	0	0	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	12
12-Foot Barrier[b]									
Design Year Build Traffic Noise Level, dBA Leq(h)	57	56	52	51	55	57	60	58	--
Predicted Insertion Loss, dB	5	2	2	2	1	1	1	0	--
Number of Benefited Receivers	1	0	0	0	0	0	0	0	45
14-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	56	56	51	51	55	57	60	57	--
Predicted Insertion Loss, dB	6	2	3	2	1	1	1	1	--
Number of Benefited Receivers	1	0	0	0	0	0	0	0	65
Design Barrier[c]									
Design Year Build Traffic Noise Level, dBA Leq(h)	56	56	51	51	55	57	60	57	--
Predicted Insertion Loss, dB	6	2	3	2	1	1	1	1	--
Number of Benefited Receivers	1	0	0	0	0	0	0	0	65

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors.

[c] Design Barrier corresponds to the information presented in Appendix E.

Table C-62. Analysis of Noise Barrier SW1890 A+C Combination Mainline EOS ROW

	Receivers[a]												
	M15.01	**M15.02**	**M15.03**	**M15.04-2**	**M15.05-2**	**M15.06-2**	**M15.07-2**	**M15.08-2**	**M15.09-2**	**M15.09-3**	**M15.09-4**	**M15.10-2**	**M15.11-2 / ST15.03**
Number of Units Represented	1	1	1	1	1	1	1	1	2	2	2	6	1
Existing Traffic Noise Level, dBA L_{eq}(h)	61	61	63	62	57	57	56	65	60	65	67	60	61
Design Year Build Traffic Noise Level, dBA Leq(h)	62	63	64	64	58	58	57	**66**	61	65	**68**	61	61
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	2	1	2	1	1	1	1	1	0	1	1	0
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	62	62	63	64	57	57	55	64	59	63	65	58	59
Predicted Insertion Loss, dB	0	1	1	0	1	1	2	2	2	2	3	3	2
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	62	62	63	64	56	56	55	63	59	63	64	58	59
Predicted Insertion Loss, dB	0	1	1	0	2	2	2	3	2	2	4	3	2
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	62	63	64	55	55	54	62	58	62	64	57	57
Predicted Insertion Loss, dB	1	1	1	0	3	3	3	4	3	3	4	4	4
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier[b]													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	62	63	64	54	55	53	61	58	61	63	55	56
Predicted Insertion Loss, dB	1	1	1	0	4	3	4	5	3	4	5	6	5
Number of Benefited Receivers	0	0	0	0	0	0	0	1	0	0	2	6	1
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	62	63	64	54	54	53	61	57	61	63	53	55
Predicted Insertion Loss, dB	1	1	1	0	4	4	4	5	4	4	5	8	6
Number of Benefited Receivers	0	0	0	0	0	0	0	1	0	0	2	6	1
16-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	62	63	64	53	54	53	61	56	61	63	52	54
Predicted Insertion Loss, dB	1	1	1	0	5	4	4	5	5	4	5	9	7
Number of Benefited Receivers	0	0	0	0	1	0	0	1	2	0	2	6	1
18-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	62	63	64	53	54	53	61	56	61	63	52	54
Predicted Insertion Loss, dB	1	1	1	0	5	4	4	5	5	4	5	9	7
Number of Benefited Receivers	0	0	0	0	1	0	0	1	2	0	2	6	1
20-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	62	63	64	53	54	53	61	56	60	63	51	54
Predicted Insertion Loss, dB	1	1	1	0	5	4	4	5	5	5	5	10	7
Number of Benefited Receivers	0	0	0	0	1	0	0	1	2	2	2	6	1
Design Barrier[c]													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	62	63	64	53	54	53	61	56	61	63	52	54
Predicted Insertion Loss, dB	1	1	1	0	5	4	4	5	5	4	5	9	7
Number of Benefited Receivers	0	0	0	0	1	0	0	1	2	0	2	6	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors.

[c] Design Barrier corresponds to the information presented in Appendix E.

Table C-62. Analysis of Noise Barrier SW1890 A+C Combination Mainline EOS ROW

	Receivers[a]												
	M15.12-2	M15.12-3	M15.12-4	M15.13-2	M15.13-3	M15.13-4	M15.14 / ST15.01	M15.15	M15.16-2	M15.16-3	M15.16-4	M15.17-2	M15.18
Number of Units Represented	2	2	2	2	2	2	5	1	2	2	2	3	7
Existing Traffic Noise Level, dBA L_{eq}(h)	61	64	67	55	58	60	58	57	62	64	66	58	54
Design Year Build Traffic Noise Level, dBA Leq(h)	62	65	**68**	56	58	60	59	58	63	65	**67**	59	55
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	1	1	1	0	0	1	1	1	1	1	1	1
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	60	63	64	54	55	58	58	57	60	62	64	57	54
Predicted Insertion Loss, dB	2	2	4	2	3	2	1	1	3	3	3	2	1
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	59	62	63	53	54	56	57	56	60	61	63	57	54
Predicted Insertion Loss, dB	3	3	5	3	4	4	2	2	3	4	4	2	1
Number of Benefited Receivers	0	0	2	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	58	61	63	52	53	56	56	55	59	61	62	54	53
Predicted Insertion Loss, dB	4	4	5	4	5	4	3	3	4	4	5	5	2
Number of Benefited Receivers	0	0	2	0	2	0	0	0	0	0	2	3	0
12-Foot Barrier[b]													
Design Year Build Traffic Noise Level, dBA Leq(h)	57	61	62	51	52	55	55	55	58	60	61	53	52
Predicted Insertion Loss, dB	5	4	6	5	6	5	4	3	5	5	6	6	3
Number of Benefited Receivers	2	0	2	2	2	2	0	0	2	2	2	3	0
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	57	60	62	50	51	54	55	54	58	60	61	52	51
Predicted Insertion Loss, dB	5	5	6	6	7	6	4	4	5	5	6	7	4
Number of Benefited Receivers	2	2	2	2	2	2	0	0	2	2	2	3	0
16-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	57	60	62	50	51	54	55	54	58	59	61	52	51
Predicted Insertion Loss, dB	5	5	6	6	7	6	4	4	5	6	6	7	4
Number of Benefited Receivers	2	2	2	2	2	2	0	0	2	2	2	3	0
18-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	56	60	62	50	51	54	55	53	58	59	61	52	51
Predicted Insertion Loss, dB	6	5	6	6	7	6	4	5	5	6	6	7	4
Number of Benefited Receivers	2	2	2	2	2	2	0	1	2	2	2	3	0
20-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	56	60	62	50	51	54	54	53	57	59	61	51	51
Predicted Insertion Loss, dB	6	5	6	6	7	6	5	5	6	6	6	8	4
Number of Benefited Receivers	2	2	2	2	2	2	5	1	2	2	2	3	0
Design Barrier[c]													
Design Year Build Traffic Noise Level, dBA Leq(h)	57	60	62	50	51	54	55	54	58	59	61	52	51
Predicted Insertion Loss, dB	5	5	6	6	7	6	4	4	5	6	6	7	4
Number of Benefited Receivers	2	2	2	2	2	2	0	0	2	2	2	3	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors.

[c] Design Barrier corresponds to the information presented in Appendix E.

Table C-62. Analysis of Noise Barrier SW1890 A+C Combination Mainline EOS ROW

	Receivers[a]												
	M15.19	**M15.20-2**	**M15.20-3**	**M15.20-4**	**M15.21-2**	**M15.21-3**	**M15.21-4**	**M15.22-2**	**M15.23-2**	**M15.24-2**	**M15.25-2**	**M15.26**	**M15.27**
Number of Units Represented	1	2	2	2	2	2	2	1	1	1	4	3	3
Existing Traffic Noise Level, dBA L_{eq}(h)	58	62	64	66	46	50	56	55	58	56	53	61	60
Design Year Build Traffic Noise Level, dBA Leq(h)	59	63	65	**66**	47	52	58	57	59	58	55	61	60
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	1	1	0	1	2	2	2	1	2	2	0	0
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	57	61	62	63	46	51	57	55	57	55	53	58	58
Predicted Insertion Loss, dB	2	2	3	3	1	1	1	2	2	3	2	3	2
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	56	60	61	62	46	51	57	55	56	54	53	57	55
Predicted Insertion Loss, dB	3	3	4	4	1	1	1	2	3	4	2	4	5
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	3
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	56	59	60	62	46	50	57	54	55	53	52	56	54
Predicted Insertion Loss, dB	3	4	5	4	1	2	1	3	4	5	3	5	6
Number of Benefited Receivers	0	0	2	0	0	0	0	0	0	1	0	3	3
12-Foot Barrier[b]													
Design Year Build Traffic Noise Level, dBA Leq(h)	55	58	60	61	45	50	57	54	54	52	51	55	53
Predicted Insertion Loss, dB	4	5	5	5	2	2	1	3	5	6	4	6	7
Number of Benefited Receivers	0	2	2	2	0	0	0	0	1	1	0	3	3
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	55	57	59	60	45	50	57	53	53	52	51	54	52
Predicted Insertion Loss, dB	4	6	6	6	2	2	1	4	6	6	4	7	8
Number of Benefited Receivers	0	2	2	2	0	0	0	0	1	1	0	3	3
16-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	55	57	59	60	45	49	57	52	53	51	51	54	52
Predicted Insertion Loss, dB	4	6	6	6	2	3	1	5	6	7	4	7	8
Number of Benefited Receivers	0	2	2	2	0	0	0	1	1	1	0	3	3
18-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	54	57	59	60	45	49	56	52	52	51	50	54	52
Predicted Insertion Loss, dB	5	6	6	6	2	3	2	5	7	7	5	7	8
Number of Benefited Receivers	1	2	2	2	0	0	0	1	1	1	4	3	3
20-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	53	57	59	60	45	49	56	52	52	51	50	54	52
Predicted Insertion Loss, dB	6	6	6	6	2	3	2	5	7	7	5	7	8
Number of Benefited Receivers	1	2	2	2	0	0	0	1	1	1	4	3	3
Design Barrier[c]													
Design Year Build Traffic Noise Level, dBA Leq(h)	55	57	59	60	45	50	57	52	53	51	51	54	52
Predicted Insertion Loss, dB	4	6	6	6	2	2	1	5	6	7	4	7	8
Number of Benefited Receivers	0	2	2	2	0	0	0	1	1	1	0	3	3

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors.

[c] Design Barrier corresponds to the information presented in Appendix E.

Table C-62. Analysis of Noise Barrier SW1890 A+C Combination Mainline EOS ROW

	Receivers[a]												
	M15.28	**M15.29-2**	**M15.30-2**	**M15.31-2**	**M15.32-2**	**M15.33-2**	**M15.33-3**	**M15.33-4**	**M15.34-2**	**M15.34-3**	**M15.34-4**	**M15.35**	**M15.36-2**
Number of Units Represented	5	1	2	1	2	2	2	2	2	2	2	2	4
Existing Traffic Noise Level, dBA L_{eq}(h)	56	54	54	58	60	46	51	58	61	64	66	55	62
Design Year Build Traffic Noise Level, dBA Leq(h)	57	56	56	60	59	47	52	60	62	64	**66**	55	62
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	2	2	2	-1	1	1	2	1	0	0	0	0
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	56	55	55	57	57	46	50	57	60	62	63	54	59
Predicted Insertion Loss, dB	1	1	1	3	2	1	2	3	2	2	3	1	3
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	56	54	54	57	55	46	49	56	59	61	62	52	59
Predicted Insertion Loss, dB	1	2	2	3	4	1	3	4	3	3	4	3	3
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	54	54	54	56	54	45	49	56	58	60	62	52	57
Predicted Insertion Loss, dB	3	2	2	4	5	2	3	4	4	4	4	3	5
Number of Benefited Receivers	0	0	0	0	2	0	0	0	0	0	0	0	4
12-Foot Barrier[b]													
Design Year Build Traffic Noise Level, dBA Leq(h)	53	53	53	56	53	45	48	55	57	60	61	51	56
Predicted Insertion Loss, dB	4	3	3	4	6	2	4	5	5	4	5	4	6
Number of Benefited Receivers	0	0	0	0	2	0	0	2	2	0	2	0	4
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	52	53	53	56	52	44	47	55	56	59	60	51	55
Predicted Insertion Loss, dB	5	3	3	4	7	3	5	5	6	5	6	4	7
Number of Benefited Receivers	5	0	0	0	2	0	2	2	2	2	2	0	4
16-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	52	53	53	55	52	44	47	55	56	59	60	51	55
Predicted Insertion Loss, dB	5	3	3	5	7	3	5	5	6	5	6	4	7
Number of Benefited Receivers	5	0	0	1	2	0	2	2	2	2	2	0	4
18-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	52	53	52	55	52	44	47	55	56	59	60	51	55
Predicted Insertion Loss, dB	5	3	4	5	7	3	5	5	6	5	6	4	7
Number of Benefited Receivers	5	0	0	1	2	0	2	2	2	2	2	0	4
20-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	52	53	52	55	52	44	47	54	56	59	60	51	55
Predicted Insertion Loss, dB	5	3	4	5	7	3	5	6	6	5	6	4	7
Number of Benefited Receivers	5	0	0	1	2	0	2	2	2	2	2	0	4
Design Barrier[c]													
Design Year Build Traffic Noise Level, dBA Leq(h)	52	53	53	55	52	44	47	55	56	59	60	51	55
Predicted Insertion Loss, dB	5	3	3	5	7	3	5	5	6	5	6	4	7
Number of Benefited Receivers	5	0	0	1	2	0	2	2	2	2	2	0	4

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors.

[c] Design Barrier corresponds to the information presented in Appendix E.

Table C-62. Analysis of Noise Barrier SW1890 A+C Combination Mainline EOS ROW

	Receivers[a]												
	M15.37	**M15.38**	**M15.39-2**	**M15.39-3**	**M15.39-4**	**M15.40**	**M15.41-2**	**M15.42-2**	**M15.43-2**	**M15.43-3**	**M15.43-4**	**M15.44-2**	**M15.44-3**
Number of Units Represented	2	2	2	2	2	1	2	2	2	2	2	2	2
Existing Traffic Noise Level, dBA L_{eq}(h)	57	56	60	63	65	57	54	58	45	48	53	60	63
Design Year Build Traffic Noise Level, dBA Leq(h)	57	57	61	64	**66**	58	55	58	47	50	55	61	64
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	0	1	1	1	1	1	1	0	2	2	2	1	1
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	54	56	59	62	63	57	55	56	46	48	53	59	62
Predicted Insertion Loss, dB	3	1	2	2	3	1	0	2	1	2	2	2	2
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	52	56	59	61	62	56	54	55	46	48	53	59	61
Predicted Insertion Loss, dB	5	1	2	3	4	2	1	3	1	2	2	2	3
Number of Benefited Receivers	2	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	52	54	58	61	62	56	54	54	45	47	52	58	61
Predicted Insertion Loss, dB	5	3	3	3	4	2	1	4	2	3	3	3	3
Number of Benefited Receivers	2	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier[b]													
Design Year Build Traffic Noise Level, dBA Leq(h)	51	53	57	60	61	55	53	53	44	47	52	58	60
Predicted Insertion Loss, dB	6	4	4	4	5	3	2	5	3	3	3	3	4
Number of Benefited Receivers	2	0	0	0	2	0	0	2	0	0	0	0	0
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	50	52	57	59	61	55	53	52	44	46	51	57	60
Predicted Insertion Loss, dB	7	5	4	5	5	3	2	6	3	4	4	4	4
Number of Benefited Receivers	2	2	0	2	2	0	0	2	0	0	0	0	0
16-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	50	52	57	59	61	55	53	52	44	46	51	57	60
Predicted Insertion Loss, dB	7	5	4	5	5	3	2	6	3	4	4	4	4
Number of Benefited Receivers	2	2	0	2	2	0	0	2	0	0	0	0	0
18-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	50	52	57	59	60	55	53	52	44	46	51	57	60
Predicted Insertion Loss, dB	7	5	4	5	6	3	2	6	3	4	4	4	4
Number of Benefited Receivers	2	2	0	2	2	0	0	2	0	0	0	0	0
20-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	50	52	57	59	60	54	53	52	44	46	51	57	59
Predicted Insertion Loss, dB	7	5	4	5	6	4	2	6	3	4	4	4	5
Number of Benefited Receivers	2	2	0	2	2	0	0	2	0	0	0	0	2
Design Barrier[c]													
Design Year Build Traffic Noise Level, dBA Leq(h)	50	52	57	59	61	55	53	52	44	46	51	57	60
Predicted Insertion Loss, dB	7	5	4	5	5	3	2	6	3	4	4	4	4
Number of Benefited Receivers	2	2	0	2	2	0	0	2	0	0	0	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors.

[c] Design Barrier corresponds to the information presented in Appendix E.

Table C-62. Analysis of Noise Barrier SW1890 A+C Combination Mainline EOS ROW

	Receivers[a]												
	M15.44-4	M15.45-2	M15.46 / ST15.02	M15.47	M15.48	M15.49-3 / ST15.11	M15.50-4 / ST15.12	M15.51-2	M15.52-2	M15.53-2	M15.54 / ST15.09	M15.55-2 / ST15.10	M15.56-2
Number of Units Represented	2	4	2	2	2	2	2	1	1	3	1	2	1
Existing Traffic Noise Level, dBA L_{eq}(h)	65	61	55	53	57	63	65	54	54	51	56	58	55
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	62	55	55	58	64	**66**	55	56	53	58	60	56
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	1	0	2	1	1	1	1	2	2	2	2	1
6-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	63	59	54	54	56	61	64	54	55	52	57	58	56
Predicted Insertion Loss, dB	3	3	1	1	2	3	2	1	1	1	1	2	0
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	63	58	55	54	55	61	63	54	55	52	56	58	56
Predicted Insertion Loss, dB	3	4	0	1	3	3	3	1	1	1	2	2	0
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	62	57	55	53	54	60	62	54	55	51	56	57	56
Predicted Insertion Loss, dB	4	5	0	2	4	4	4	1	1	2	2	3	0
Number of Benefited Receivers	0	4	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier[b]													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	56	54	53	53	60	62	53	54	51	56	57	56
Predicted Insertion Loss, dB	5	6	1	2	5	4	4	2	2	2	2	3	0
Number of Benefited Receivers	2	4	0	0	2	0	0	0	0	0	0	0	0
14-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	55	54	53	53	60	62	53	54	50	56	57	55
Predicted Insertion Loss, dB	5	7	1	2	5	4	4	2	2	3	2	3	1
Number of Benefited Receivers	2	4	0	0	2	0	0	0	0	0	0	0	0
16-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	55	53	53	53	60	61	52	54	50	55	57	55
Predicted Insertion Loss, dB	5	7	2	2	5	4	5	3	2	3	3	3	1
Number of Benefited Receivers	2	4	0	0	2	0	2	0	0	0	0	0	0
18-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	55	53	52	53	60	61	52	54	50	55	57	55
Predicted Insertion Loss, dB	5	7	2	3	5	4	5	3	2	3	3	3	1
Number of Benefited Receivers	2	4	0	0	2	0	2	0	0	0	0	0	0
20-Foot Barrier													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	55	53	52	53	59	61	52	53	50	55	57	55
Predicted Insertion Loss, dB	5	7	2	3	5	5	5	3	3	3	3	3	1
Number of Benefited Receivers	2	4	0	0	2	2	2	0	0	0	0	0	0
Design Barrier[c]													
Design Year Build Traffic Noise Level, dBA Leq(h)	61	55	54	53	53	60	61	52	54	50	56	57	55
Predicted Insertion Loss, dB	5	7	1	2	5	4	5	3	2	3	2	3	1
Number of Benefited Receivers	2	4	0	0	2	0	2	0	0	0	0	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors.

[c] Design Barrier corresponds to the information presented in Appendix E.

Table C-62. Analysis of Noise Barrier SW1890 A+C Combination Mainline EOS ROW

	Receivers[a]								Total Number of Benefited Receptors
	M15.57-2	M15.58-2	M15.59-2	M15.60	M15.61-2	M15.62	M15.63-2	M15.64	
Number of Units Represented	1	2	1	1	1	3	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	61	56	53	52	53	56	60	56	--
Design Year Build Traffic Noise Level, dBA Leq(h)	62	58	54	53	56	58	61	58	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	2	1	1	3	2	1	2	--
6-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	59	57	53	53	55	57	60	58	--
Predicted Insertion Loss, dB	3	1	1	0	1	1	1	0	--
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0
8-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	58	56	53	52	55	57	60	57	--
Predicted Insertion Loss, dB	4	2	1	1	1	1	1	1	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	7
10-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	56	55	52	53	55	56	60	57	--
Predicted Insertion Loss, dB	6	3	2	0	1	2	1	1	--
Number of Benefited Receivers	1	0	0	0	0	0	0	0	31
12-Foot Barrier[b]									
Design Year Build Traffic Noise Level, dBA Leq(h)	55	55	51	53	55	56	60	57	--
Predicted Insertion Loss, dB	7	3	3	0	1	2	1	1	--
Number of Benefited Receivers	1	0	0	0	0	0	0	0	70
14-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	54	54	51	53	55	56	60	57	--
Predicted Insertion Loss, dB	8	4	3	0	1	2	1	1	--
Number of Benefited Receivers	1	0	0	0	0	0	0	0	85
16-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	54	54	51	53	55	56	59	57	--
Predicted Insertion Loss, dB	8	4	3	0	1	2	2	1	--
Number of Benefited Receivers	1	0	0	0	0	0	0	0	92
18-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	54	54	51	53	55	56	59	57	--
Predicted Insertion Loss, dB	8	4	3	0	1	2	2	1	--
Number of Benefited Receivers	1	0	0	0	0	0	0	0	98
20-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	54	54	51	53	55	55	59	57	--
Predicted Insertion Loss, dB	8	4	3	0	1	3	2	1	--
Number of Benefited Receivers	1	0	0	0	0	0	0	0	109
Design Barrier[c]									
Design Year Build Traffic Noise Level, dBA Leq(h)	54	54	51	53	55	56	60	57	--
Predicted Insertion Loss, dB	8	4	3	0	1	2	1	1	--
Number of Benefited Receivers	1	0	0	0	0	0	0	0	92

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors.

[c] Design Barrier corresponds to the information presented in Appendix E.

Table C-63. Analysis of Noise Barrier SW1911 - Mainline EOS

	Receivers[a]									Total Number of Benefited Receptors
	M16.03 / ST16.02	M16.05	M16.06	M16.07	M16.08	M16.09	M16.11	M16.12 / ST16.04	M16.13	
Number of Units Represented	1	1	1	1	1	1	1	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	65	69	62	65	56	68	64	68	59	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	**72**	64	**66**	58	**69**	63	**69**	62	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	2	3	2	1	2	1	-1	1	3	--
6-Foot Barrier										
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	**72**	64	65	57	**67**	63	**69**	61	--
Predicted Insertion Loss, dB	0	0	0	1	1	2	0	0	1	--
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier										
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	**72**	63	64	56	**66**	63	**69**	61	--
Predicted Insertion Loss, dB	0	0	1	2	2	3	0	0	1	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier										
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	**72**	63	64	55	65	63	**69**	61	--
Predicted Insertion Loss, dB	0	0	1	2	3	4	0	0	1	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier										
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	**72**	63	63	55	64	62	**69**	60	--
Predicted Insertion Loss, dB	0	0	1	3	3	5	1	0	2	--
Number of Benefited Receivers	0	0	0	0	0	1	0	0	0	1
14-Foot Barrier[d]										
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	**72**	62	62	54	62	62	**69**	59	--
Predicted Insertion Loss, dB	0	0	2	4	4	7	1	0	3	--
Number of Benefited Receivers	0	0	0	0	0	1	0	0	0	1
Design Barrier[c]										
Design Year Build Traffic Noise Level, dBA Leq(h)	67	72	63	62	54	62	62	69	60	--
Predicted Insertion Loss, dB	0	0	1	4	4	7	1	0	2	--
Number of Benefited Receivers	0	0	0	0	0	1	0	0	0	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[c] Design Barrier corresponds to the information presented in Appendix E

[d] Noise barrier fails to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

Table C-64. Analysis of Noise Barrier SW1903 - ROW

	Receivers[a]									Total Number of Benefited Receptors
	M16.03 / ST16.02	M16.05	M16.06	M16.07	M16.08	M16.09	M16.11	M16.12 / ST16.04	M16.13	
Number of Units Represented	1	1	1	1	1	1	1	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	65	69	62	65	56	68	64	68	59	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	**72**	64	**66**	58	**69**	63	**69**	62	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	2	3	2	1	2	1	-1	1	3	--
6-Foot Barrier										
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	**72**	64	**66**	58	**68**	63	**69**	61	--
Predicted Insertion Loss, dB	0	0	0	0	0	1	0	0	1	--
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier										
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	**72**	64	**66**	58	**68**	63	**69**	61	--
Predicted Insertion Loss, dB	0	0	0	0	0	1	0	0	1	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier										
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	**72**	64	65	58	**67**	63	**69**	61	--
Predicted Insertion Loss, dB	0	0	0	1	0	2	0	0	1	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier										
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	**72**	64	65	58	**67**	63	**69**	59	--
Predicted Insertion Loss, dB	0	0	0	1	0	2	0	0	3	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0
14-Foot Barrier										
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	**72**	64	64	57	**66**	63	**69**	58	--
Predicted Insertion Loss, dB	0	0	0	2	1	3	0	0	4	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0
16-Foot Barrier										
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	**72**	64	64	56	65	63	**69**	57	--
Predicted Insertion Loss, dB	0	0	0	2	2	4	0	0	5	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	1	1
18-Foot Barrier										
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	**72**	63	63	55	63	63	**69**	56	--
Predicted Insertion Loss, dB	0	0	1	3	3	6	0	0	6	--
Number of Benefited Receivers	0	0	0	0	0	1	0	0	1	2
20-Foot Barrier[d]										
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	**72**	63	62	55	62	63	**69**	55	--
Predicted Insertion Loss, dB	0	0	1	4	3	7	0	0	7	--
Number of Benefited Receivers	0	0	0	0	0	1	0	0	1	2
Design Barrier[c]										
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	**72**	63	64	55	64	63	**69**	55	--
Predicted Insertion Loss, dB	0	0	1	2	3	5	0	0	7	--
Number of Benefited Receivers	0	0	0	0	0	1	0	0	1	2

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[c] Design Barrier corresponds to the information presented in Appendix E

[d] Noise barrier fails to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

Table C-65. Analysis of Noise Barrier SW1895 - Private Property

	Receivers[a]	Total Number of Benefited Receptors
	M16.03 / ST16.02	
Number of Units Represented	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	65	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	2	--
6-Foot Barrier[b]		
Design Year Build Traffic Noise Level, dBA Leq(h)	60	--
Predicted Insertion Loss, dB	7	--
Number of Benefited Receptors	1	1
8-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	56	--
Predicted Insertion Loss, dB	11	--
Number of Benefited Receivers	1	1
10-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	54	--
Predicted Insertion Loss, dB	13	--
Number of Benefited Receivers	1	1
12-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	53	--
Predicted Insertion Loss, dB	14	--
Number of Benefited Receivers	1	1
14-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	52	--
Predicted Insertion Loss, dB	15	--
Number of Benefited Receivers	1	1
16-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	51	--
Predicted Insertion Loss, dB	16	--
Number of Benefited Receivers	1	1
Design Barrier[c]		
Design Year Build Traffic Noise Level, dBA Leq(h)	60	--
Predicted Insertion Loss, dB	7	--
Number of Benefited Receivers	1	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-66. Analysis of Noise Barrier SW1899 - Private Property

	Receivers[a]	Total Number of Benefited Receptors
	M16.05	
Number of Units Represented	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	69	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**72**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	3	--
6-Foot Barrier[b]		
Design Year Build Traffic Noise Level, dBA Leq(h)	64	--
Predicted Insertion Loss, dB	8	--
Number of Benefited Receptors	1	1
8-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	63	--
Predicted Insertion Loss, dB	9	--
Number of Benefited Receivers	1	1
10-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	63	--
Predicted Insertion Loss, dB	9	--
Number of Benefited Receivers	1	1
12-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	63	--
Predicted Insertion Loss, dB	9	--
Number of Benefited Receivers	1	1
14-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	63	--
Predicted Insertion Loss, dB	9	--
Number of Benefited Receivers	1	1
16-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	63	--
Predicted Insertion Loss, dB	9	--
Number of Benefited Receivers	1	1
Design Barrier[c]		
Design Year Build Traffic Noise Level, dBA Leq(h)	64	--
Predicted Insertion Loss, dB	8	--
Number of Benefited Receivers	1	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-67. Analysis of Noise Barrier SW1905 - Private Property

	Receivers[a]	Total Number of Benefited Receptors
	M16.07	
Number of Units Represented	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	65	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	--
6-Foot Barrier[b]		
Design Year Build Traffic Noise Level, dBA Leq(h)	63	--
Predicted Insertion Loss, dB	3	--
Number of Benefited Receptors	0	0
8-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	59	--
Predicted Insertion Loss, dB	7	--
Number of Benefited Receivers	1	1
10-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	57	--
Predicted Insertion Loss, dB	9	--
Number of Benefited Receivers	1	1
12-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	55	--
Predicted Insertion Loss, dB	11	--
Number of Benefited Receivers	1	1
14-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	53	--
Predicted Insertion Loss, dB	13	--
Number of Benefited Receivers	1	1
16-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	52	--
Predicted Insertion Loss, dB	14	--
Number of Benefited Receivers	1	1
Design Barrier[c]		
Design Year Build Traffic Noise Level, dBA Leq(h)	59	--
Predicted Insertion Loss, dB	7	--
Number of Benefited Receivers	1	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-68. Analysis of Noise Barrier SW1907 - Private Property

	Receivers[a]	Total Number of Benefited Receptors
	M16.09	
Number of Units Represented	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	68	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**69**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	--
6-Foot Barrier[b]		
Design Year Build Traffic Noise Level, dBA Leq(h)	63	--
Predicted Insertion Loss, dB	6	--
Number of Benefited Receptors	1	1
8-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	61	--
Predicted Insertion Loss, dB	8	--
Number of Benefited Receivers	1	1
10-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	60	--
Predicted Insertion Loss, dB	9	--
Number of Benefited Receivers	1	1
12-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	59	--
Predicted Insertion Loss, dB	10	--
Number of Benefited Receivers	1	1
14-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	59	--
Predicted Insertion Loss, dB	10	--
Number of Benefited Receivers	1	1
16-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	58	--
Predicted Insertion Loss, dB	11	--
Number of Benefited Receivers	1	1
Design Barrier[c]		
Design Year Build Traffic Noise Level, dBA Leq(h)	62	--
Predicted Insertion Loss, dB	7	--
Number of Benefited Receivers	1	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-69. Analysis of Noise Barrier SW1913 - Private Property

	Receivers[a]	Total Number of Benefited Receptors
	M16.12 / ST16.04	
Number of Units Represented	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	68	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**69**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	--
6-Foot Barrier[b]		
Design Year Build Traffic Noise Level, dBA Leq(h)	63	--
Predicted Insertion Loss, dB	6	--
Number of Benefited Receptors	1	1
8-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	60	--
Predicted Insertion Loss, dB	9	--
Number of Benefited Receivers	1	1
10-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	59	--
Predicted Insertion Loss, dB	10	--
Number of Benefited Receivers	1	1
12-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	57	--
Predicted Insertion Loss, dB	12	--
Number of Benefited Receivers	1	1
14-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	56	--
Predicted Insertion Loss, dB	13	--
Number of Benefited Receivers	1	1
16-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	55	--
Predicted Insertion Loss, dB	14	--
Number of Benefited Receivers	1	1
Design Barrier[c]		
Design Year Build Traffic Noise Level, dBA Leq(h)	62	--
Predicted Insertion Loss, dB	7	--
Number of Benefited Receivers	1	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-70. Analysis of Noise Barrier SW1905A - Alt. Location

	Receivers[a]	Total Number of Benefited Receptors
	M16.07	
Number of Units Represented	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	65	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	--
6-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	--
Predicted Insertion Loss, dB	0	--
Number of Benefited Receptors	0	0
8-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	--
Predicted Insertion Loss, dB	0	--
Number of Benefited Receivers	0	0
10-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	--
Predicted Insertion Loss, dB	0	--
Number of Benefited Receivers	0	0
12-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	--
Predicted Insertion Loss, dB	0	--
Number of Benefited Receivers	0	0
14-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	--
Predicted Insertion Loss, dB	0	--
Number of Benefited Receivers	0	0
16-Foot Barrier		
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	--
Predicted Insertion Loss, dB	0	--
Number of Benefited Receivers	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-71. Analysis of Noise Barrier SW1996A - Mainline EOS

	Receivers[a]										Total Number of Benefited Receptors
	M18.12	M18.13	M18.15	M18.16	M18.17	M18.18	M18.19 / ST18.04	M18.20	M18.21	M18.22	
Number of Units Represented	3	3	2	2	1	4	2	1	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	71	57	64	65	67	59	67	56	64	65	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**72**	59	**67**	**67**	**69**	60	**69**	58	65	**67**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	2	3	2	2	1	2	2	1	2	--
6-Foot Barrier											
Design Year Build Traffic Noise Level, dBA Leq(h)	**72**	59	**67**	65	**68**	60	**67**	57	63	65	--
Predicted Insertion Loss, dB	0	0	0	2	1	0	2	1	2	2	--
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier											
Design Year Build Traffic Noise Level, dBA Leq(h)	**72**	59	**67**	65	**67**	60	**67**	57	63	64	--
Predicted Insertion Loss, dB	0	0	0	2	2	0	2	1	2	3	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier											
Design Year Build Traffic Noise Level, dBA Leq(h)	**72**	59	**67**	65	**66**	60	**66**	57	62	64	--
Predicted Insertion Loss, dB	0	0	0	2	3	0	3	1	3	3	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier											
Design Year Build Traffic Noise Level, dBA Leq(h)	**72**	59	**67**	65	**66**	59	**66**	57	62	63	--
Predicted Insertion Loss, dB	0	0	0	2	3	1	3	1	3	4	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0
14-Foot Barrier											
Design Year Build Traffic Noise Level, dBA Leq(h)	**72**	59	**67**	64	**66**	59	**66**	57	62	63	--
Predicted Insertion Loss, dB	0	0	0	3	3	1	3	1	3	4	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-72. Analysis of Noise Barrier SW1996B - Ramp EOS

	Receivers[a]										Total Number of Benefited Receptors
	M18.12	M18.13	M18.15	M18.16	M18.17	M18.18	M18.19 / ST18.04	M18.20	M18.21	M18.22	
Number of Units Represented	3	3	2	2	1	4	2	1	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	71	57	64	65	67	59	67	56	64	65	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**72**	59	**67**	**67**	**69**	60	**69**	58	65	**67**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	2	3	2	2	1	2	2	1	2	--
6-Foot Barrier											
Design Year Build Traffic Noise Level, dBA Leq(h)	**68**	57	62	64	65	60	**68**	58	65	**67**	--
Predicted Insertion Loss, dB	4	2	5	3	4	0	1	0	0	0	--
Number of Benefited Receptors	0	0	2	0	0	0	0	0	0	0	2
8-Foot Barrier											
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	56	62	64	64	60	**68**	58	65	**67**	--
Predicted Insertion Loss, dB	5	3	5	3	5	0	1	0	0	0	--
Number of Benefited Receivers	3	0	2	0	1	0	0	0	0	0	6
10-Foot Barrier											
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	56	61	63	63	59	**67**	58	65	**67**	--
Predicted Insertion Loss, dB	6	3	6	4	6	1	2	0	0	0	--
Number of Benefited Receivers	3	0	2	0	1	0	0	0	0	0	6
12-Foot Barrier[b]											
Design Year Build Traffic Noise Level, dBA Leq(h)	65	55	60	62	63	59	**66**	57	65	65	--
Predicted Insertion Loss, dB	7	4	7	5	6	1	3	1	0	2	--
Number of Benefited Receivers	3	0	2	2	1	0	0	0	0	0	8
14-Foot Barrier											
Design Year Build Traffic Noise Level, dBA Leq(h)	64	54	60	61	63	59	64	57	65	64	--
Predicted Insertion Loss, dB	8	5	7	6	6	1	5	1	0	3	--
Number of Benefited Receivers	3	3	2	2	1	0	2	0	0	0	13
Design Barrier[c]											
Design Year Build Traffic Noise Level, dBA Leq(h)	64	54	60	61	63	59	64	57	65	64	--
Predicted Insertion Loss, dB	8	5	7	6	6	1	5	1	0	3	--
Number of Benefited Receivers	3	3	2	2	1	0	2	0	0	0	13

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-73. Analysis of Noise Barrier SW1996C - ROW

	Receivers[a]										Total Number of Benefited Receptors
	M18.12	M18.13	M18.15	M18.16	M18.17	M18.18	M18.19 / ST18.04	M18.20	M18.21	M18.22	
Number of Units Represented	3	3	2	2	1	4	2	1	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	71	57	64	65	67	59	67	56	64	65	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**72**	59	**67**	**67**	**69**	60	**69**	58	65	**67**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	2	3	2	2	1	2	2	1	2	--
6-Foot Barrier											
Design Year Build Traffic Noise Level, dBA Leq(h)	**71**	59	**67**	**67**	**69**	60	**68**	58	65	**67**	--
Predicted Insertion Loss, dB	1	0	0	0	0	0	1	0	0	0	--
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier											
Design Year Build Traffic Noise Level, dBA Leq(h)	**71**	58	**67**	**67**	**66**	60	**68**	58	65	**67**	--
Predicted Insertion Loss, dB	1	1	0	0	3	0	1	0	0	0	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier											
Design Year Build Traffic Noise Level, dBA Leq(h)	**70**	58	**67**	**66**	65	60	**67**	58	65	**66**	--
Predicted Insertion Loss, dB	2	1	0	1	4	0	2	0	0	1	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier											
Design Year Build Traffic Noise Level, dBA Leq(h)	**69**	57	**67**	**66**	64	60	65	58	65	64	--
Predicted Insertion Loss, dB	3	2	0	1	5	0	4	0	0	3	--
Number of Benefited Receivers	0	0	0	0	1	0	0	0	0	0	1
14-Foot Barrier											
Design Year Build Traffic Noise Level, dBA Leq(h)	**68**	57	65	**66**	63	60	64	58	65	63	--
Predicted Insertion Loss, dB	4	2	2	1	6	0	5	0	0	4	--
Number of Benefited Receivers	0	0	0	0	1	0	2	0	0	0	3
16-Foot Barrier											
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	56	63	**66**	62	60	63	58	65	63	--
Predicted Insertion Loss, dB	5	3	4	1	7	0	6	0	0	4	--
Number of Benefited Receivers	3	0	0	0	1	0	2	0	0	0	6
18-Foot Barrier											
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	55	62	**66**	61	60	62	58	64	62	--
Predicted Insertion Loss, dB	6	4	5	1	8	0	7	0	1	5	--
Number of Benefited Receivers	3	0	2	0	1	0	2	0	0	1	9
20-Foot Barrier[d]											
Design Year Build Traffic Noise Level, dBA Leq(h)	65	55	61	65	61	60	62	58	63	62	--
Predicted Insertion Loss, dB	7	4	6	2	8	0	7	0	2	5	--
Number of Benefited Receivers	3	0	2	0	1	0	2	0	0	1	9
Design Barrier[c]											
Design Year Build Traffic Noise Level, dBA Leq(h)	67	56	62	66	61	60	63	58	64	62	--
Predicted Insertion Loss, dB	5	3	5	1	8	0	6	0	1	5	--
Number of Benefited Receivers	3	0	2	0	1	0	2	0	0	1	9

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[c] Design Barrier corresponds to the information presented in Appendix E

[d] Noise barrier fails to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

Table C-74. Analysis of Noise Barrier SW1996 A+B - Combination Mainline Ramp EOS

	Receivers[a]										Total Number of Benefited Receptors
	M18.12	M18.13	M18.15	M18.16	M18.17	M18.18	M18.19 / ST18.04	M18.20	M18.21	M18.22	
Number of Units Represented	3	3	2	2	1	4	2	1	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	71	57	64	65	67	59	67	56	64	65	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**72**	59	**67**	**67**	**69**	60	**69**	58	65	**67**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	2	3	2	2	1	2	2	1	2	--
6-Foot Barrier											
Design Year Build Traffic Noise Level, dBA Leq(h)	**68**	57	62	63	64	59	66	57	63	64	--
Predicted Insertion Loss, dB	4	2	5	4	5	1	3	1	2	3	--
Number of Benefited Receptors	0	0	2	0	1	0	0	0	0	0	3
8-Foot Barrier											
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	56	61	62	62	59	66	57	63	64	--
Predicted Insertion Loss, dB	5	3	6	5	7	1	3	1	2	3	--
Number of Benefited Receivers	3	0	2	2	1	0	0	0	0	0	8
10-Foot Barrier											
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	56	60	61	61	58	64	57	63	63	--
Predicted Insertion Loss, dB	6	3	7	6	8	2	5	1	2	4	--
Number of Benefited Receivers	3	0	2	2	1	0	2	0	0	0	10
12-Foot Barrier[b]											
Design Year Build Traffic Noise Level, dBA Leq(h)	65	55	59	60	60	58	63	57	63	62	--
Predicted Insertion Loss, dB	7	4	8	7	9	2	6	1	2	5	--
Number of Benefited Receivers	3	0	2	2	1	0	2	0	0	1	11
14-Foot Barrier											
Design Year Build Traffic Noise Level, dBA Leq(h)	64	54	58	59	59	58	62	57	62	61	--
Predicted Insertion Loss, dB	8	5	9	8	10	2	7	1	3	6	--
Number of Benefited Receivers	3	3	2	2	1	0	2	0	0	1	14
Design Barrier[c]											
Design Year Build Traffic Noise Level, dBA Leq(h)	64	54	59	59	60	58	62	57	62	61	--
Predicted Insertion Loss, dB	8	5	8	8	9	2	7	1	3	6	--
Number of Benefited Receivers	3	3	2	2	1	0	2	0	0	1	14

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-75. Analysis of Noise Barrier SW2007A - Ramp EOS

	Receivers[a]								Total Number of Benefited Receptors
	M19.01	M19.03	M19.05	M19.07	M19.08	M19.09	M19.10 / ST19.02	M19.11	
Number of Units Represented	1	1	6	1	3	1	3	3	--
Existing Traffic Noise Level, dBA L_{eq}(h)	69	70	64	74	68	75	65	64	--
Design Year Build Traffic Noise Level, dBA Leq(h)	70	70	63	**75**	**66**	**77**	**66**	65	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	0	-1	1	-2	2	1	1	--
6-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	70	70	62	**71**	63	**72**	**66**	65	--
Predicted Insertion Loss, dB	0	0	1	4	3	5	0	0	--
Number of Benefited Receptors	0	0	0	0	0	1	0	0	1
8-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	70	70	62	70	62	70	65	65	--
Predicted Insertion Loss, dB	0	0	1	5	4	7	1	0	--
Number of Benefited Receivers	0	0	0	1	0	1	0	0	2
10-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	70	70	62	70	61	69	64	65	--
Predicted Insertion Loss, dB	0	0	1	5	5	8	2	0	--
Number of Benefited Receivers	0	0	0	1	3	1	0	0	5
12-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	70	70	61	69	61	67	64	65	--
Predicted Insertion Loss, dB	0	0	2	6	5	10	2	0	--
Number of Benefited Receivers	0	0	0	1	3	1	0	0	5
14-Foot Barrier[b]									
Design Year Build Traffic Noise Level, dBA Leq(h)	70	70	61	69	59	66	62	65	--
Predicted Insertion Loss, dB	0	0	2	6	7	11	4	0	--
Number of Benefited Receivers	0	0	0	1	3	1	0	0	5
Design Barrier[c]									
Design Year Build Traffic Noise Level, dBA Leq(h)	70	70	62	70	61	69	64	65	--
Predicted Insertion Loss, dB	0	0	1	5	5	8	2	0	--
Number of Benefited Receivers	0	0	0	1	3	1	0	0	5

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-76. Analysis of Noise Barrier SW2007B - ROW

	Receivers[a]								Total Number of Benefited Receptors
	M19.01	M19.03	M19.05	M19.07	M19.08	M19.09	M19.10 / ST19.02	M19.11	
Number of Units Represented	1	1	6	1	3	1	3	3	--
Existing Traffic Noise Level, dBA L_{eq}(h)	69	70	64	74	68	75	65	64	--
Design Year Build Traffic Noise Level, dBA Leq(h)	70	70	63	**75**	**66**	**77**	**66**	65	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	0	-1	1	-2	2	1	1	--
6-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	70	70	63	**75**	**66**	**77**	**66**	65	--
Predicted Insertion Loss, dB	0	0	0	0	0	0	0	0	--
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0
8-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	70	70	63	**75**	**66**	**77**	**66**	65	--
Predicted Insertion Loss, dB	0	0	0	0	0	0	0	0	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0
10-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	70	70	63	**73**	65	**77**	**66**	65	--
Predicted Insertion Loss, dB	0	0	0	2	1	0	0	0	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0
12-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	70	70	62	**72**	65	**75**	65	65	--
Predicted Insertion Loss, dB	0	0	1	3	1	2	1	0	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0
14-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	70	70	62	**71**	63	**71**	65	65	--
Predicted Insertion Loss, dB	0	0	1	4	3	6	1	0	--
Number of Benefited Receivers	0	0	0	0	0	1	0	0	1
16-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	70	70	62	70	62	69	64	65	--
Predicted Insertion Loss, dB	0	0	1	5	4	8	2	0	--
Number of Benefited Receivers	0	0	0	1	0	1	0	0	2
18-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	70	70	62	70	61	67	63	65	--
Predicted Insertion Loss, dB	0	0	1	5	5	10	3	0	--
Number of Benefited Receivers	0	0	0	1	3	1	0	0	5
20-Foot Barrier[d]									
Design Year Build Traffic Noise Level, dBA Leq(h)	70	70	62	69	60	66	62	65	--
Predicted Insertion Loss, dB	0	0	1	6	6	11	4	0	--
Number of Benefited Receivers	0	0	0	1	3	1	0	0	5
Design Barrier[c]									
Design Year Build Traffic Noise Level, dBA Leq(h)	70	70	62	70	61	67	63	65	--
Predicted Insertion Loss, dB	0	0	1	5	5	10	3	0	--
Number of Benefited Receivers	0	0	0	1	3	1	0	0	5

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[c] Design Barrier corresponds to the information presented in Appendix E

[d] Noise barrier fails to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

Table C-77. Analysis of Noise Barrier SW2001 - Mainline EOS

	Receivers[a]								Total Number of Benefited Receptors
	M19.01	M19.03	M19.05	M19.07	M19.08	M19.09	M19.10 / ST19.02	M19.11	
Number of Units Represented	1	1	6	1	3	1	3	3	--
Existing Traffic Noise Level, dBA L_{eq}(h)	69	70	64	74	68	75	65	64	--
Design Year Build Traffic Noise Level, dBA Leq(h)	70	70	63	**75**	**66**	**77**	**66**	65	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	0	-1	1	-2	2	1	1	--
6-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	69	69	62	**74**	**66**	**77**	**66**	65	--
Predicted Insertion Loss, dB	1	1	1	1	0	0	0	0	--
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0
8-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	68	69	62	**74**	**66**	**77**	**66**	65	--
Predicted Insertion Loss, dB	2	1	1	1	0	0	0	0	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0
10-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	68	69	62	**74**	**66**	**76**	**66**	65	--
Predicted Insertion Loss, dB	2	1	1	1	0	1	0	0	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0
12-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	68	68	62	**74**	**66**	**76**	**66**	65	--
Predicted Insertion Loss, dB	2	2	1	1	0	1	0	0	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0
14-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	68	68	62	**74**	**66**	**76**	**66**	65	--
Predicted Insertion Loss, dB	2	2	1	1	0	1	0	0	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-78. Analysis of Noise Barrier SW2001 + SW2007A - Combination Mainline Ramp EOS

	Receivers[a]								Total Number of Benefited Receptors
	M19.01	M19.03	M19.05	M19.07	M19.08	M19.09	M19.10 / ST19.02	M19.11	
Number of Units Represented	1	1	6	1	3	1	3	3	--
Existing Traffic Noise Level, dBA L_{eq}(h)	69	70	64	74	68	75	65	64	--
Design Year Build Traffic Noise Level, dBA Leq(h)	70	70	63	**75**	**66**	**77**	**66**	65	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	0	-1	1	-2	2	1	1	--
6-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	70	70	62	**71**	63	**72**	**66**	65	--
Predicted Insertion Loss, dB	0	0	1	4	3	5	0	0	--
Number of Benefited Receptors	0	0	0	0	0	1	0	0	1
8-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	70	70	62	70	62	70	65	65	--
Predicted Insertion Loss, dB	0	0	1	5	4	7	1	0	--
Number of Benefited Receivers	0	0	0	1	0	1	0	0	2
10-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	70	70	61	70	61	69	64	65	--
Predicted Insertion Loss, dB	0	0	2	5	5	8	2	0	--
Number of Benefited Receivers	0	0	0	1	3	1	0	0	5
12-Foot Barrier									
Design Year Build Traffic Noise Level, dBA Leq(h)	70	70	61	68	61	67	64	65	--
Predicted Insertion Loss, dB	0	0	2	7	5	10	2	0	--
Number of Benefited Receivers	0	0	0	1	3	1	0	0	5
14-Foot Barrier[b]									
Design Year Build Traffic Noise Level, dBA Leq(h)	70	70	61	68	59	66	62	65	--
Predicted Insertion Loss, dB	0	0	2	7	7	11	4	0	--
Number of Benefited Receivers	0	0	0	1	3	1	0	0	5
Design Barrier[c]									
Design Year Build Traffic Noise Level, dBA Leq(h)	70	70	62	70	61	69	64	65	--
Predicted Insertion Loss, dB	0	0	1	5	5	8	2	0	--
Number of Benefited Receivers	0	0	0	1	3	1	0	0	5

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-79. Analysis of Noise Barrier SW2007C - Private Property

	Receivers[a]		Total Number of Benefited Receptors
	M19.08	M19.12	
Number of Units Represented	3	3	--
Existing Traffic Noise Level, dBA L_{eq}(h)	68	64	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	**65**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	-2	1	--
6-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	61	--	--
Predicted Insertion Loss, dB	5	--	--
Number of Benefited Receptors	3	--	3
8-Foot Barrier[b]			
Design Year Build Traffic Noise Level, dBA Leq(h)	60	--	--
Predicted Insertion Loss, dB	6	--	--
Number of Benefited Receivers	3	--	3
10-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	59	--	--
Predicted Insertion Loss, dB	7	--	--
Number of Benefited Receivers	3	--	6
12-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	58	--	--
Predicted Insertion Loss, dB	8	--	--
Number of Benefited Receivers	3	--	6
14-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	58	--	--
Predicted Insertion Loss, dB	8	--	--
Number of Benefited Receivers	3	--	6
16-Foot Barrier			
Design Year Build Traffic Noise Level, dBA Leq(h)	57	--	--
Predicted Insertion Loss, dB	9	--	--
Number of Benefited Receivers	3	--	6
Design Barrier[c]			
Design Year Build Traffic Noise Level, dBA Leq(h)	59	--	--
Predicted Insertion Loss, dB	7	--	--
Number of Benefited Receivers	3	--	6

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

[b] Minimum noise barrier height needed to block line-of-sight between an 11.5-foot truck exhaust stack and the first row of benefited receptors

[c] Design Barrier corresponds to the information presented in Appendix E

Table C-80. Analysis of Noise Barrier SW1998 - Mainline EOS

	Receivers[a]											Total Number of Benefited Receptors
	M20.03 / ST20.01	M20.04	M20.05	M20.06	M20.07	M20.08	M20.09	M20.10	M20.11	M20.01	M20.02	
Number of Units Represented	1	1	2	2	1	1	1	1	1	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	64	62	64	64	66	65	65	65	64	65	63	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**65**	64	65	65	67	66	**66**	**66**	**66**	**67**	**65**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	1	2	1	1	1	1	1	1	2	2	2	--
6-Foot Barrier												
Design Year Build Traffic Noise Level, dBA Leq(h)	65	63	65	65	67	66	**66**	**66**	**66**	**66**	**64**	--
Predicted Insertion Loss, dB	0	1	0	0	0	0	0	0	0	1	1	--
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier												
Design Year Build Traffic Noise Level, dBA Leq(h)	65	63	65	65	67	66	**66**	**66**	**66**	**66**	**64**	--
Predicted Insertion Loss, dB	0	1	0	0	0	0	0	0	0	1	1	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier												
Design Year Build Traffic Noise Level, dBA Leq(h)	65	63	65	65	67	66	**66**	**66**	**66**	**66**	**64**	--
Predicted Insertion Loss, dB	0	1	0	0	0	0	0	0	0	1	1	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier												
Design Year Build Traffic Noise Level, dBA Leq(h)	64	63	65	65	67	66	**66**	**66**	**66**	**65**	**64**	--
Predicted Insertion Loss, dB	1	1	0	0	0	0	0	0	0	2	1	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0
14-Foot Barrier												
Design Year Build Traffic Noise Level, dBA Leq(h)	64	63	65	65	67	66	**66**	**66**	**66**	**65**	**63**	--
Predicted Insertion Loss, dB	1	1	0	0	0	0	0	0	0	2	2	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-81. Analysis of Noise Barrier SW2006 - Ramp EOS

	Receivers[a]											Total Number of Benefited Receptors
	M20.01	M20.02	M20.03 / ST20.01	M20.04	M20.05	M20.06	M20.07	M20.08	M20.09	M20.10	M20.11	
Number of Units Represented	1	1	1	1	2	2	1	1	1	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	65	63	64	62	64	64	66	65	65	65	64	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	65	65	64	65	65	**67**	**66**	**66**	**66**	**66**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	2	2	1	2	1	1	1	1	1	1	2	--
6-Foot Barrier												
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	64	64	62	63	63	65	65	64	64	64	--
Predicted Insertion Loss, dB	1	1	1	2	2	2	2	1	2	2	2	--
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier												
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	64	63	62	63	63	64	64	63	64	63	--
Predicted Insertion Loss, dB	1	1	2	2	2	2	3	2	3	2	3	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier												
Design Year Build Traffic Noise Level, dBA Leq(h)	**66**	64	62	61	62	62	63	62	62	62	62	--
Predicted Insertion Loss, dB	1	1	3	3	3	3	4	4	4	4	4	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier												
Design Year Build Traffic Noise Level, dBA Leq(h)	65	64	61	60	61	61	62	61	61	61	61	--
Predicted Insertion Loss, dB	2	1	4	4	4	4	5	5	5	5	5	--
Number of Benefited Receivers	0	0	0	0	0	0	1	1	1	1	1	5
14-Foot Barrier												
Design Year Build Traffic Noise Level, dBA Leq(h)	65	63	61	60	60	60	61	61	60	61	60	--
Predicted Insertion Loss, dB	2	2	4	4	5	5	6	5	6	5	6	--
Number of Benefited Receivers	0	0	0	0	2	2	1	1	1	1	1	9

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

Table C-82. Analysis of Noise Barrier SW1998 + SW2006 - Combination Mainline Ramp EOS

	Receivers[a]											Total Number of Benefited Receptors
	M20.01	M20.02	M20.03 / ST20.01	M20.04	M20.05	M20.06	M20.07	M20.08	M20.09	M20.10	M20.11	
Number of Units Represented	1	1	1	1	2	2	1	1	1	1	1	--
Existing Traffic Noise Level, dBA L_{eq}(h)	65	63	64	62	64	64	66	65	65	65	64	--
Design Year Build Traffic Noise Level, dBA Leq(h)	**67**	65	65	64	65	65	**67**	**66**	**66**	**66**	**66**	--
Design Year Build - Existing Traffic Noise Level, dBA Leq(h)	2	2	1	2	1	1	1	1	1	1	2	--
6-Foot Barrier												
Design Year Build Traffic Noise Level, dBA Leq(h)	65	63	63	62	63	63	65	65	64	64	64	--
Predicted Insertion Loss, dB	2	2	2	2	2	2	2	1	2	2	2	--
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier												
Design Year Build Traffic Noise Level, dBA Leq(h)	64	63	63	61	62	62	64	64	63	64	63	--
Predicted Insertion Loss, dB	3	2	2	3	3	3	3	2	3	2	3	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier												
Design Year Build Traffic Noise Level, dBA Leq(h)	64	62	62	60	61	61	63	62	62	62	62	--
Predicted Insertion Loss, dB	3	3	3	4	4	4	4	4	4	4	4	--
Number of Benefited Receivers	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier												
Design Year Build Traffic Noise Level, dBA Leq(h)	63	61	60	59	60	60	62	61	61	61	61	--
Predicted Insertion Loss, dB	4	4	5	5	5	5	5	5	5	5	5	--
Number of Benefited Receivers	0	0	1	1	2	2	1	1	1	1	1	11
14-Foot Barrier												
Design Year Build Traffic Noise Level, dBA Leq(h)	63	61	60	58	59	59	61	61	60	61	60	--
Predicted Insertion Loss, dB	4	4	5	6	6	6	6	5	6	5	6	--
Number of Benefited Receivers	0	0	1	1	2	2	1	1	1	1	1	11
16-Foot Barrier												
Design Year Build Traffic Noise Level, dBA Leq(h)	--	--	--	--	--	--	--	--	--	--	--	--
Predicted Insertion Loss, dB	--	--	--	--	--	--	--	--	--	--	--	--
Number of Benefited Receivers	--	--	--	--	--	--	--	--	--	--	--	0

[a] Traffic noise levels that approach or exceed the NAC are shown in bold

Note: Truck stack line-of-sight not analyzed because the noise barrier is not acoustically feasible and/or does not meet the design goal.

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Appendix D Supplemental Data

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Appendix D-1 Field Noise Measurement Data Sheets

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S12

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST01-01 OBSERVER(S): S-H
ADDRESS: Undeveloped Land
START DATE / TIME: 10/14/20 12:16 PM END DATE / TIME: 10/14/20 12:38 PM

METEOROLOGICAL CONDITIONS:
TEMP: 94 °F HUMIDITY: 16 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 1-2 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL 200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.04 dBA SPL WINDSCREEN: —
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
149	12:16	12:26	77.7	81.0	80.0	79.2	78.4	77.6	75.6	72.7	71.5
150	12:28	12:38	77.5	85.0	81.2	78.9	78.2	77.4	75.5	73.7	72.4

COMMENTS:

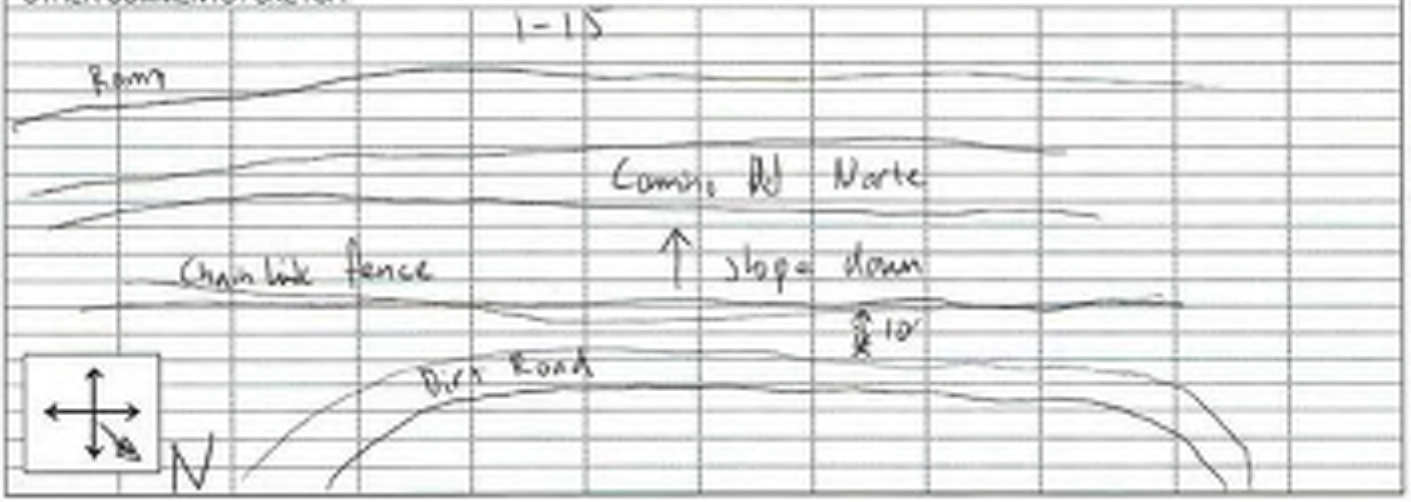
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: —MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:
Camino Del Norte just audible

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



53

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST01.02 OBSERVER(S): S.H.
ADDRESS: Under N 29880 2nd Street
START DATE / TIME: 10/13/20 END DATE / TIME: 10/13/20

METEROLOGICAL CONDITIONS:
TEMP: 87 °F HUMIDITY: 27 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-1 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL200 SERIAL #: 6845
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN ✓
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
131	10:40AM	10:55A	68.8	78.7	72.3	70.6	69.6	68.4	66.0	63.8	62.4
132	10:57AM	11:12AM	68.8	72.4	71.6	70.6	69.7	68.6	66.0	64.5	62.5

COMMENTS:

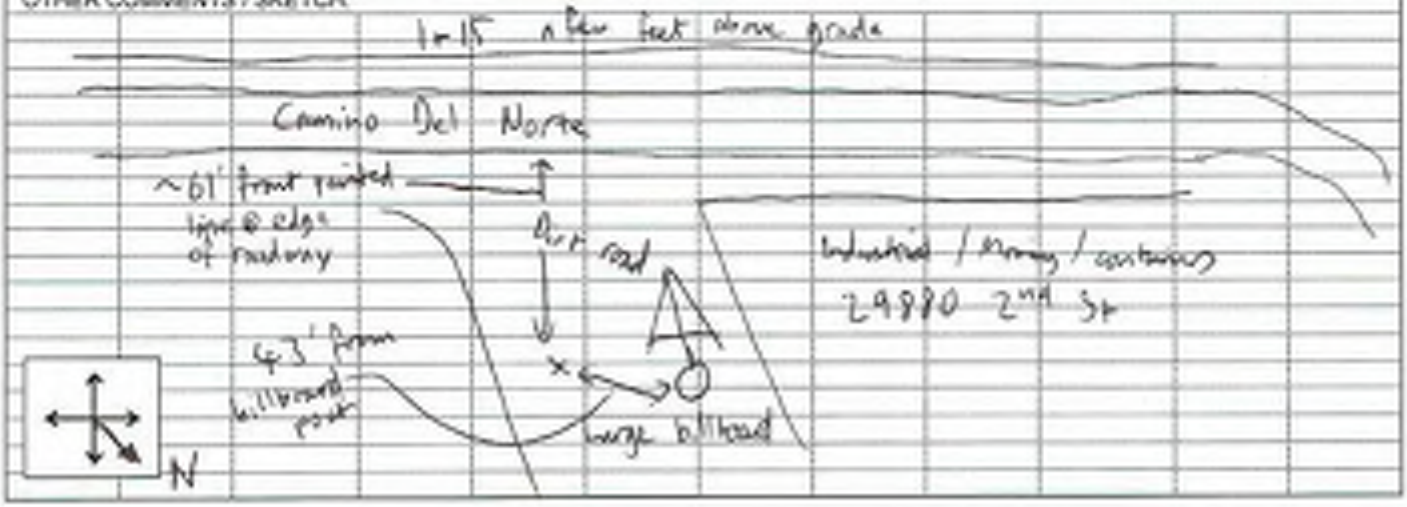
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: 15 MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:
Traffic on Camino Del Norte

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

53

PROJECT: I-15 ELDS PROJ. # 0041719

SITE IDENTIFICATION: 2E 01.03 OBSERVER(S): SCR
ADDRESS: Valley
START DATE / TIME: 10/13/20 END DATE / TIME: 10/13/20

METEOROLOGICAL CONDITIONS:
TEMP: 67 °F HUMIDITY: 27 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-1 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: 1 2 SERIAL #: 4805
CALIBRATOR: LD CAL 200 SERIAL #: 2916
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN ✓
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
949	10:40	10:55	64.2	69.1	67.6	66.9	64.9	63.9	62.0	60.3	58.9
950	10:57	11:12	64.2	68.8	67.4	66.0	65.0	63.8	61.4	58.8	56.5

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___ MIN

	COUNT NB / EB	COUNT SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:

S2

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST01-04 OBSERVER(S): S. H
ADDRESS: Cleared lot
START DATE / TIME: 10/13/20 END DATE / TIME: 10/13/20

METEOROLOGICAL CONDITIONS:
TEMP: 81 °F HUMIDITY: 34 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-4 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.6 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN Y N
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
129	9:40A	9:55A	66.1	74.7	[illegible]	[illegible]	67.0	65.7	63.5	61.4	60.8
					70.2	67.8					
130	9:58A	10:13A	66.1	70.8	69.2	67.9	67.0	66.1	63.1	59.3	57.9

COMMENTS: Cleared lot @ South terminus of 3rd St.

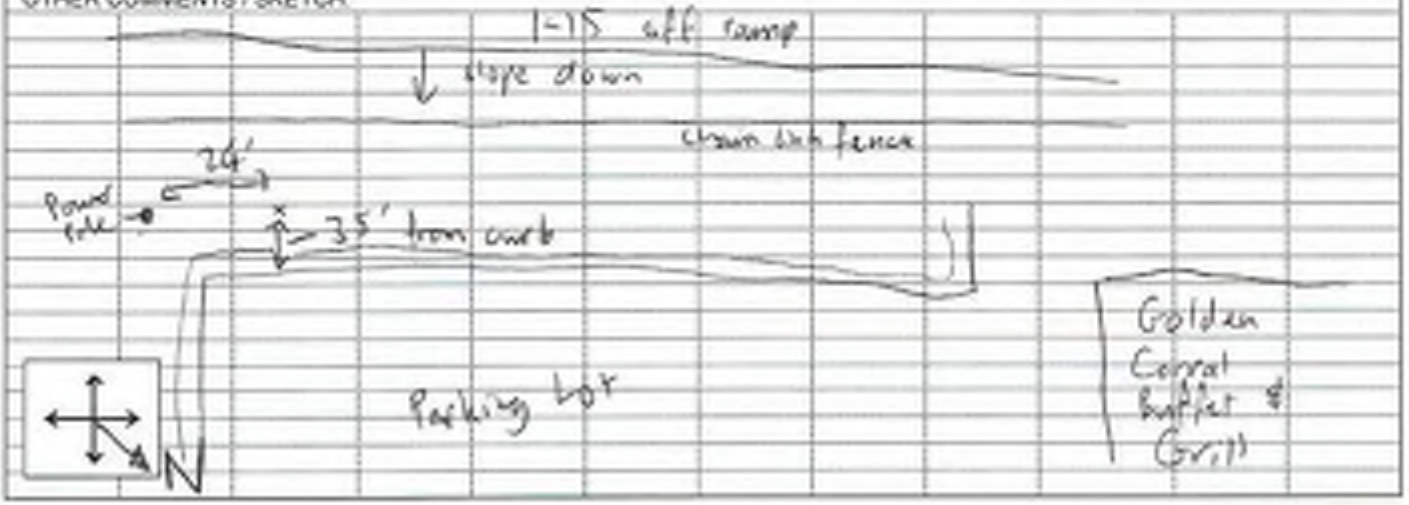
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 004179

SITE IDENTIFICATION: ST 01, 05
ADDRESS: 18461 Weston Rd, Lake Elsinore, CA 92532
START DATE / TIME: 10/13/20
OBSERVER(S): SCR
END DATE / TIME: 10/13/20

METEROLOGICAL CONDITIONS:
TEMP: 81 °F HUMIDITY: 34 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-1 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: 1 2 SERIAL #: 4005
CALIBRATOR: LD CAL200 SERIAL #: 2416
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{50}	L_{90}	L_{99}	L_{99}	L_{min}
.447	9:40	9:55	64.1	69.1	67.9	65.8	64.8	63.7	62.1	60.0	58.7
.448	9:58	10:13	64.4	68.9	67.9	66.1	65.1	64.2	63.0	59.8	58.9

COMMENTS:

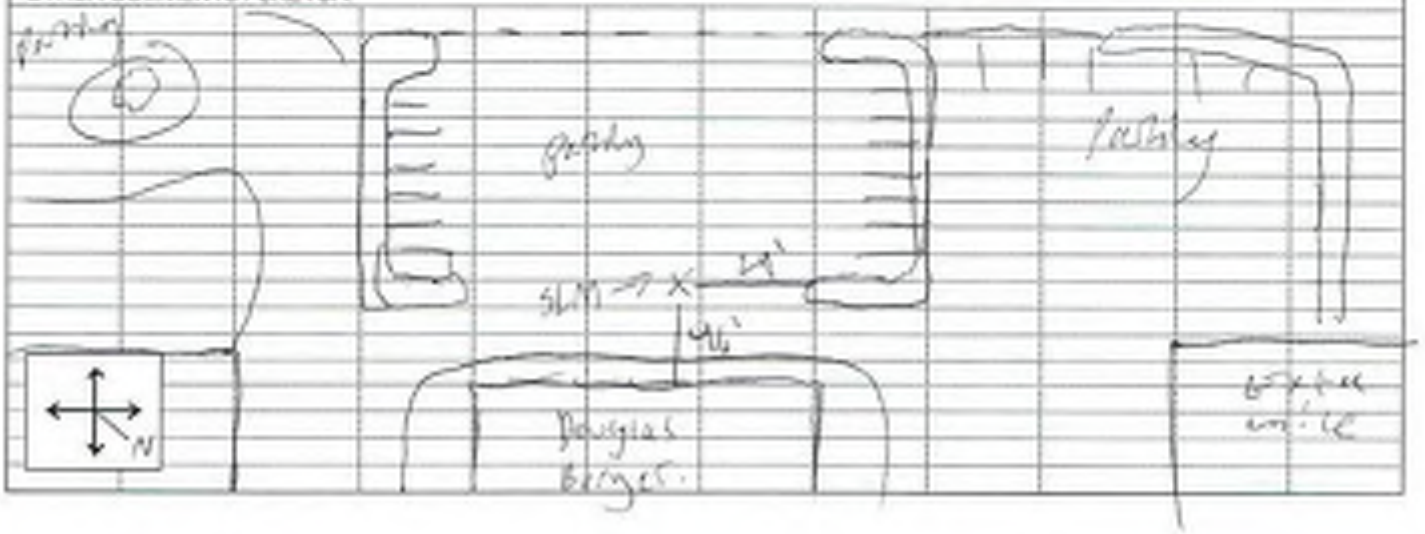
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: -MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 EL/SE PROJ. # 00417.19

SITE IDENTIFICATION: Hotel OBSERVER(S): SCR
ADDRESS: Vacant Lot
START DATE / TIME: 10/12/12 - 1:40 pm END DATE / TIME: 10/13/12 - 8:40 AM

METEOROLOGICAL CONDITIONS:
TEMP: °F HUMIDITY: %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: Piccolo G TYPE: 1 2 SERIAL #: 0902
CALIBRATOR: LxT300 SERIAL #: 2916
CALIBRATION CHECK: PRE-TEST 94.0 dBA SPL POST-TEST 94.0 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{33}	L_{50}	L_{90}	L_{99}	L_{min}

COMMENTS: 1 started @ 1:40 pm, cleared site @ 1:49
Arrived @ 8:34 am, stopped @ 8:40 am

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: -MIN

	#1 COUNT NB / EB	#1 COUNT SB / WB	#1 SPEED NB / EB	#1 SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	#2 SPEED NB / EB	#2 SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: CT01.01 OBSERVER(S): JLR
ADDRESS: Near 151 S. Minthorn St, Lake Elsinore, CA 92530
START DATE / TIME: 3/16/21 - 4:11pm END DATE / TIME: 3/16/21 - 4:23pm

METEOROLOGICAL CONDITIONS:
TEMP: 60 °F HUMIDITY: 43 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 1-2 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 824 TYPE: 1 2 SERIAL #: 4605
CALIBRATOR: LD CAL 200 SERIAL #: 2916
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
155	4:11	4:31	61.0	79.6	70.8	64.2	59.5	57.8	56.1	53.8	53.1
156	4:33	4:53	59.2	72.3	67.1	61.3	59.3	57.7	56.4	53.2	52.1

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15, Minthorn
TRAFFIC COUNT DURATION: ____-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

56

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 00417.19

SITE IDENTIFICATION: ST 02DL OBSERVER(S): SCK
ADDRESS: NEAR 17410 LOMAS RVE, LAKE ELSINORE, CA 92530
START DATE / TIME: 10/13/20 END DATE / TIME: 10/13/20

METEOROLOGICAL CONDITIONS:
TEMP: 100 °F HUMIDITY: 14 %R.H. WIND: CALM (LIGHT) MODERATE VARIABLE
WINDSPEED: 1-6 MPH DIR: N NE E SE (S) SW W NW STEADY GUSTY
SKY: (SUNNY) CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE (1) 2 SERIAL #: 4005
CALIBRATOR: LD CA 200 SERIAL #: 2416
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED (SLOW) FAST FRONTAL (RANDOM) ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
453	12:46	12:56	66.5	72.9	70.9	69.0	67.4	65.7	63.4	60.4	59.8
454	12:59	1:09	66.1	72.7	71.0	68.7	67.2	65.5	62.4	58.0	54.9	

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15, 10 LNS 4W
TRAFFIC COUNT DURATION: -MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD (SOFT) MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

← 10/13/20 →

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 4/17.19

SITE IDENTIFICATION: S102.03 OBSERVER(S): SCK
ADDRESS: 10574 CONCORD AVE, LAKE ELSINORE, CA 92530
START DATE / TIME: 4/16/21 - 2:56 pm END DATE / TIME: 4/16/21 - 3:19 pm

METEOROLOGICAL CONDITIONS:
TEMP: 59 °F HUMIDITY: 43 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-1 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: 1 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #: 2976
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN: Y
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
153	2:56	3:06	64.5	79.0	67.1	66.0	65.0	63.6	61.4	59.3	57.9
154	3:09	3:19	65.1	69.8	68.6	66.8	65.9	65.0	62.5	61.2	59.9

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___ MIN

	#1 COUNT NB / EB	#1 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 617.19

SITE IDENTIFICATION: STO2.04 OBSERVER(S): J.H
ADDRESS: Undeveloped
START DATE / TIME: 3/16/21 2:56PM END DATE / TIME: 3/16/21 3:19PM

METERDLOGICAL CONDITIONS:
TEMP: 59 °F HUMIDITY: 43 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-1 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL 200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.3 dBA SPL WINDSCREEN ✓
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
322	2:56PM	3:06PM	59.8	74.5	66.5	60.9	60.0	58.3	56.8	55.5	54.7
323	3:09PM	3:19PM	60.5	69.7	65.8	62.1	61.1	60.0	58.1	56.7	56.2

COMMENTS:

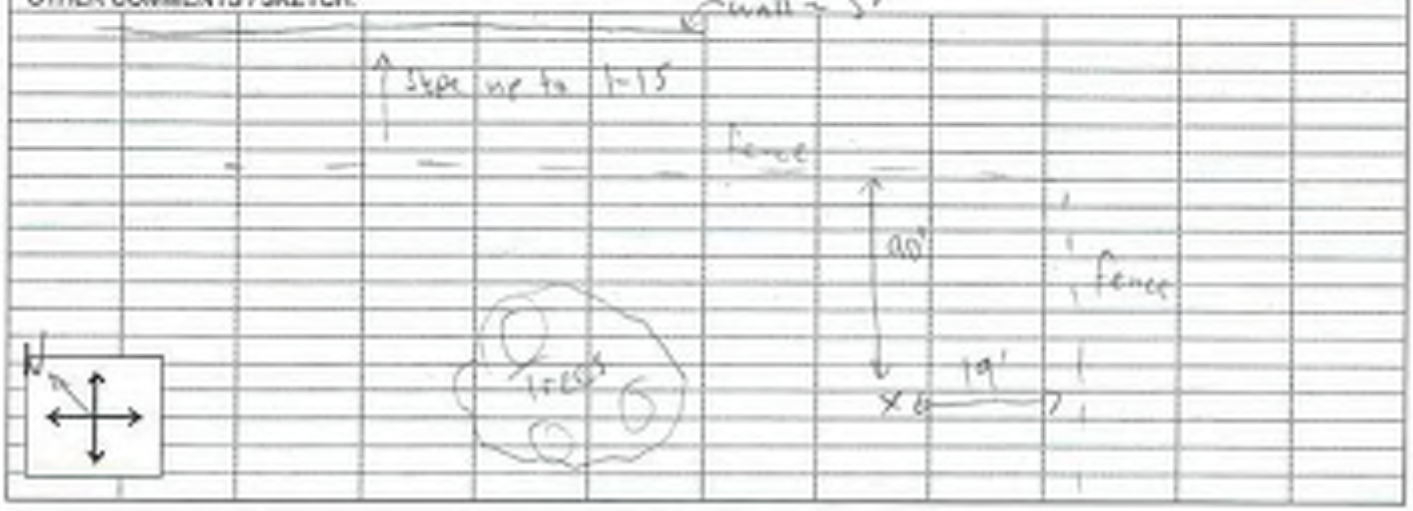
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___-MIN

	#1 COUNT NB / EB	#1 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



S4

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. #: 417.19

SITE IDENTIFICATION: ST 01-05 OBSERVER(S): S.H.
ADDRESS: Freeway \ 8310 Collier Ave, Suite B
START DATE / TIME: 10/13/20 11:47AM END DATE / TIME: 10/13/20 12:10PM

METEOROLOGICAL CONDITIONS:
TEMP: 94 °F HUMIDITY: 17 %R.H. WIND: (CALM) LIGHT MODERATE VARIABLE
WINDSPEED: ~ MPH DIR: N NE E (SE) S SW W NW STEADY GUSTY
SKY: (SUNNY) CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: (1) 2 SERIAL #: 3786
CALIBRATOR: LD CAL 200 SERIAL #: 6665
CALIBRATION CHECK: PRE-TEST 114.5 dBA SPL POST-TEST 114.07 dBA SPL WINDSCREEN: ✓
SETTINGS: (A-WEIGHTED) (SLOW) FAST FRONTAL (RANDOM) (ANSI) OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{33}	L_{50}	L_{90}	L_{99}	L_{min}
133	11:47A	11:57A	60.4	67.0	65.5	62.7	61.0	59.5	57.3	55.3	54.4
134	12:00P	12:10P	60.4	67.0	65.5	62.5	60.7	59.7	57.8	56.3	55.5

COMMENTS:

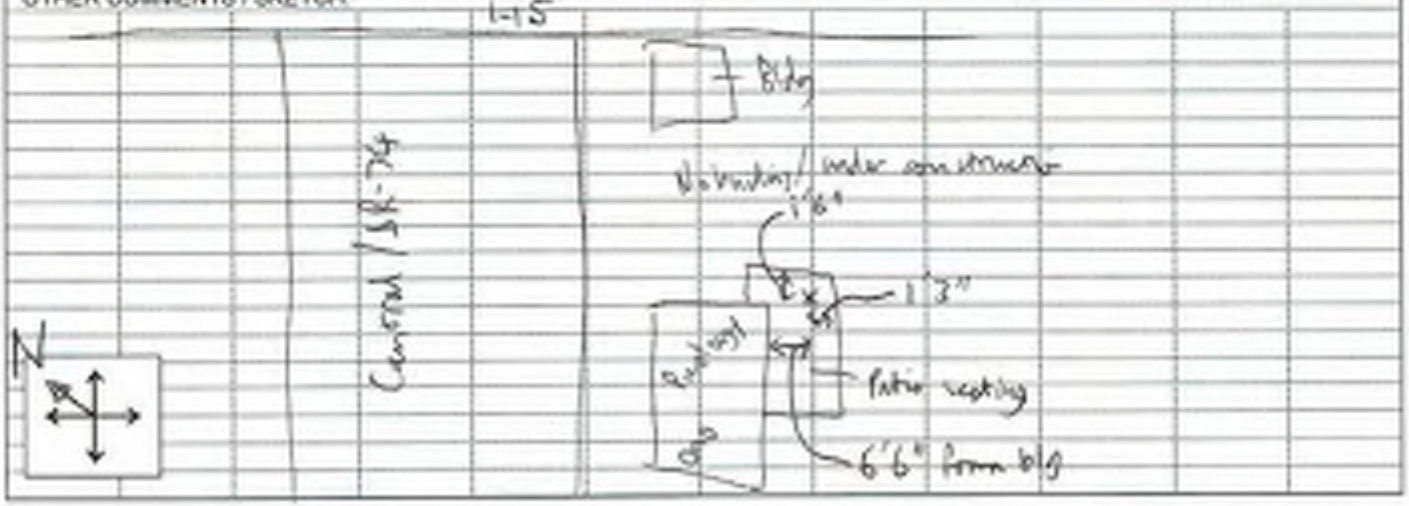
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: Central Ave / SR-74 & I-15
TRAFFIC COUNT DURATION: ___ MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT (MIXED) FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ECLPSE PROJ. # 00417.14

SITE IDENTIFICATION: LT02.01 OBSERVER(S): JCB
ADDRESS: 19574 Collier Ave, Lake Elsinore, CA 92530
START DATE / TIME: 10/12/20 1:26 pm END DATE / TIME: 10/16/20 9:31 am

METEOROLOGICAL CONDITIONS:
TEMP: °F HUMIDITY: %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: ___ MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: Rion NL-21 TYPE: 1 SERIAL #: 67771
CALIBRATOR: CAL 200 SERIAL #: 2816
CALIBRATION CHECK: PRE-TEST 114.2 dBA SPL POST-TEST 114.2 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}

COMMENTS: Starts @ 1:26 pm, Ends @ 1:30 pm (10/12/20)
Starts @ 9:28 am, Ends @ 9:31 am

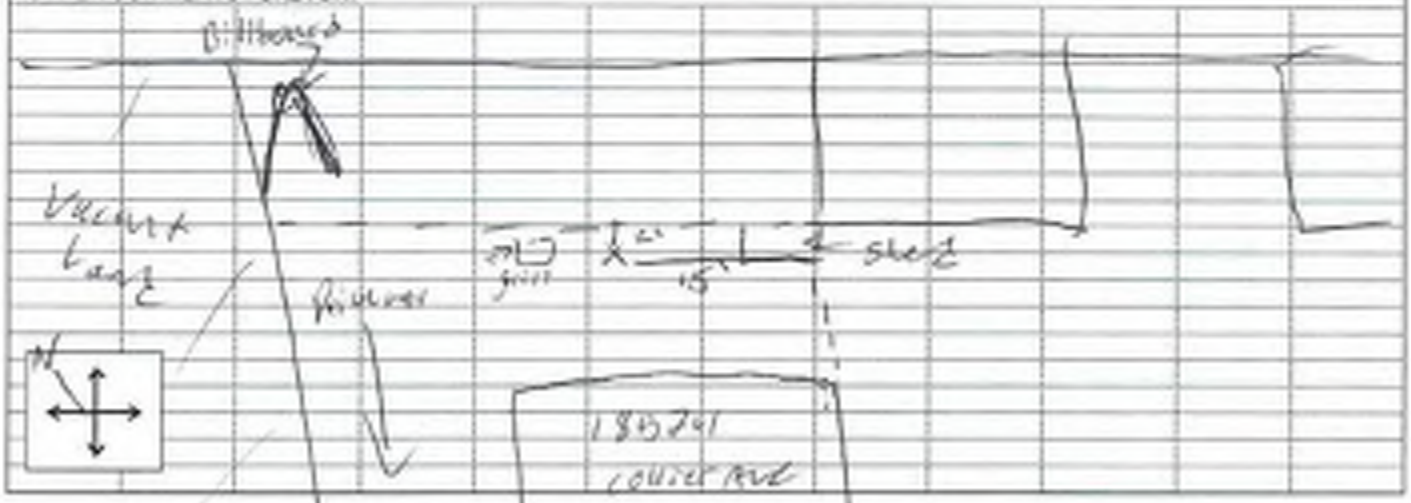
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: ___ MIN

	#1 COUNT NB / EB	#1 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

S1 PROJECT: I-15 ELPSE PROJ. # 00417.19

SITE IDENTIFICATION: ST01.01 OBSERVER(S): DCB
ADDRESS: 19611 Yorba Ave, Lake Elsinore, CA 92530 (Bridge Pkg)
START DATE / TIME: 10/13/20 END DATE / TIME: 10/13/20

METEOROLOGICAL CONDITIONS:
TEMP: 71 °F HUMIDITY: 41 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-1 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: 1 2 SERIAL #: 4004
CALIBRATOR: LD CAL 200 SERIAL #: 3976
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
.445	8:40	8:56	64.7	71.4	68.5	66.3	65.4	64.4	62.2	60.6	58.8
.446	8:56	9:11	64.7	69.0	67.9	66.4	66.6	64.5	62.3	61.0	60.6

COMMENTS:

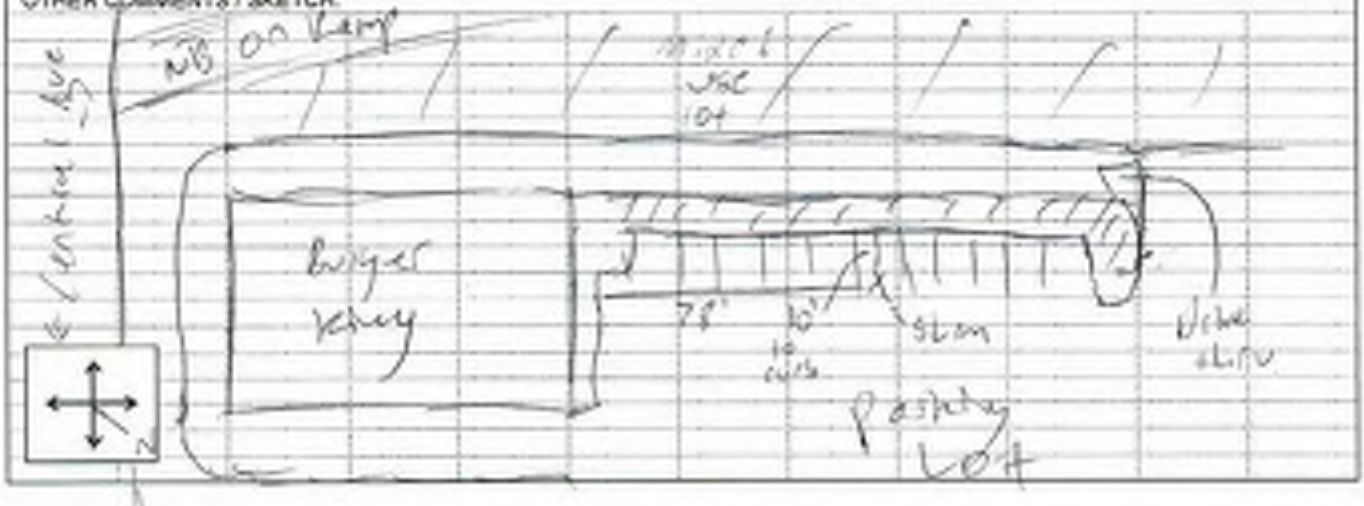
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15 Median
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



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FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ECLIPSE PROJ. #: 417.01

SITE IDENTIFICATION: ST03.02 OBSERVER(S): J. H
ADDRESS: Costco 29315 Central Ave
START DATE / TIME: 10/14/20 7:39 AM END DATE / TIME: 10/14/20 8:12 AM

METEROLOGICAL CONDITIONS:
TEMP: °F HUMIDITY: %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: (1) 2 SERIAL #: 3736
CALIBRATOR: LD CAL 320 SERIAL #:
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN 6845
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
141	7:39A	7:54A	62.6	66.0	65.0	63.6	63.0	62.4	61.4	60.4	59.7
142	7:57A	8:12A	61.3	65.2	63.9	62.6	61.8	61.1	60.2	59.3	58.6

COMMENTS:

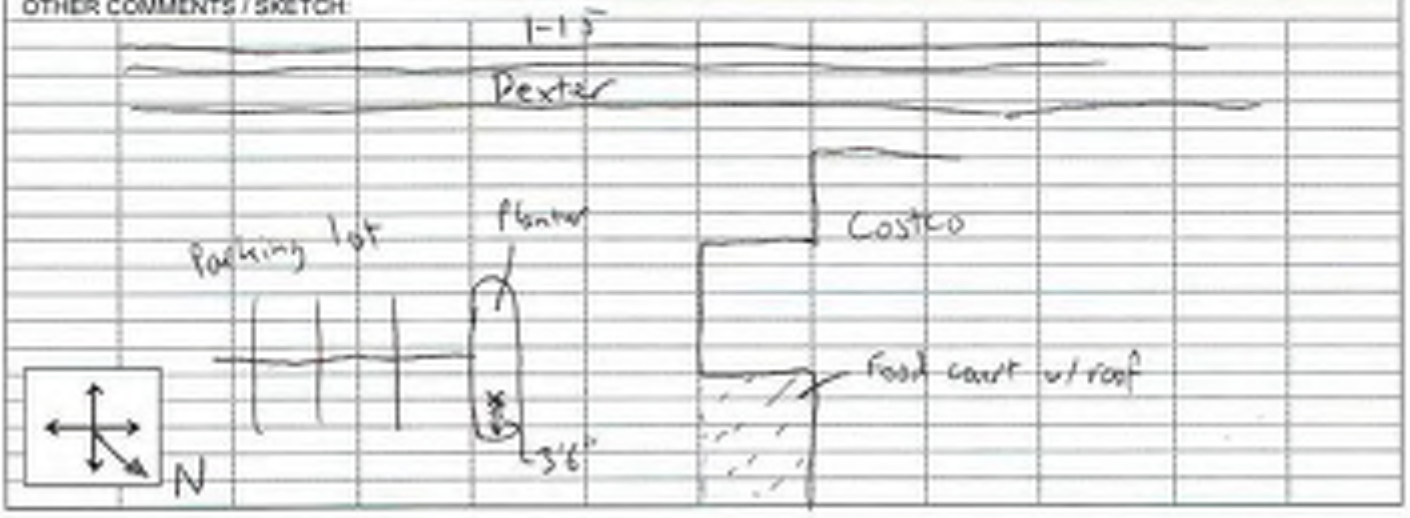
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: -MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:
Traffic on Dexter & locals outside

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST 03-03 OBSERVER(S): EP/AETech
ADDRESS: 1820 Dexter Ave - Church Prop. line
START DATE / TIME: 10/16/20 END DATE / TIME: 10/16/20

METEOROLOGICAL CONDITIONS:
TEMP: 70 °F HUMIDITY: 41 %R.H. WIND: (CALM) LIGHT MODERATE VARIABLE
WINDSPEED: 5 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: B&K 2238 TYPE (1) 2 SERIAL #: 2108267
CALIBRATOR: Bion ACE-74 SERIAL #: 3515 7443
CALIBRATION CHECK: PRE-TEST 94.0 dBA SPL POST-TEST 93.9 dBA SPL WINDSCREEN ✓
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
	8:58A	9:08A	61.9	67.5		63.5	62.5	61.5	59.5		58.4
	9:11A	9:21A	61.3	70.6		63.0	62.0	61.0	58.5		56.1

COMMENTS:

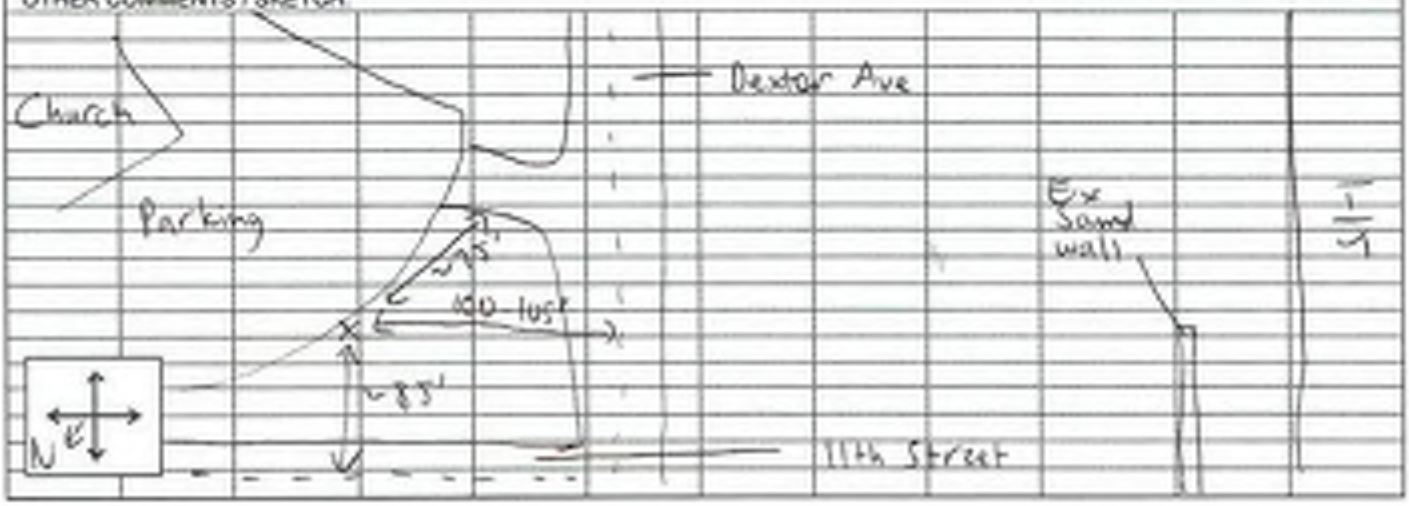
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



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FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ECLIPSE PROJ. # 417.19

SITE IDENTIFICATION: ST07 @4 OBSERVER(S): J.H.
ADDRESS: Next to 18139 Dexter Avenue
START DATE / TIME: 10/14/20 8:58 AM END DATE / TIME: 10/14/20 9:21 AM

METEOROLOGICAL CONDITIONS:
TEMP: 74 °F HUMIDITY: 36 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 1-2 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.04 dBA SPL WINDSCREEN ✓
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{50}	L_{90}	L_{99}	L_{min}
143	8:59A	9:08A	65.9	69.9	68.9	67.6	66.9	65.3	62.7	59.9	59.2
144	9:11A	9:21A	65.3	69.7	68.9	67.2	66.3	65.2	62.2	60.1	59.2

COMMENTS:

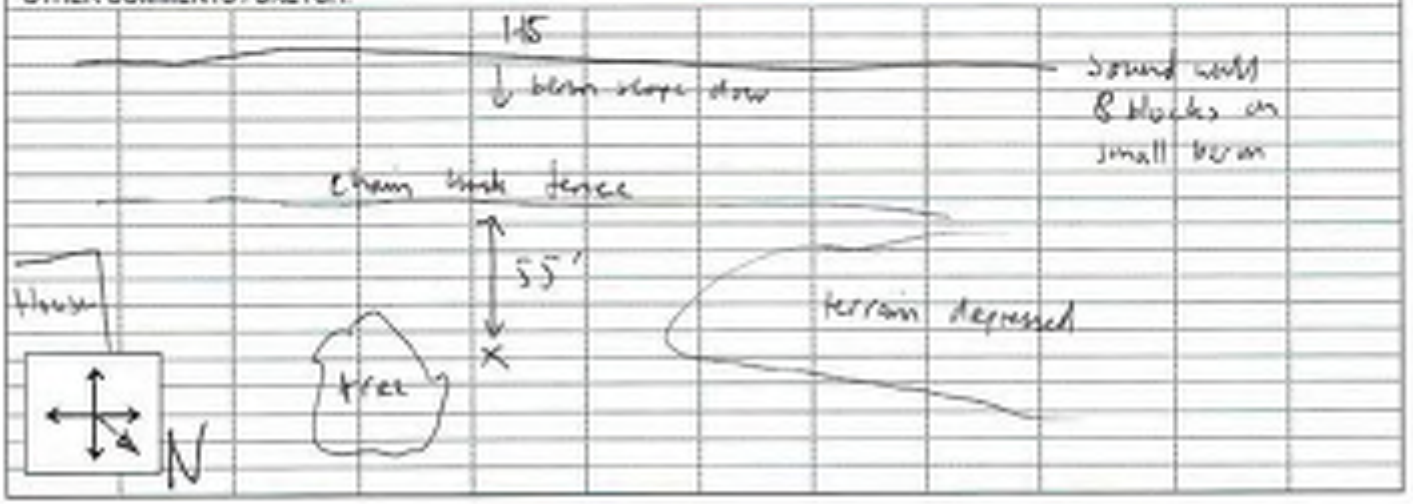
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 00417.19

SITE IDENTIFICATION: LT03.01 (ST03.05) OBSERVER(S): JCK
ADDRESS: 19895 Kenyon Ave, Lake Elsinore, CA 92532
START DATE / TIME: 10/12/20 - @ 9:11 AM END DATE / TIME: 10/16/20 - 9:14 AM

METEOROLOGICAL CONDITIONS:
TEMP: °F HUMIDITY: %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: Rion - NL-21 TYPE: 1 (2) SERIAL #: 6887
CALIBRATOR: Cal 200 SERIAL #: 6 2016
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.1 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}

COMMENTS: Started @ 9:11 AM, Closed site @ 9:16 AM
Arrived @ 9:10 AM, Stopped @ 9:14

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: -MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

59

PROJECT: I-15 ELPSE PROJ. # 00417.19

SITE IDENTIFICATION: STD.06 OBSERVER(S): SEK
ADDRESS: 18055 Dexter Ave, Lake Elsinore, CA
START DATE / TIME: 10/14/20 END DATE / TIME: 10/14/20

METEOROLOGICAL CONDITIONS:
TEMP: 71 °F HUMIDITY: 36 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 1-2 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 824 TYPE 1 2 SERIAL #: 4005
CALIBRATOR: LD CAL200 SERIAL #: 2916
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
A69	8:58	9:08	61.6	67.9	65.5	63.3	62.4	61.3	58.8	57.2	55.5
A60	9:11	9:21	61.0	65.2	63.6	62.6	61.7	60.9	58.5	55.7	54.8

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: 10 MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

S6

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST03-07 OBSERVER(S): SM
ADDRESS: High School 28755 El Toro Rd
START DATE / TIME: 10/13/20 3:01 PM END DATE / TIME: 10/13/20 3:24 PM

METEOROLOGICAL CONDITIONS:
TEMP: 101 °F HUMIDITY: 13 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 1-5 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: (1) 2 SERIAL #: 3678 6
CALIBRATOR: LD CAL 200 SERIAL #:
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.93 dBA SPL WINDSCREEN 6664 ✓
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{50}	L_{90}	L_{99}	L_{99}	L_{min}
137	3:01P	3:11P	68.9	76.3	73.0	70.6	69.5	68.3	65.8	63.9	61.6
138	3:14P	3:24P	69.4	73.8	73.0	71.3	70.2	69.1	66.3	63.7	62.9

COMMENTS: Temescal Canyon High School Tennis Courts

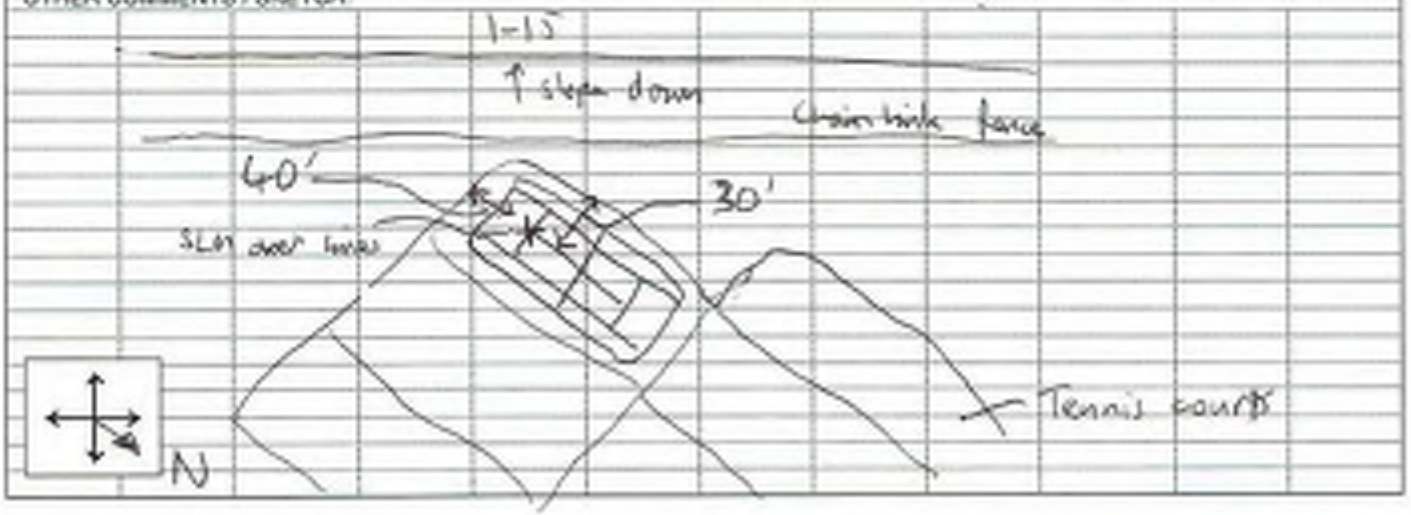
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: -MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



S6

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 00417.19

SITE IDENTIFICATION: ST 03-08 OBSERVER(S): TLR
ADDRESS: 29755 El Toro Rd, Lake Elsinore, CA 92532
START DATE / TIME: 10/13/20 END DATE / TIME: 10/13/20

METEROLOGICAL CONDITIONS:
TEMP: 101 °F HUMIDITY: 13 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED 3-5 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: CEL 6XT TYPE 1 2 SERIAL #: 4005
CALIBRATOR: CEL CAL 200 SERIAL #: 2416
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
455	3:01	3:11	73.5	80.0	78.0	75.5	74.3	73.1	70.3	67.4	64.8
456	3:14	3:24	73.5	78.2	77.3	75.6	74.6	73.3	70.2	66.6	64.4

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___ MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

S11

PROJECT: I-15 ELSE PROJ. # 00417.19

SITE IDENTIFICATION: ST 0 2.08 OBSERVER(S): S.K
ADDRESS: VI Jacinto Rd
START DATE / TIME: 10/14/20 END DATE / TIME: 10/14/20

METEOROLOGICAL CONDITIONS:
TEMP: 110 °F HUMIDITY: 20 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 3-5 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: 1 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #: 2916
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN: Y
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
463	10:56	11:06	61.0	66.5	65.1	62.9	61.9	60.5	58.1	55.7	54.6
464	11:08	11:18	60.2	67.9	65.2	62.0	60.9	59.8	57.0	54.6	52.8

COMMENTS:

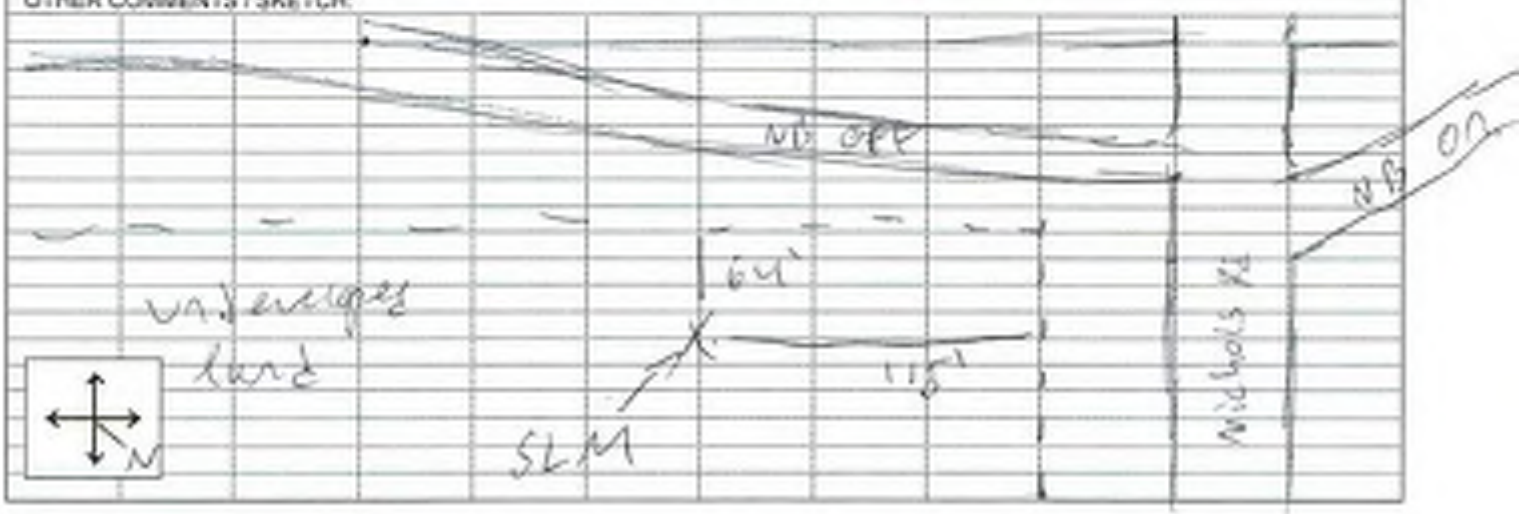
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



55

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ECLPSE PROJ. #: 417.19

SITE IDENTIFICATION: ST04.21 OBSERVER(S): J.M
ADDRESS: Elsinore Valley Cemetery 18170 Collier Ave
START DATE / TIME: 10/13/20 / 12:46 PM END DATE / TIME: 10/13/20 1:09 PM

METEOROLOGICAL CONDITIONS:
TEMP: 100 °F HUMIDITY: 14 %R.H. WIND: (CALM) LIGHT MODERATE VARIABLE
WINDSPEED: 1-2 MPH DIR: N NE E SE (SW) W NW STEADY GUSTY
SKY: (SUNNY) CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: (1) 2 SERIAL #: 3786
CALIBRATOR: LD CAL 200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.98 dBA SPL WINDSCREEN: Y
SETTINGS: (A-WEIGHTED) SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
135	12:46p	12:56p	65.9	69.5	69.0	68.0	67.1	65.9	62.5	59.3	58.7
136	12:59p	1:09p	66.5	71.3	71.1	69.8	67.3	66.0	63.0	61.2	59.6

COMMENTS:

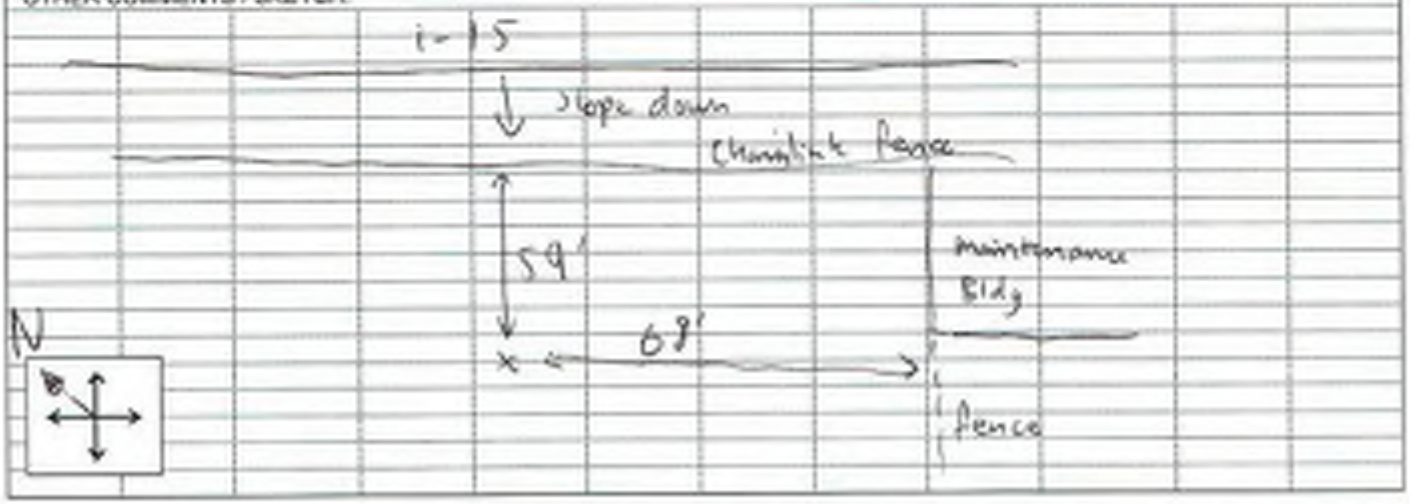
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
H/Y TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD (SOFT) MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ECLPSE PROJ. # 417.14

SITE IDENTIFICATION: ST02607 OBSERVER(S): FF / AETech
ADDRESS: 29023 El Toro Rd - Open space behind N. wall
START DATE / TIME: 10/13/20 END DATE / TIME: 10/13/20

METEOROLOGICAL CONDITIONS:
TEMP: 100 °F HUMIDITY: 24 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-3 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: B&K 2238 TYPE: 1 2 SERIAL #: 2106767
CALIBRATOR: Quest QC-10 SERIAL #: 3515 74462
CALIBRATION CHECK: PRE-TEST 94.0 dBA SPL POST-TEST 94.0 dBA SPL WINDSCREEN ✓
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
	12:46pm	12:56pm	60.1	68.5		62.0	61.0	60.0	57.5		54.5
	12:57pm	1:09pm	60.6	65.1		62.0	61.0	60.5	58.5		54.5

COMMENTS:

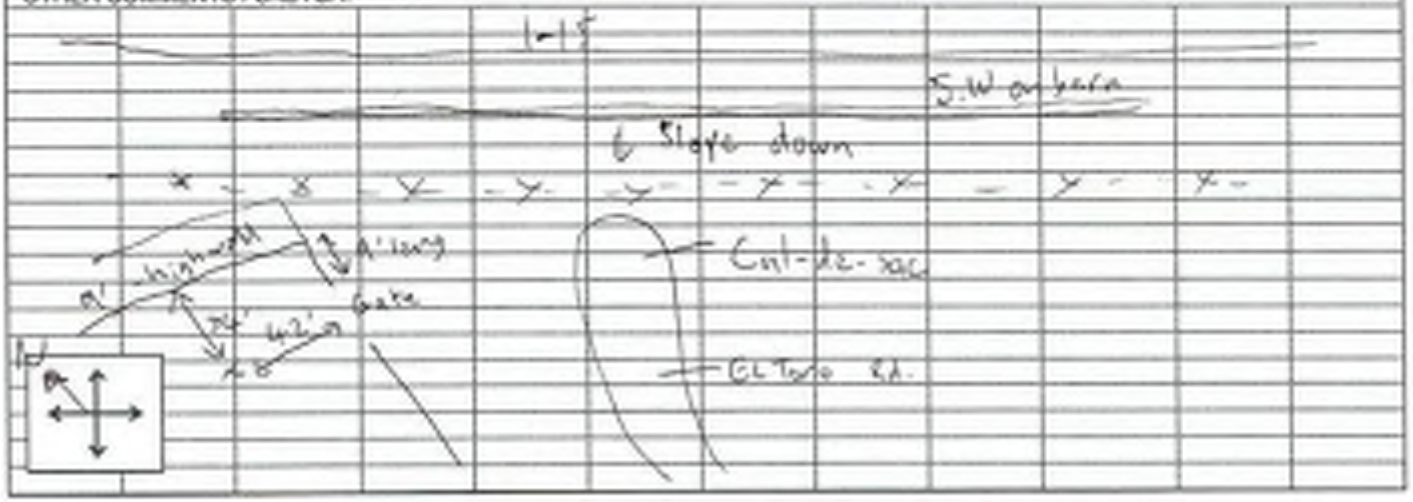
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



S10

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: STG-03 OBSERVER(S): JHL
ADDRESS:
START DATE / TIME: 10/14/20 10:05 AM END DATE / TIME: 10/14/20 10:27AM

METEOROLOGICAL CONDITIONS:
TEMP: 94 °F HUMIDITY: 27 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 1-4 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL 705 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN ✓
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
145	10:05A	10:15A	57.2	61.2	60.0	59.0	58.1	57.0	54.9	52.4	51.5
146	10:17A	10:27A	57.0	61.6	60.1	58.7	57.9	56.8	54.7	53.0	52.1

COMMENTS:

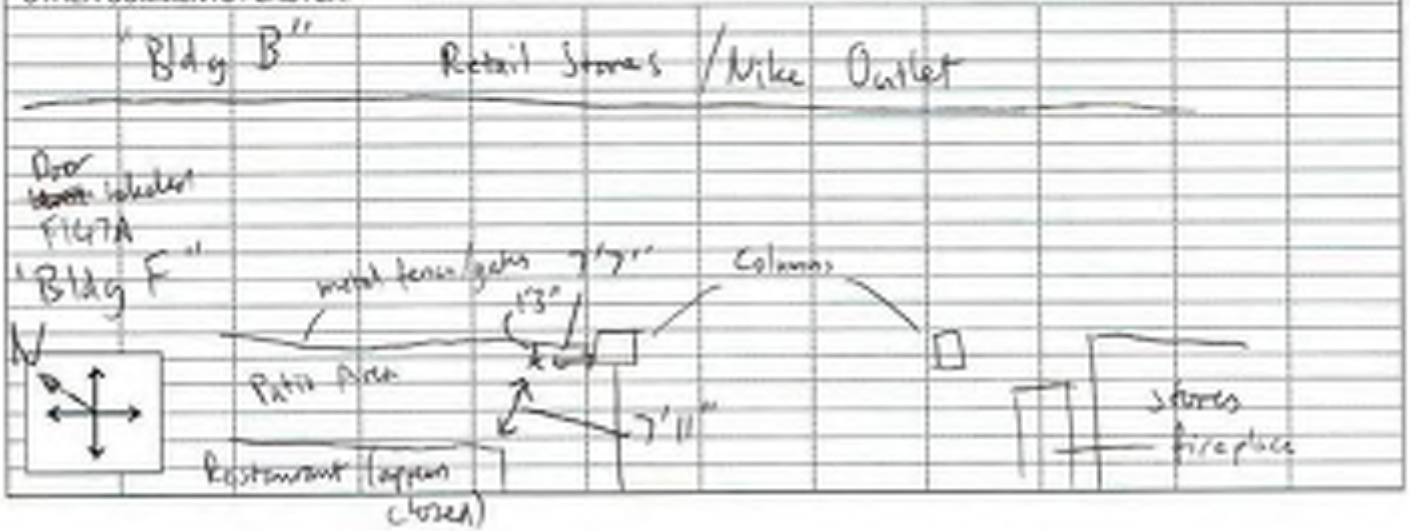
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: -MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:
Main not open yet. Little ambient noise

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST04.04 OBSERVER(S): FF/AE Tech
ADDRESS: 17600 Collier Ave Outlets seating area
START DATE / TIME: 10/14/20 END DATE / TIME: 10/16/20

METEOROLOGICAL CONDITIONS:
TEMP: 82 °F HUMIDITY: 24 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: B&K 2238 TYPE: 1 2 SERIAL #: 2106267
CALIBRATOR: Bion IEC-94 SERIAL #: 3515 76462
CALIBRATION CHECK: PRE-TEST 94.0 dBA SPL POST-TEST 94.0 dBA SPL WINDSCREEN ✓
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
	10:05A	10:15AM	63.2	73.2		65.0	64.0	62.5	59.5		
	10:17A	10:27A	62.2	67.8		64.5	63.0	61.5	58.5		

COMMENTS:

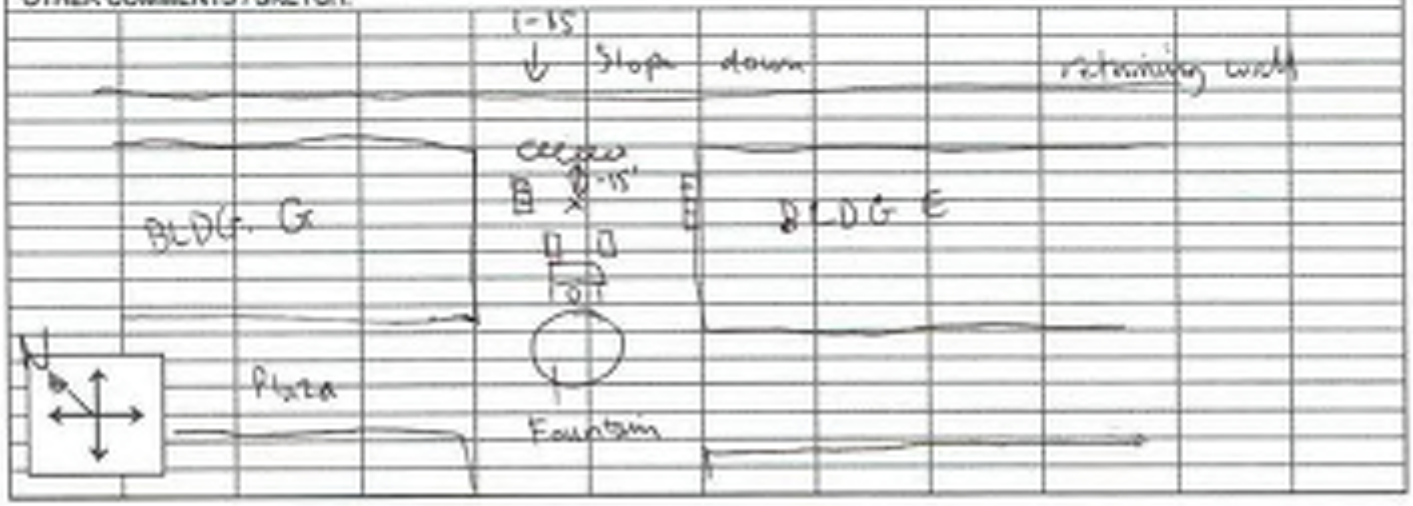
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: ____-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

S10

PROJECT: I-15 ELPSE PROJ. # 00417.19

SITE IDENTIFICATION: STOP.05 OBSERVER(S): SCR
ADDRESS: 17600 Collier Ave, Lake Elsinore, CA 92530
START DATE / TIME: 10/14/20 END DATE / TIME: 10/14/20

METEOROLOGICAL CONDITIONS:
TEMP: 84 °F HUMIDITY: 27 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 1-4 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE 1 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #: 2916
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
A61	10:05	10:15	60.6	66.4	64.8	62.5	61.4	60.2	57.7	55.1	54.1
A62	10:17	10:27	60.4	66.0	64.2	62.5	61.2	59.8	57.9	56.3	55.8

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ____ MIN

	COUNT NB / EB	COUNT SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:

S11

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 4171

SITE IDENTIFICATION: ST04.06 OBSERVER(S): J.H.
ADDRESS: Parcel S. of Arco @ 19930 Collier Ave
START DATE / TIME: 10/14/20 END DATE / TIME: 10/14/20

METEROLOGICAL CONDITIONS:
TEMP: 90 °F HUMIDITY: 20 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 1-5 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
147	10:56A	11:06A	65.3	68.7					63.2	62.0	61.1
					68.3	66.9	66.1	65.1			
148	11:08A	11:18A	65.7	75.5					62.7	61.2	60.3
					71.1	66.7	65.9	64.6			

COMMENTS:

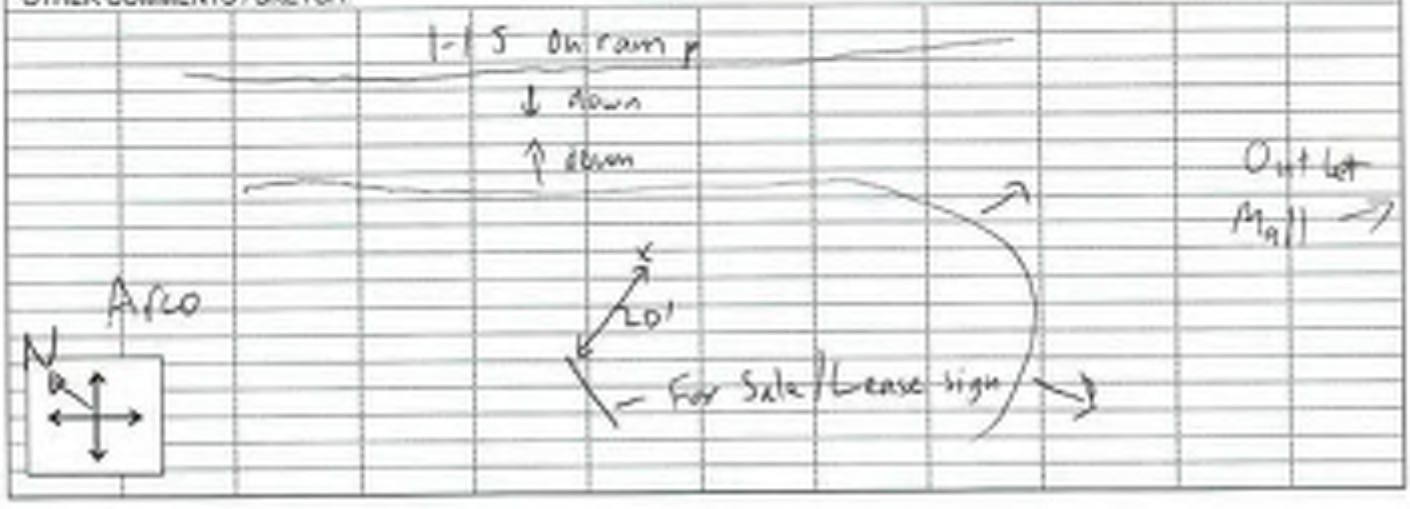
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:
Traffic on Collier barely audible

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 00417.19

SITE IDENTIFICATION: LT 04 #1
ADDRESS: Vacant Land - [illegible]
START DATE / TIME: 10/12/20 - 10:21 AM
OBSERVER(S): JCR
END DATE / TIME: 10/16/20 - 9:47 AM

METEROLOGICAL CONDITIONS:

TEMP: °F HUMIDITY: %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:

INSTRUMENT: Piccolo B TYPE: 1 (2) SERIAL #: 1204
CALIBRATOR: LxC 200 SERIAL #: 2826
CALIBRATION CHECK: PRE-TEST 94.0 dBA SPL POST-TEST 93.1 dBA SPL WINDSCREEN X
SETTINGS: (A-WEIGHTED) (SLOW) FAST FRONTAL (RANDOM) (ANSI) OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}

COMMENTS: Started @ 10:21 AM, cleared site @ 10:24 AM (10/12/20)
Arrived @ 9:44 AM, stopped @ 9:47 AM (10/16/20)

SOURCE INFO AND TRAFFIC COUNTS:

PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: ___ MIN

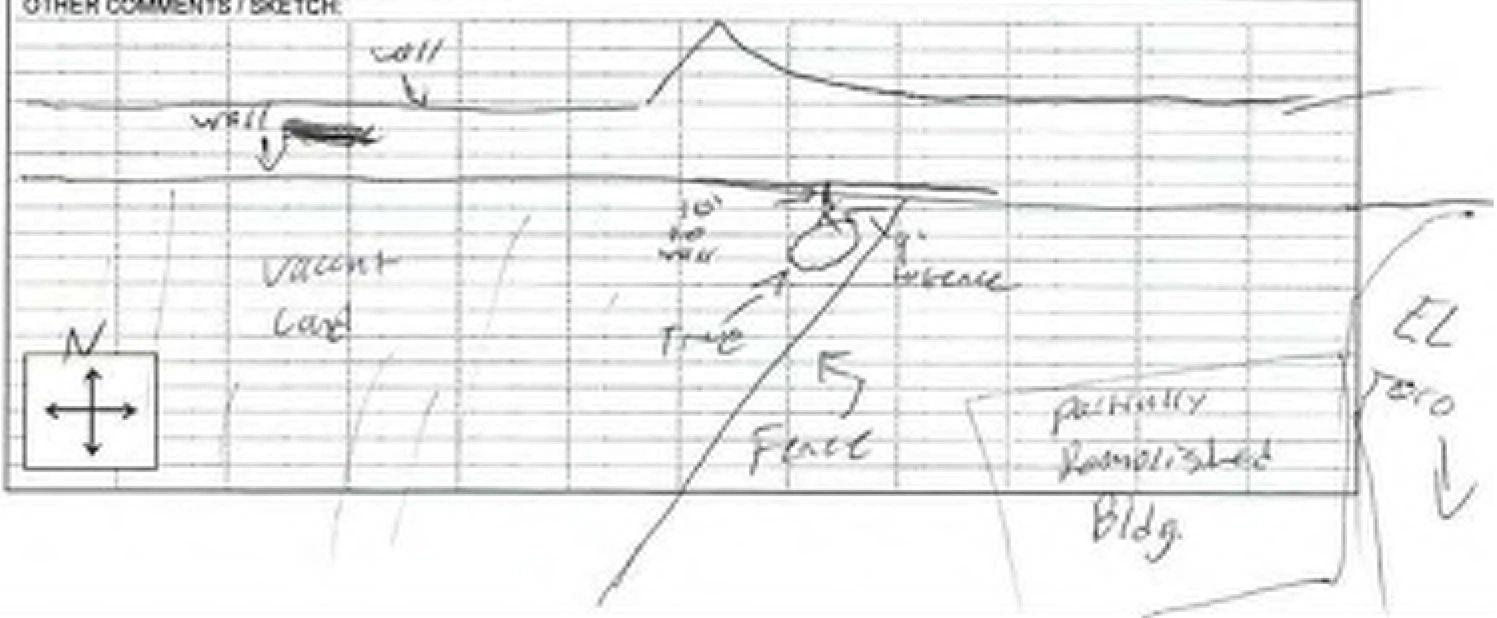
	#1 COUNT NB / EB	SB / WB	SPEED NB / EB	SB / WB	#2 COUNT NB / EB	SB / WB	SPEED NB / EB	SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:

TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 60417.19

SITE IDENTIFICATION: ST 05.01 OBSERVER(S): SER
ADDRESS: 1000 N. Lugo Rd, Lake Elsinore, CA 92530
START DATE / TIME: 10/20/20 END DATE / TIME: 10/20/20

METEOROLOGICAL CONDITIONS:
TEMP: 76 °F HUMIDITY: 55 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 3-4 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE 1 2 SERIAL #: 4005
CALIBRATOR: LD CAL-200 SERIAL #: 2416
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.8 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
A69	11:17	11:27	72.2	75.7	74.9	74.0	73.1	72.1	69.6	67.3	66.5
A70	11:30	11:40	74.0	78.6	76.4	73.9	72.7	71.6	69.0	67.0	66.6

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE　　PROJ. #: 0041719

SITE IDENTIFICATION: UT 05P1 (ST05.02)　　OBSERVER(S): JCK
ADDRESS: Undeveloped land
START DATE / TIME: 10/14/20 - 10:18 Am　　END DATE / TIME: 10/22/20 - 12:24 pm

METEROLOGICAL CONDITIONS:
TEMP: °F　HUMIDITY: %R.H.　WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: MPH　DIR: N NE E SE S SW W NW　STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: Rion NL-21　TYPE: 1 (2)　SERIAL #: 6771
CALIBRATOR: LARSON　SERIAL #: 3916
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL　POST-TEST 114.0 dBA SPL　WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI　OTHER:

REC #	START	END	Leq	Lmax	L1	L10	L25	L50	L90	L99	Lmin

COMMENTS: started @ 10:18 Am, deactivate @ 10:25 Am (10/14/20), activated @ 12:20 pm, stopped @ 12:24 pm (10/22/20)

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: ___ -MIN

	NB / EB	SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER
OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 - ELPSE PROJ. # 00417.19

SITE IDENTIFICATION: ST05.03 OBSERVER(S): SCR
ADDRESS: Murrieta
START DATE / TIME: 10/20/20 END DATE / TIME: 10/20/20

METEOROLOGICAL CONDITIONS:
TEMP: 92 °F HUMIDITY: 46 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 3-4 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: 1 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #: 2016
CALIBRATION CHECK: PRE-TEST: 114.0 dBA SPL POST-TEST: 113.8 dBA SPL WINDSCREEN: X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
971	12:29	12:39	67.4	72.1	71.1	69.3	68.2	67.2	64.4	62.5	62.1
972	12:42	12:52	67.4	72.2	70.8	69.0	68.4	67.3	64.4	63.6	62.7

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ____-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER
OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 - EIDSE PROJ. # 00417.19

SITE IDENTIFICATION: SJCC-04 OBSERVER(S): JCM
ADDRESS: Valleyview
START DATE / TIME: 4/23/20 END DATE / TIME: 4/23/20

METEROLOGICAL CONDITIONS:
TEMP: 90 °F HUMIDITY: 31 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-2 MPH DIR: N NE E SE (S) SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: (1) 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #: 2816
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.4 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{50}	L_{90}	L_{99}	L_{min}
890	11:56	12:06	58.3	63.2	61.9	60.2	58.9	58.0	55.9	54.6	53.3
891	12:09	12:19	58.1	63.8	62.4	59.8	58.8	57.7	55.5	54.4	53.2
892	12:34	12:34	57.6	61.3	60.4	59.4	58.4	57.3	55.5	54.4	54.0

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___ MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / ER	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST05.01 OBSERVER(S): S.H
ADDRESS: Undeveloped land
START DATE / TIME: 9/18/21 END DATE / TIME: 9/18/21

METEOROLOGICAL CONDITIONS:
TEMP: 55 °F HUMIDITY: 67 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-1 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL 200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN: Y
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
337	9:37AM	9:47AM	60.2	64.4	63.6	62.2	61.6	59.6	57.1	55.7	55.1
338	9:51AM	10:01AM	59.7	65.8	66.7	61.9	60.5	59.3	56.6	55.2	54.4	

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___-MIN

	COUNT NB / EB	COUNT SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	#2 SPEED NB / EB	#2 SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.14

SITE IDENTIFICATION: ST06.02 OBSERVER(S): T.M.
ADDRESS: Undeveloped Land
START DATE / TIME: 10/20/20 END DATE / TIME: 10/20/20

METEOROLOGICAL CONDITIONS:
TEMP: 62 °F HUMIDITY: 46 %R.H. WIND: CALM (LIGHT) MODERATE VARIABLE
WINDSPEED: 3-4 MPH DIR: N NE E SE S SW W (NW) STEADY GUSTY
SKY: (SUNNY) CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 821 TYPE: (1) 2 SERIAL #: 3796
CALIBRATOR: LD CAL200 SERIAL #:
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.03 dBA SPL WINDSCREEN 6665 ✓
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL (RANDOM) ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{50}	L_{90}	L_{99}	L_{min}
157	12:28pm	12:38pm	66.1	70.4	69.3	68.0	67.2	65.8	62.2	60.3	59.6
158	12:42pm	12:52pm	65.1	70.1	68.6	67.0	66.0	64.7	62.7	59.9	59.0

COMMENTS:

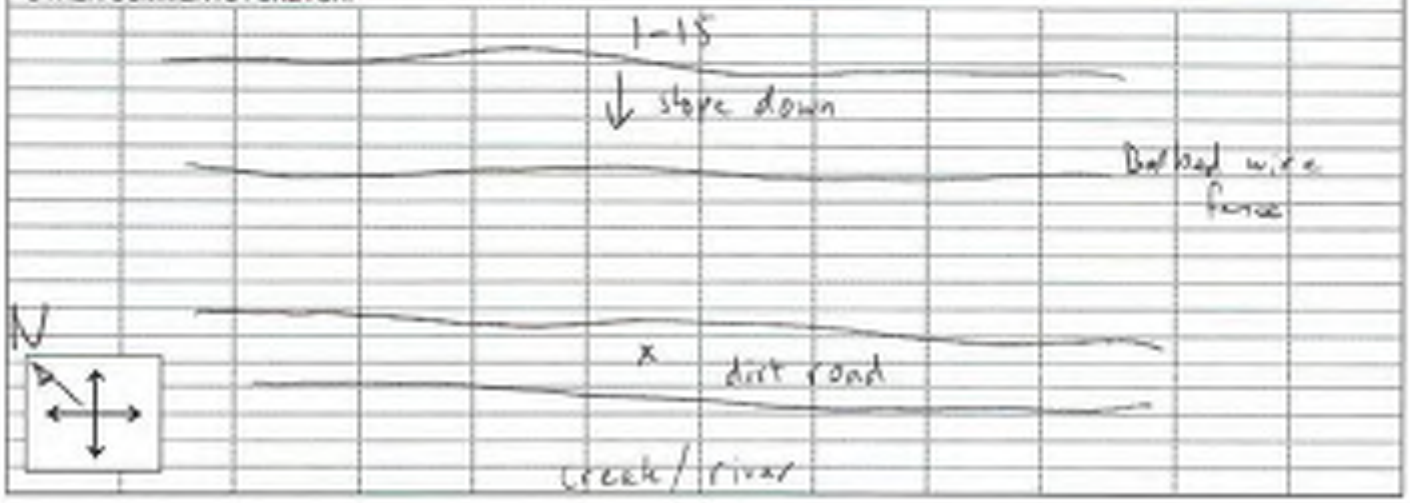
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD (SOFT) MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELFS PROJ. # 004717.19

SITE IDENTIFICATION: Utility (ST06-03) OBSERVER(S): JCR
ADDRESS: Valenciano County property
START DATE / TIME: 10/19/20 - 9:27 am END DATE / TIME: 10/22/20 - 1:56 pm

METEROLOGICAL CONDITIONS:
TEMP: °F HUMIDITY: %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: Larson LxL-21 TYPE: 1 2 SERIAL #: C887
CALIBRATOR: CAL 200 SERIAL #: 2414
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}

COMMENTS: Started @ 9:27 AM, Leaves @ 9:36 AM (10/19/20)
Arrived @ 1:54 pm, Stopped @ 1:56 pm

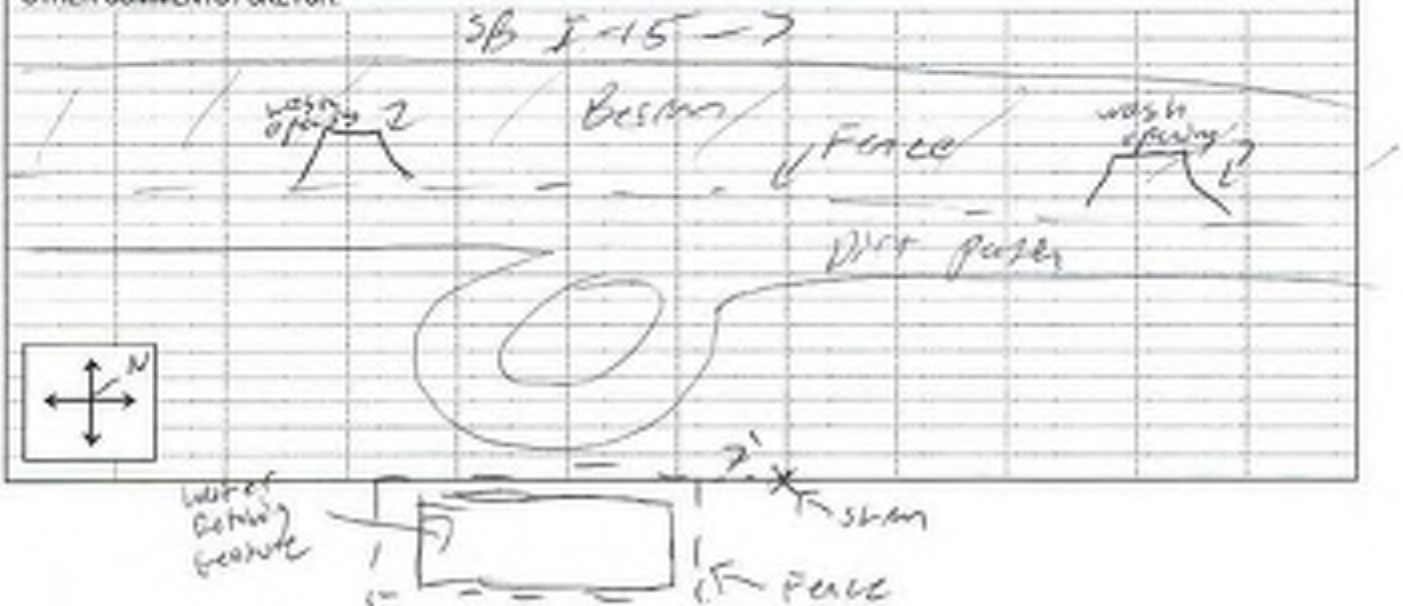
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: -MIN

	#1 COUNT NB / EB	#1 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.M

SITE IDENTIFICATION: ST 06-014 OBSERVER(S): S.H.
ADDRESS: Undeveloped Land
START DATE / TIME: 9/23/20 11:56 AM END DATE / TIME: 9/23/20 12:34 PM

METEROLOGICAL CONDITIONS:
TEMP: 90 °F HUMIDITY: 31 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-2 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
079	11:56A	12:06P	70.0	75.6	74.5	72.8	71.0	69.5	65.7	62.2	60.3
080	12:09P	12:19P	70.8	77.1	76.1	73.5	72.0	70.1	65.6	58.4	56.9
081	12:24P	12:36P	70.7	77.0	75.8	73.3	71.9	70.0	66.6	60.3	59.3

COMMENTS:

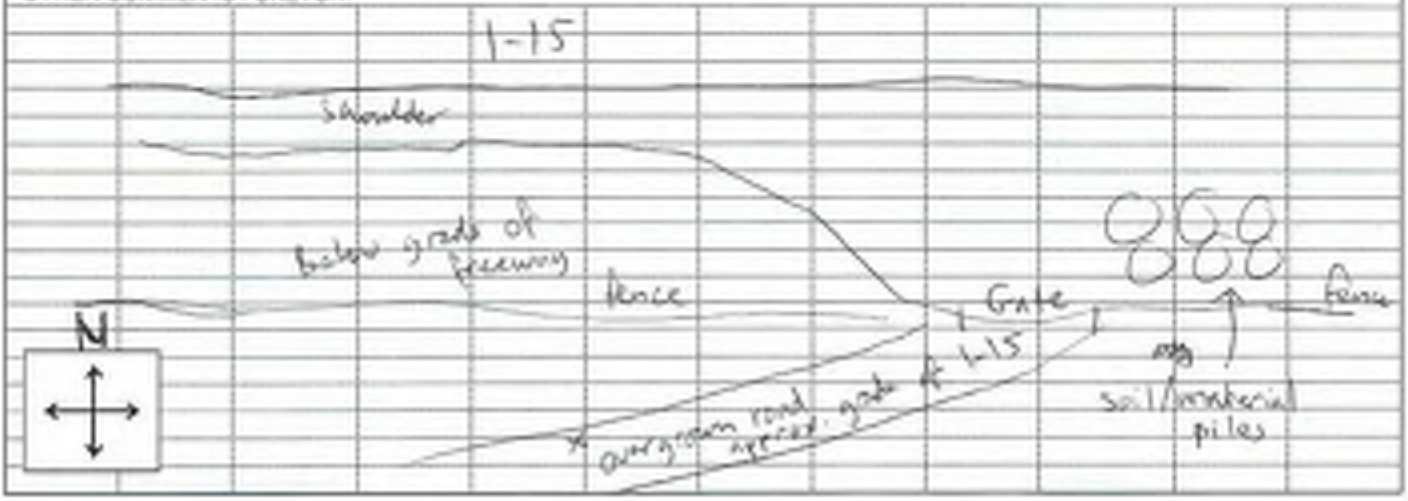
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___ MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST 07.01 OBSERVER(S): SH
ADDRESS: Cottonwood Specialties, 11480 Cottonwood Ranch Rd
START DATE / TIME: 2/16/21 END DATE / TIME: 2/16/21

METEOROLOGICAL CONDITIONS:
TEMP: 45 °F HUMIDITY: 67 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-1 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL 720 SERIAL #:
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN ✓
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
316	8:53am	9:03am	66.3	72.0	70.9	68.4	67.3	65.9	62.7	59.0	57.2
317	9:07am	9:17am	65.5	71.2	69.9	67.7	66.7	65.2	61.1	58.0	55.6												

COMMENTS:

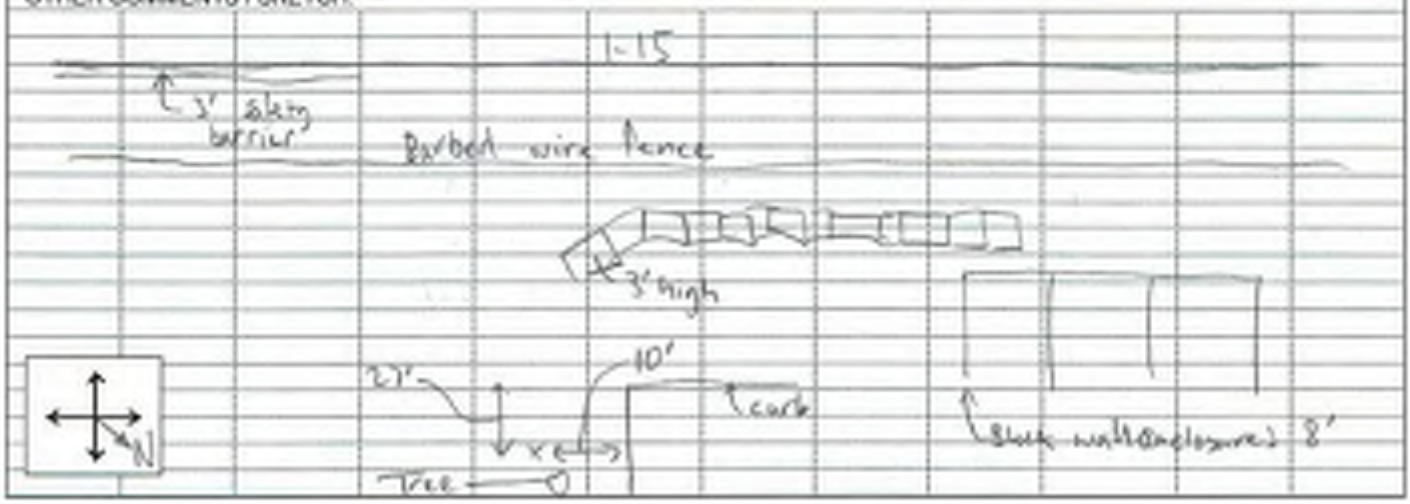
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ____-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 617-19

SITE IDENTIFICATION: ST07-02 OBSERVER(S): J.H.
ADDRESS: Hollywood Sound
START DATE / TIME: 9/23/20 8:37AM END DATE / TIME: 9/23/20 9:19AM

METEOROLOGICAL CONDITIONS:
TEMP: 74 °F HUMIDITY: 50 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-1 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.03 dBA SPL WINDSCREEN
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
075	8:51A	9:07A	73.0	76.3	75.8	74.7	74.0	73.1	70.0	67.3	66.6
076	9:09A	9:19A	73.8	77.2	76.0	75.2	74.6	73.7	71.8	69.5	68.9

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___ MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 EIPSE PROJ. # 00417.19

SITE IDENTIFICATION: ST02.03
ADDRESS: Undeveloped
START DATE / TIME: 9/23/20
OBSERVER(S): SLR
END DATE / TIME: 9/23/20

METEOROLOGICAL CONDITIONS:
TEMP: 71 °F HUMIDITY: 60 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-1 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: 1 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #: 2916
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.1 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
884	8:57	9:07	61.3	74.0	65.5	63.0	62.1	60.6	57.9	54.2	54.1
885	9:09	9:19	61.8	65.7	64.8	63.5	62.7	61.6	59.4	57.6	52.2

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: -MIN

	#1 COUNT NB / EB	#1 COUNT SB / WB	#1 SPEED NB / EB	#1 SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	#2 SPEED NB / EB	#2 SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST07.04
ADDRESS: 26340 Lester Circle, Corona
START DATE / TIME: 9/22/20 1:19PM
OBSERVER(S): JH
END DATE / TIME: 9/22/20 1:43PM

METEOROLOGICAL CONDITIONS:
TEMP: 90 °F HUMIDITY: 24 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 3-6 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL 200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.96 dBA SPL WINDSCREEN Y
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{33}	L_{50}	L_{90}	L_{99}	L_{min}
071	1:19	1:29	59.1	68.2	64.5	60.5	59.7	58.7	56.7	54.6	53.6
072	1:33	1:43	60.0	63.4	62.7	61.6	60.9	59.9	57.3	55.9	54.4

COMMENTS: Next to driveway of "Savala Equipment Rentals"

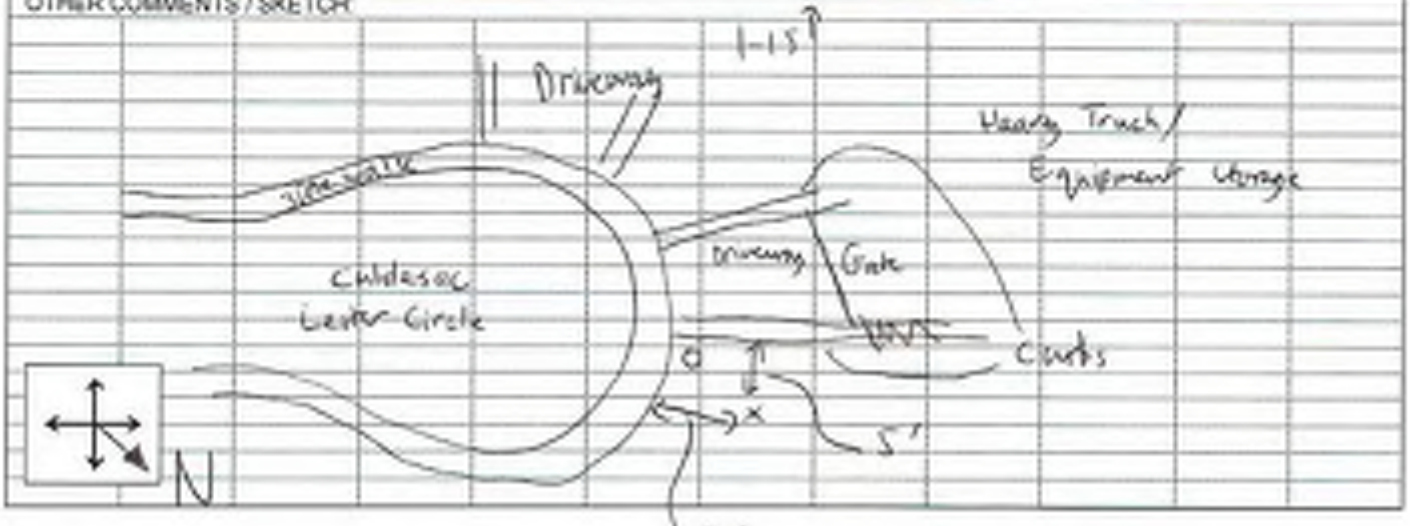
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:
Traffic on Temescal Canyon Road

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 EIRSE PROJ. # 00417.19

SITE IDENTIFICATION: SW1.05
ADDRESS: 12669 [illegible] CANYON RD, CORONA, CA 92883
START DATE / TIME: 8/12/19
OBSERVER(S): JCK
END DATE / TIME: 8/12/19

METEOROLOGICAL CONDITIONS:
TEMP: 90 °F HUMIDITY: 24 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 5-6 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: 1 2 SERIAL #: 4605
CALIBRATOR: LD CA 250 SERIAL #: 2976
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN: Y
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
880	1:19	1:29	62.0	66.9	66.4	64.5	62.6	61.3	58.8	57.4	56.6
881	1:33	1:43	63.1	67.3	66.5	65.3	64.2	62.8	59.3	57.4	57.0

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15 / [redacted]
TRAFFIC COUNT DURATION: -MIN SPEED #2 COUNT SPEED

	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER
OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH: Level: 5.5'

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 0041714

SITE IDENTIFICATION: CT 07.01 (5T07.06) OBSERVER(S): JCR
ADDRESS: Valvalgas -
START DATE / TIME: 9/21/20 - 10:09 AM END DATE / TIME: 9/25/20 - 9:32 AM

METEROLOGICAL CONDITIONS:
TEMP: °F HUMIDITY: %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: ___ MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: Larson LxT-21 TYPE: 1 SERIAL #: 6887
CALIBRATOR: 114.0 SERIAL #: 2916
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.2 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{33}	L_{50}	L_{90}	L_{99}	L_{min}

COMMENTS: Started @ 10:09 AM, closed @ 10:20 AM (9/21/20)
Arrived @ 8:25 AM, stopped @ 9:32 AM (9/25/20)

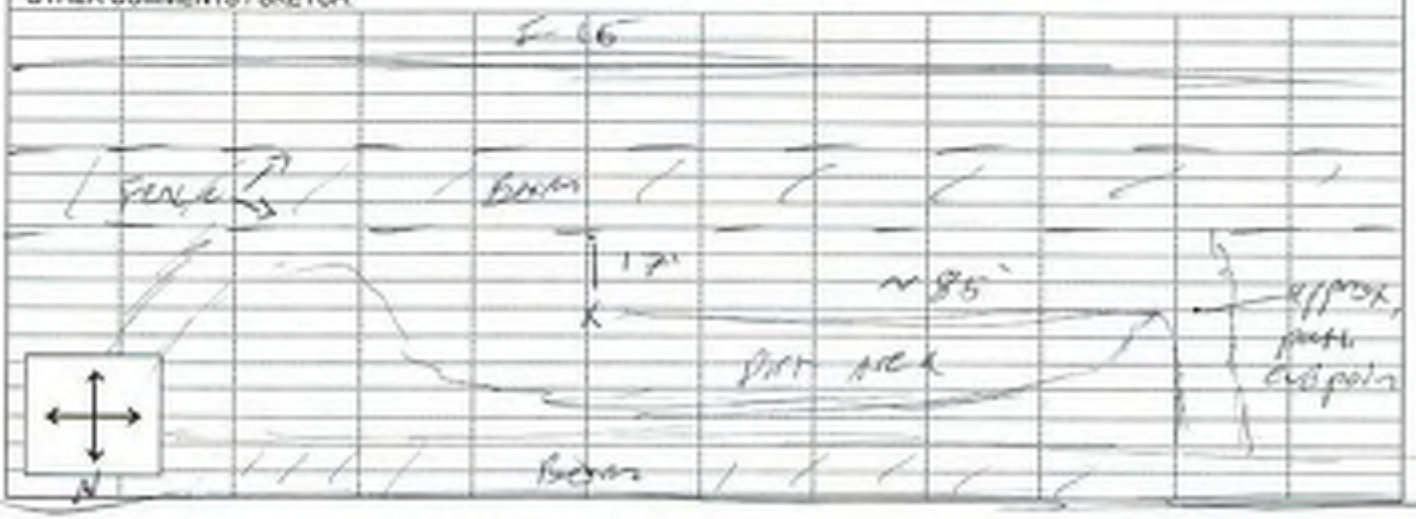
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: ___-MIN

	COUNT NB / EB	COUNT SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



Terminal curve ->

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ECLPSE PROJ. # 417-19

SITE IDENTIFICATION: ST07.07 OBSERVER(S): S.H.
ADDRESS: 13250 Temescal Cyn Rd
START DATE / TIME: 9/22/20 8:26 AM END DATE / TIME: 9/22/20 8:49 AM

METEOROLOGICAL CONDITIONS:
TEMP: 74 °F HUMIDITY: 44 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-1 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.07 dBA SPL WINDSCREEN ✓
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
063	8:26A	8:36A	61.5	65.8	64.7	63.5	62.2	61.1	59.1	57.5	56.3
064	8:39A	8:49A	60.6	65.8	64.1	62.0	61.4	60.5	58.5	56.3	54.5

COMMENTS:

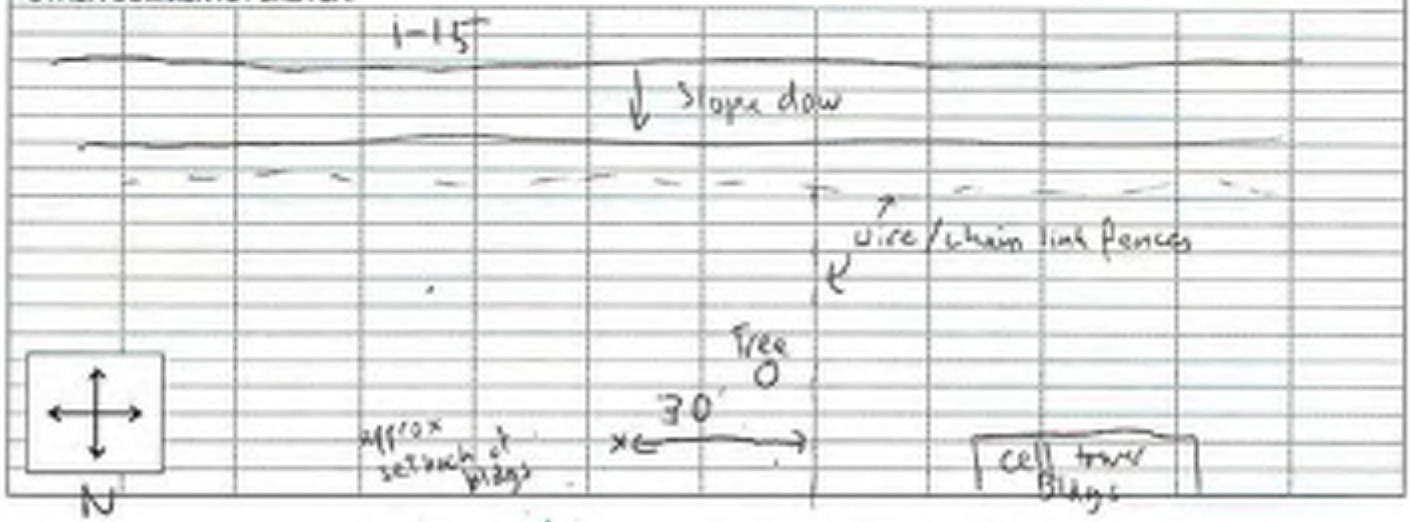
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15 & Temescal Canyon Rd.
TRAFFIC COUNT DURATION: -MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417/9

SITE IDENTIFICATION: STOT.08 OBSERVER(S): JCH
ADDRESS: UNDEVELOPED
START DATE / TIME: 3/17/21 - 11:50 AM END DATE / TIME: 3/17/21 - 12:13 PM

METEOROLOGICAL CONDITIONS:
TEMP: 62 °F HUMIDITY: 37 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 2-5 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LxT TYPE: 1 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #: 2916
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
161	11:50 AM	12:00 PM	57.6	67.5	63.9	59.9	57.9	56.7	54.8	53.4	52.0
162	12:03 PM	12:13 PM	56.8	73.1	61.1	58.4	57.3	56.1	53.5	51.4	50.4

COMMENTS:

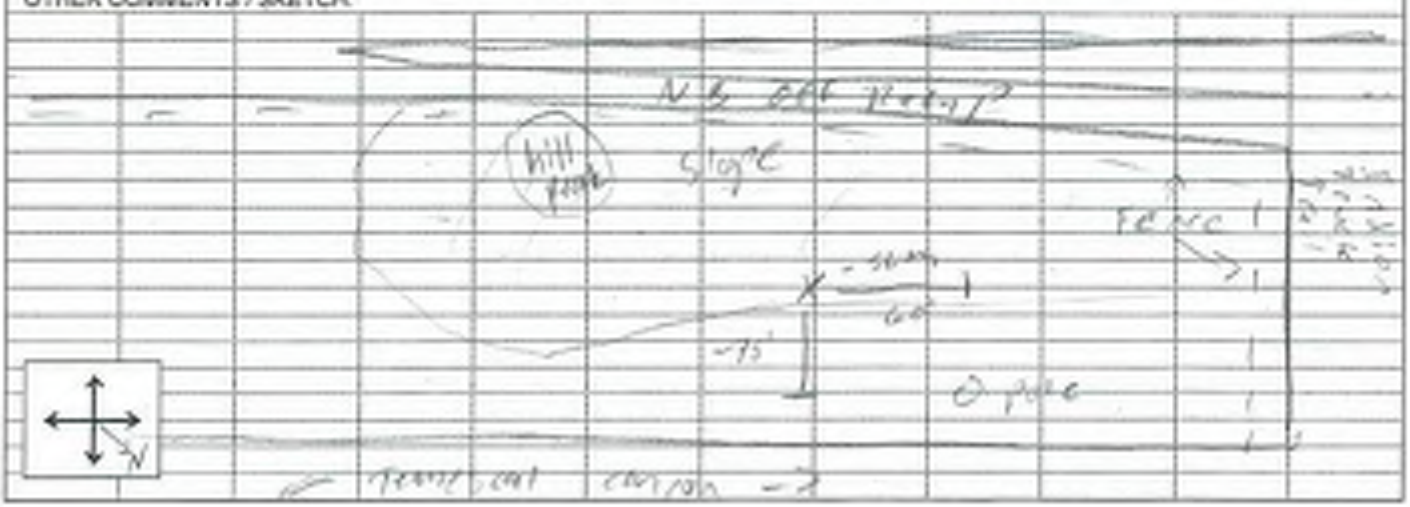
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15, FREEWAY, DOUBLE HOV LANES

TRAFFIC COUNT DURATION: ___-MIN	COUNT		SPEED		#2 COUNT		SPEED	
	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.14

SITE IDENTIFICATION: ST 05.01 OBSERVER(S): JCR
ADDRESS: UNDEVELOPED
START DATE / TIME: 3/16/21 - 8:53 AM END DATE / TIME: 3/16/21 - 9:17 AM

METEOROLOGICAL CONDITIONS:
TEMP: 45 °F HUMIDITY: 67 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0.1 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: 1 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #:
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN 2416 X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
1446	8:53 AM	9:03 AM	59.8	68.0	64.6	60.9	59.1	58.0	55.5	54.1	52.8
1446	9:07 AM	9:17 AM	57.8	62.1	60.5	59.3	58.4	57.6	56.0	55.4	55.1

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15, Lake St (Distant)
TRAFFIC COUNT DURATION: ___ MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HV/Y TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ECLIPSE PROJ. # 0041719

SITE IDENTIFICATION: ST 08.02
ADDRESS: Jurupa & Sierra Ridge Wall -
START DATE / TIME: 4/23/20
OBSERVER(S): JCK
END DATE / TIME: 4/23/20

METEOROLOGICAL CONDITIONS:
TEMP: 81 °F HUMIDITY: 36 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 2-3 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 824
CALIBRATOR: LD Cal 200
TYPE: 1 2
SERIAL #: 4005
SERIAL #: 3016
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN Y
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{33}	L_{50}	L_{90}	L_{99}	L_{min}
.886	9:53	10:03	62.7	67.7	66.1	64.9	63.9	62.4	59.4	57.9	56.7
.887	10:07	10:17	62.5	67.5	66.8	64.9	63.7	62.1	58.5	55.0	52.4

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15, Temescal Canyon Rd
TRAFFIC COUNT DURATION: 10 MIN

	COUNT NB / EB	COUNT SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	#2 SPEED NB / EB	#2 SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 EIPSE   PROJ. # 00417.19

SITE IDENTIFICATION: ST 08.03   OBSERVER(S): JLR
ADDRESS: near 14360 Temescal Canyon Rd, Corona, CA 92883
START DATE / TIME: 9/22/20   END DATE / TIME: 9/22/20

METEROLOGICAL CONDITIONS:
TEMP: 91 °F   HUMIDITY: 36 %R.H.   WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 5-6 MPH   DIR: N NE E SE S SW W NW   STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN   OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT   TYPE: 1 2   SERIAL #: 4005
CALIBRATOR: LD CAL 200   SERIAL #: 2x76
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL   POST-TEST 113.9 dBA SPL   WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI   OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
.882	2:04	2:14	64.2	78.1	70.5	66.0	64.6	63.1	60.3	57.4	56.9
.883	3:17	3:27	62.9	69.9	68.1	65.1	63.6	62.3	59.4	57.3	56.2

COMMENTS:

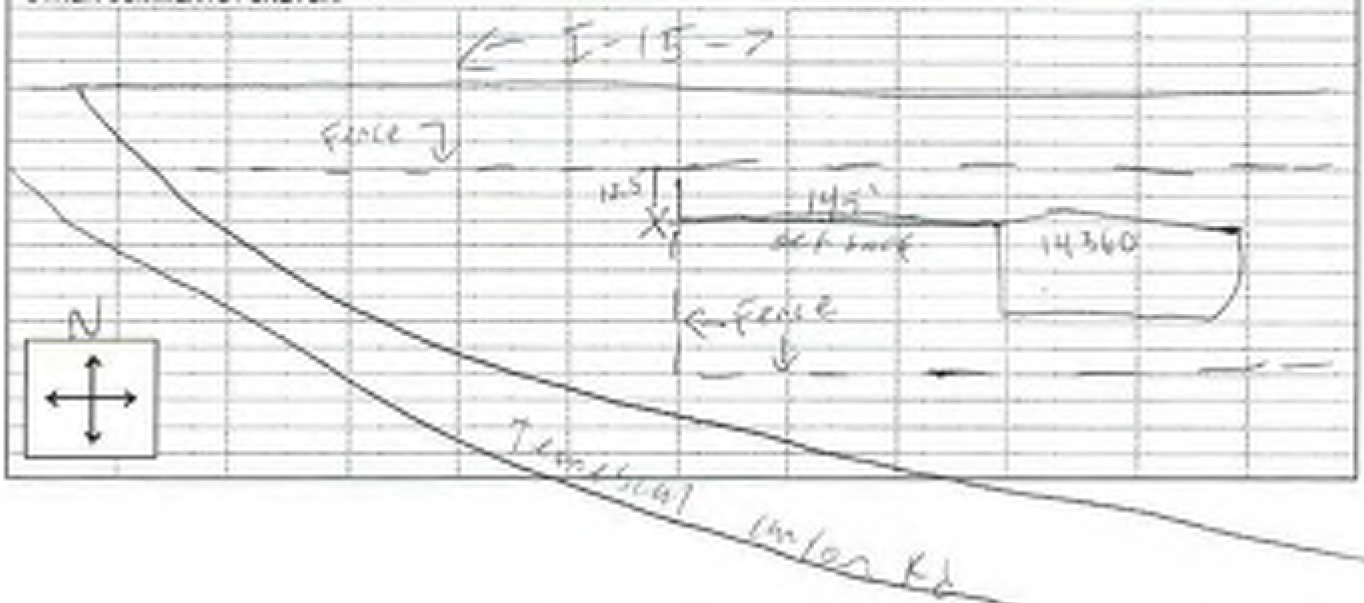
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: ___ -MIN

	NB / EB	SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST88.06
ADDRESS: 26678 Hostetler Rd
START DATE / TIME: 9/22/20

OBSERVER(S): J.H.
END DATE / TIME: 9/22/20

METEOROLOGICAL CONDITIONS:
TEMP: 91 °F HUMIDITY: 25 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 5-6 MPH DIR: N NE E SE S SW (W) NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE (1) 2 SERIAL #: 3786
CALIBRATOR: LD CAL 200 SERIAL #: 66645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.01 dBA SPL WINDSCREEN (Y)
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
073	3:04P	3:14P	62.3	66.6	65.5	63.8	63.0	62.2	60.1	58.8	58.0
074	3:17P	3:27P	61.9	67.1	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	56.5	54.9
					65.5	63.6	62.7	61.6	59.1		

COMMENTS:

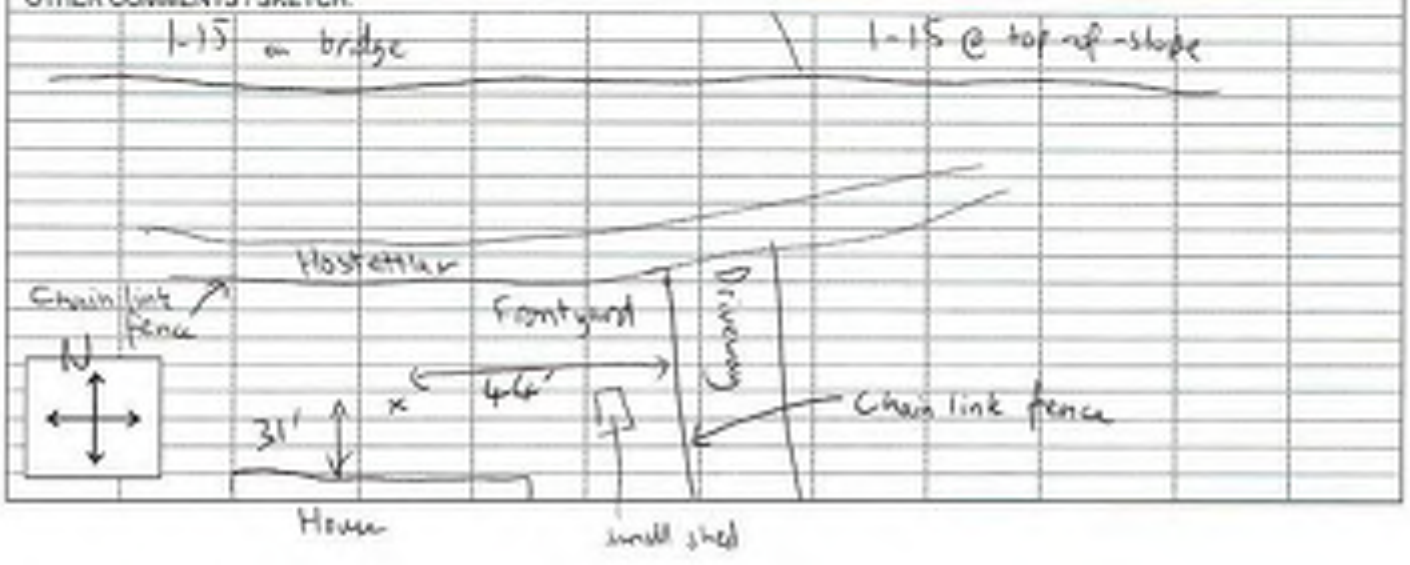
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:
Traffic on Hostetler

DESCRIPTION / SKETCH:
TERRAIN: HARD (SOFT) MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 00417.14

SITE IDENTIFICATION: CT 08.01 (ST 08.05) OBSERVER(S): JL, JZ
ADDRESS: Undeveloped
START DATE / TIME: 8/25/20 - 9:22 AM END DATE / TIME: 8/25/20 - 8:54 AM

METEOROLOGICAL CONDITIONS:
TEMP: °F HUMIDITY: %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: ___ MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: B&K ML-21 TYPE: 1 SERIAL #: 6771
CALIBRATOR: LAC 200 SERIAL #: 2986
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}

COMMENTS: Started @ 9:22 AM, Left the site @ 9:28 AM (8/25/20)
Arrived to site @ 8:48 AM, Stopped @ 8:54 AM (8/26/20)

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

Undeveloped land

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST08.06 OBSERVER(S): J.H.
ADDRESS: 26320 Horsethief Cyn Road
START DATE / TIME: 3/17/21 END DATE / TIME: 3/17/21

METEOROLOGICAL CONDITIONS:
TEMP: 52 °F HUMIDITY: 61 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: (1) 2 SERIAL #: 3786
CALIBRATOR: LD CAL 250 SERIAL #: 6643
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN ✓
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
327	10:07am	10:17am	65.3	70.5	68.9	67.6	66.7	65.7	63.2	61.5	59.2
328	10:21AM	10:31am	66.0	71.6	69.8	67.7	66.9	65.8	63.7	61.3	59.8

COMMENTS:

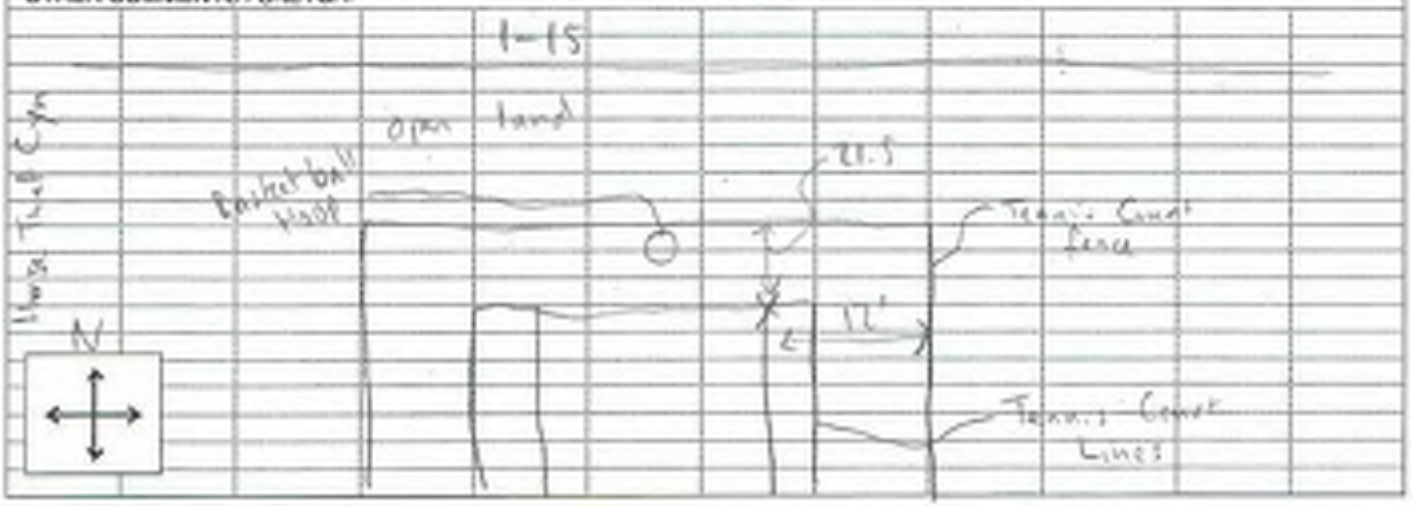
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ____-MIN

	COUNT NB / EB	COUNT SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	#2 SPEED NB / EB	#2 SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:
Traffic on Horsethief Cyn Rd. Or Pelona not audible

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. #: 417.14

SITE IDENTIFICATION: ST 05.07 OBSERVER(S): SCR
ADDRESS: 13005 Dr Paloma Rd, Temecula, CA 92592
START DATE / TIME: 3/17/21 - 10:07 AM END DATE / TIME: 3/17/21 - 10:31 AM

METEOROLOGICAL CONDITIONS:
TEMP: 52 °F HUMIDITY: 61 %R.H. WIND: (CALM) LIGHT MODERATE VARIABLE
WINDSPEED: — MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY (CLEAR) OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: (1) 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #: 2414
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED (SLOW) FAST FRONTAL (RANDOM) ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
159	10:07 AM	10:17 AM	64.5	69.5	67.9	66.3	65.4	64.4	61.3	59.7	59.3
160	10:21 AM	10:31 AM	66.9	73.7	70.4	67.4	66.4	65.3	62.8	61.3	60.9

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15, Dr Paloma

TRAFFIC COUNT DURATION: ___ MIN	COUNT		SPEED		#2 COUNT		SPEED	
	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD (SOFT) MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ECLPSE PROJ. # 417.19

SITE IDENTIFICATION: STD 8.08 OBSERVER(S): J. H.
ADDRESS: Undeveloped Land
START DATE / TIME: 3/17/21 END DATE / TIME: 3/17/21

METEOROLOGICAL CONDITIONS:
TEMP: 50 °F HUMIDITY: 59 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-1 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL200 SERIAL #: 6643
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN ✓
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
324	8:16am	8:31am	70.4	74.8	73.4	71.7	71.0	70.2	68.7	66.6	65.3
325	8:54am	9:09am	69.9	73.1	72.4	71.5	70.7	69.8	67.8	66.2	65.3

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15 & Dc Palma Rd.
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER
OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 - ELPSE   PROJ. # 00417.19

SITE IDENTIFICATION: ST 03.02   OBSERVER(S): JCK
ADDRESS: Glen Eden Sun Club, 25999 Glen Eden Rd, Temescal Valley, CA
START DATE / TIME: 9/22/20   END DATE / TIME: 9/22/20

METEROLOGICAL CONDITIONS:
TEMP: 86 °F   HUMIDITY: 20 %R.H.   WIND: CALM (LIGHT) MODERATE VARIABLE
WINDSPEED: 2-3 MPH   DIR: N NE E SE (S SW) W NW   STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN   OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT   TYPE: (1) 2   SERIAL #: 4005
CALIBRATOR: LD CAL200   SERIAL #: 2916
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL   POST-TEST 113.8 dBA SPL   WINDSCREEN X
SETTINGS: A-WEIGHTED (SLOW) FAST FRONTAL (RANDOM) (ANSI)   OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
.876	10:50	11:00	59.5	65.9	66.0	61.3	60.3	59.1	57.0	55.3	54.5
.877	11:04	11:14	59.3	66.8	65.5	61.1	59.9	58.8	56.2	54.1	53.2

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15, De Palma Rd
TRAFFIC COUNT DURATION: ___ MIN

	SPEED				#2 COUNT		SPEED	
	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD (SOFT) MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELDSE PROJ. # 417.19

SITE IDENTIFICATION: ST08-ID OBSERVER(S): J. F.
ADDRESS: T's Tavern & Sports Grill, 11881 De Palma Rd, Corona
START DATE / TIME: 9/22/20 9:23am END DATE / TIME: 9/23/20 9:46am

METEOROLOGICAL CONDITIONS:
TEMP: 90 °F HUMIDITY: 31 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-1 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL 200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN ✓
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{50}	L_{90}	L_{99}	L_{min}
065	9:23A	9:33A	63.9	68.3	67.2	65.7	64.8	63.7	61.0	57.6	56.3
066	9:34A	9:46A	63.3	67.0	66.4	65.0	64.3	63.2	60.6	58.3	57.8

COMMENTS:

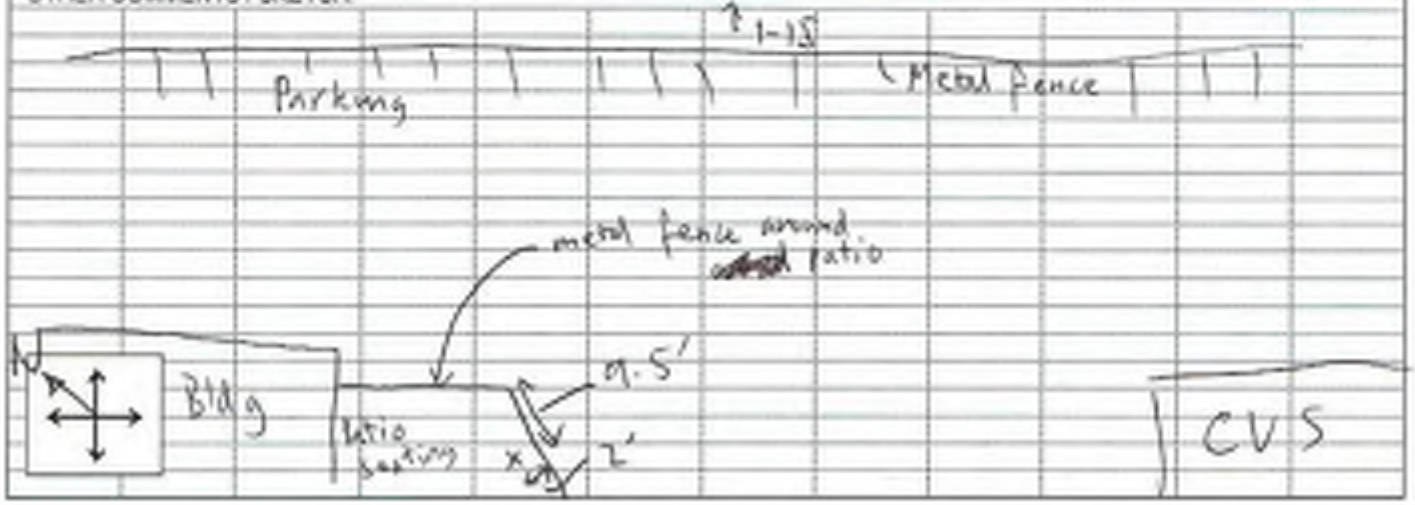
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15 ⊕
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:
De Palma Road traffic

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST CR. 11
ADDRESS: 11762 W Foothill Blvd #1A, Rancho Cucamonga, CA 91730 (Stoneridge Condos)
START DATE / TIME: 3/17/21 - 8:31 am
OBSERVER(S): JCR
END DATE / TIME: 3/17/21 - 9:04 AM

METEOROLOGICAL CONDITIONS:
TEMP: 50 °F HUMIDITY: 59 %R.H.
WINDSPEED: 0-1 MPH DIR: N NE E SE S SW W NW
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN
WIND: CALM LIGHT MODERATE VARIABLE STEADY GUSTY
OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXI TYPE: 1 2 SERIAL #: 4005
CALIBRATOR: LD cAL 200 SERIAL #: 2976
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN Y
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
157	8:41AM	9:51AM	60.7	67.6	65.8	62.5	61.1	60.0	58.3	56.9	56.4
158	8:54AM	9:04	60.1	65.5	63.6	61.8	60.7	59.8	57.8	56.3	54.9	

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15 Fwy lower grade

TRAFFIC COUNT DURATION: -MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ECLIPSE PROJ. # 417.19

SITE IDENTIFICATION: CTOA.01 OBSERVER(S): J.H.
ADDRESS: Underestroad
START DATE / TIME: 2/17/21 11:50Am END DATE / TIME: 2/17/21 12:13 PM

METERCOLOGICAL CONDITIONS:
TEMP: 62 °F HUMIDITY: 33 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 3-5 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL-200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.2 dBA SPL POST-TEST 114.98 dBA SPL WINDSCREEN
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{33}	L_{50}	L_{90}	L_{99}	L_{min}
329	11:54Am	12:00Pm	69.1	75.3	73.4	71.3	70.2	68.9	64.2	59.5	57.8
330	12:03Pm	12:08Pm	68.6	75.1	73.2	70.8	69.7	68.1	64.8	62.2	61.3

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___ MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: 1
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: 709.02 OBSERVER(S): J.H
ADDRESS: Undeveloped Land
START DATE / TIME: 2/10/21 END DATE / TIME: 2/12/21

METEOROLOGICAL CONDITIONS:
TEMP: 69 °F HUMIDITY: 41 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 1-2 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL 200 SERIAL #: 6643
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.94 dBA SPL WINDSCREEN ✓
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
331	12:48p	12:58p	67.2	76.5	72.3	69.3	68.1	66.7	63.6	61.6	60.6
332	1:01p	1:11p	67.5	71.4	70.6	69.1	68.3	67.3	65.2	62.3	61.1

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___ MIN

	COUNT NB / EB	COUNT SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	#2 SPEED NB / EB	#2 SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: T-15 ELECT PROJ. # 11719

SITE IDENTIFICATION: ST 09.03 OBSERVER(S): SCB
ADDRESS: UNDEVELOPED
START DATE / TIME: 3/17/21 12:48 pm END DATE / TIME: 3/17/21 1:11 pm

METEROLOGICAL CONDITIONS:
TEMP: 69 °F HUMIDITY: 41 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 1-2 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LxT TYPE: 1 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #: 3476
CALIBRATION CHECK: PRE-TEST: 114.0 dBA SPL POST-TEST: 113.9 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
163	12:48 pm	12:59 pm	67.4	75.2	72.1	69.5	68.3	66.8	63.8	61.5	60.2
164	1:01 pm	1:11 pm	66.8	72.8	71.3	69.7	67.9	66.1	62.6	59.6	58.9

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: 3-13
TRAFFIC COUNT DURATION: ____ MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 EIPSE PROJ. # CO 417.19

SITE IDENTIFICATION: ST09.04 OBSERVER(S): JCL
ADDRESS: VALLEY VIEW
START DATE / TIME: 9/17/20 END DATE / TIME: 9/17/20

METEOROLOGICAL CONDITIONS:
TEMP: 96 °F HUMIDITY: 10 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 3-7 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE 1 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #:
CALIBRATION CHECK: PRE-TEST 114.1 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN 2416 X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
.870	1:31	1:41	69.4	73.1	72.5	71.2	70.3	69.1	66.9	64.4	62.4
.871	1:44	1:54	69.4	75.4	73.4	71.2	70.3	69.3	66.2	64.0	62.0

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: -MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ~~STN.01~~ STO9.05 OBSERVER(S): J. H.
ADDRESS: @ Undeveloped Land
START DATE / TIME: 9/16/20 3:12pm END DATE / TIME: 9/16/20 3:34pm

METEOROLOGICAL CONDITIONS:
TEMP: 102 °F HUMIDITY: 12 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 6 MPH DIR: N NE E SE S SW (W) NW STEADY GUSTY
SKY: (SUNNY) CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE (1) 2 SERIAL #: 3786
CALIBRATOR: LD CAL200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN ✓
SETTINGS: (A)WEIGHTED (S)LOW FAST FRONTAL (RANDOM) ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
056	3:12pm	3:22pm	67.5	71.7	70.7	69.2	68.4	67.4	64.9	61.9	60.2
057	3:24pm	3:34pm	67.8	72.7	71.5	69.7	68.8	67.5	64.4	61.8	61.0

COMMENTS:

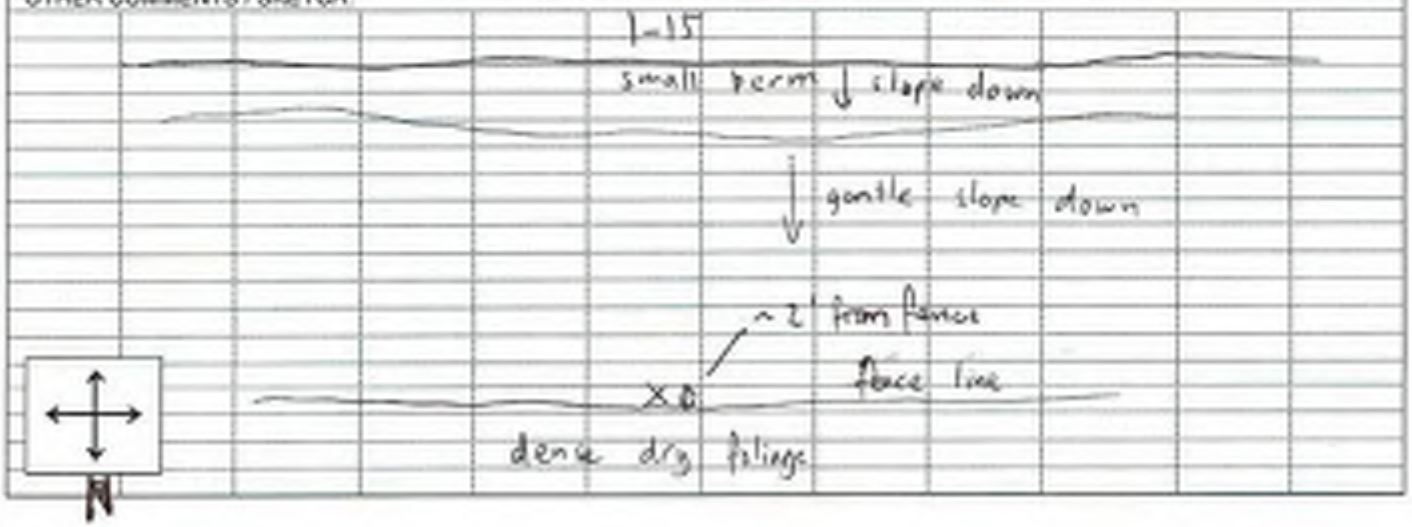
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD (SOFT) MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 EIPSE PROJ. # 00417.19

SITE IDENTIFICATION: LT 29.01 OBSERVER(S): SCH
ADDRESS: [redacted] Vacant Land
START DATE / TIME: 9/14/20 - 9:48 Am END DATE / TIME: 9/18/20 - 9:46 Am

METEOROLOGICAL CONDITIONS:
TEMP: °F HUMIDITY: %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: Rion NL-21 TYPE: 1 (2) SERIAL #: 67711
CALIBRATOR: SERIAL #:
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.3 dBA SPL WINDSCREEN
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: ___ MIN

	#1 COUNT NB / EB	#1 COUNT SB / WB	#1 SPEED NB / EB	#1 SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	#2 SPEED NB / EB	#2 SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
H/Y TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST10.01 OBSERVER(S): J.H.
ADDRESS: 25630 Temescal Valley Lane
START DATE / TIME: 9/16/20 11:48AM END DATE / TIME: 9/16/20 12:12PM

METEROLOGICAL CONDITIONS:
TEMP: 93 °F HUMIDITY: 16 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 4-7 MPH DIR: (N) NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: (1) 2 SERIAL #: 3786
CALIBRATOR: LD CAL200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN ✓
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
052	11:48A	11:58A	55.8	62.6	60.7	57.4	56.5	55.3	53.5	52.0	51.1
053	12:02P	12:12P	56.0	64.6	59.2	57.6	56.6	55.7	53.6	51.8	50.3

COMMENTS:

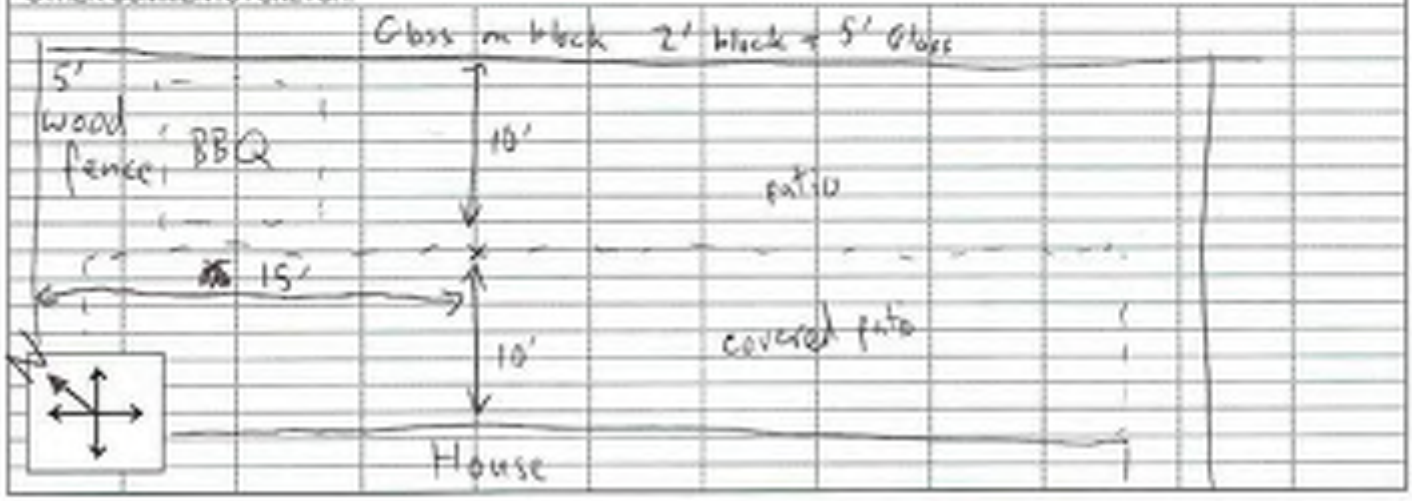
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___ MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:
Traffic on Campbell Ranch Rd

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT (MIXED) FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 EIR/SE PROJ. # 0041719

SITE IDENTIFICATION: ST 10.02
ADDRESS: Fire Station 64 - 24310 Campbell Ranch Rd, Laguna Niguel, CA, 92653
START DATE / TIME: 9/16/20
OBSERVER(S): JCK
END DATE / TIME: 9/16/20

METEROLOGICAL CONDITIONS:
TEMP: 83 °F HUMIDITY: 66 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 4-7 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: 1 2 SERIAL #: 4006
CALIBRATOR: LD CAL 200 SERIAL #: 2816
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
859	11:48	11:58	59.9	66.1	65.0	62.0	60.7	59.4	57.1	55.9	55.6
860	12:02	12:12	60.4	65.5	64.0	62.1	61.2	60.2	58.1	56.3	55.7

COMMENTS:

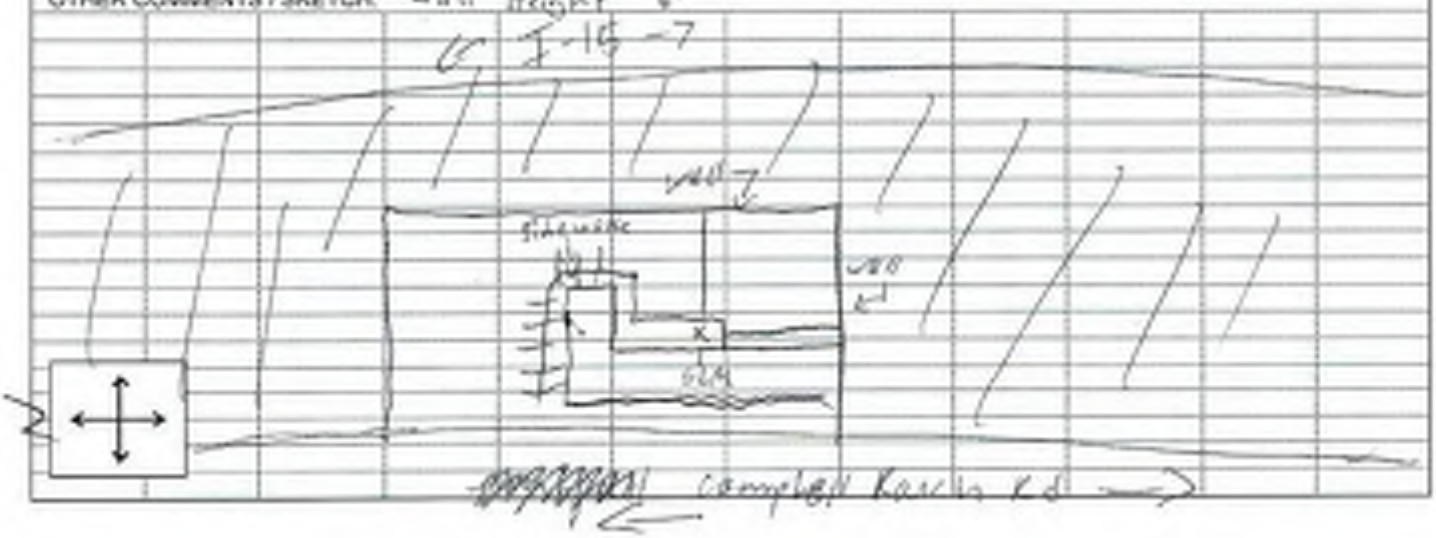
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: ___ MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH: SPR
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH: Wall Height 6'



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST10.03 OBSERVER(S): J.H.
ADDRESS: 11512 Magnolia St.
START DATE / TIME: 9/16/20 10:37AM END DATE / TIME: 9/16/2 10:50 AM

METEROLOGICAL CONDITIONS:
TEMP: 90 °F HUMIDITY: 22 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 2 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN ✓
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
050	10:27A	10:37A	52.6	55.3	54.5	53.6	53.2	52.6	51.2	50.3	50.0
051	10:40A	10:50A	52.6	55.5	55.0	54.1	53.6	52.4	50.7	49.5	48.6

COMMENTS:

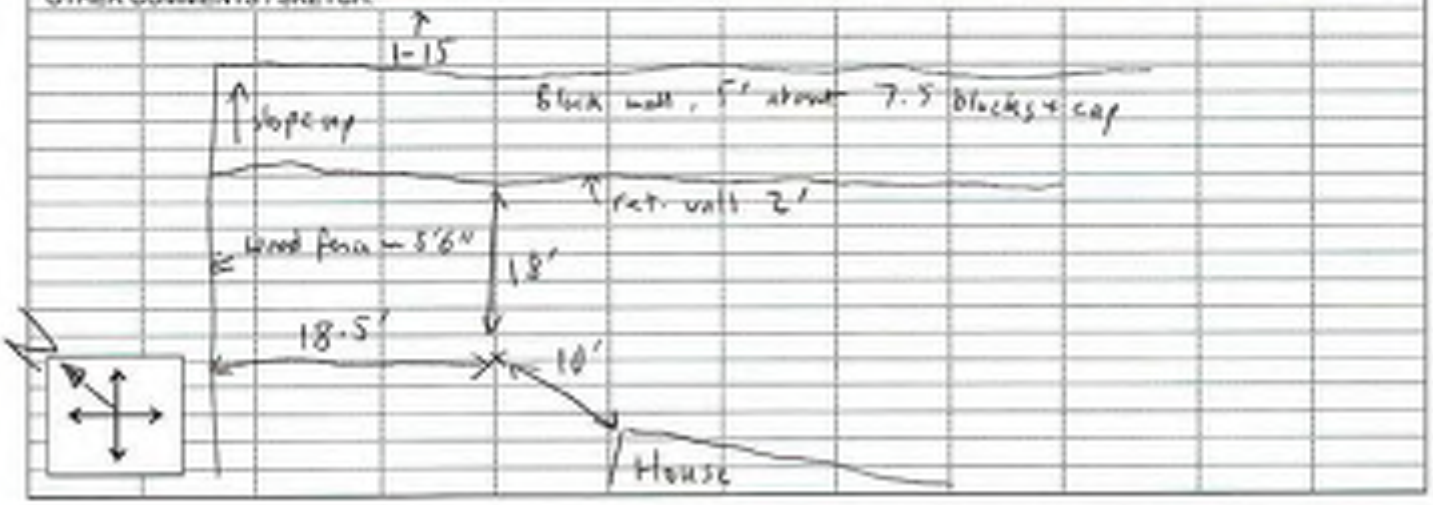
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___ MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:
Traffic on Campbell Ranch Rd.

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 00417.14

SITE IDENTIFICATION: ST 10.04 OBSERVER(S): SCR
ADDRESS: 11360 Magnolia St, Jurupa, CA 92883
START DATE / TIME: 9/16/20 END DATE / TIME: 9/16/20

METEROLOGICAL CONDITIONS:
TEMP: 90 °F HUMIDITY: 22 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 2 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: 1 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #:
CALIBRATION CHECK: PRE-TEST 114.3 dBA SPL POST-TEST 114.06 dBA SPL WINDSCREEN 2.916 X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
.857	10:27	10:37	55.7	60.0	58.8	57.2	56.4	55.6	53.9	52.7	52.4
.858	10:40	10:50	55.8	68.5	59.2	57.3	56.4	55.4	53.3	52.2	50.6

COMMENTS:

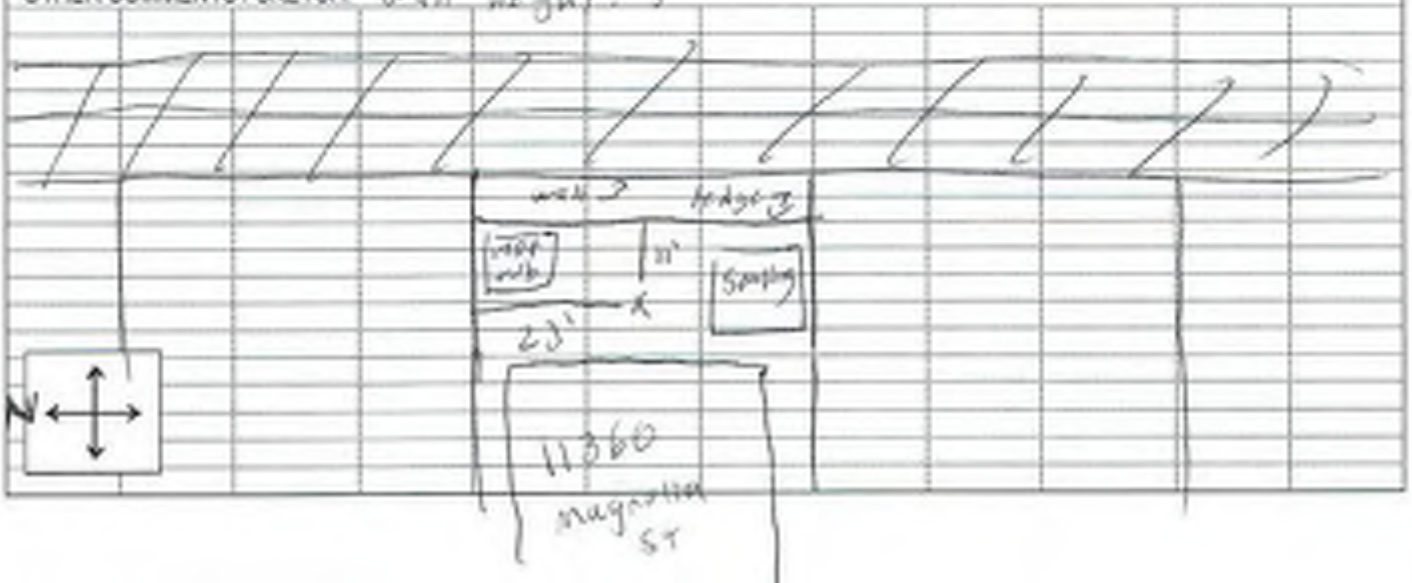
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: ___-MIN

	#1 COUNT NB / EB	#1 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH: wall height: 5'



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ECLIPSE PROJ. # 417.19

SITE IDENTIFICATION: ST.10.05 OBSERVER(S): J.H.
ADDRESS: 11268 Pinecove St
START DATE / TIME: 9/17/20 9:05 AM END DATE / TIME: 9/17/20 9:32 AM

METEOROLOGICAL CONDITIONS:
TEMP: 80 °F HUMIDITY: 17 %R.H. WIND: (CALM) LIGHT MODERATE VARIABLE
WINDSPEED: 0 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: (SUNNY) CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 824 TYPE (1) 2 SERIAL #: 3536
CALIBRATOR: LD CAL 200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN ✓
SETTINGS: (A-WEIGHTED) SLOW FAST FRONTAL (RANDOM) ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{20}	L_{50}	L_{90}	L_{99}	L_{min}
1	9:05A	9:15A	60.2	63.9	63.1	61.7	60.9	59.9	58.0	56.3	55.5
2	9:19A	9:21A	59.0	65.5	62.2	60.6	59.7	58.6	56.6	55.7	55.4

COMMENTS:

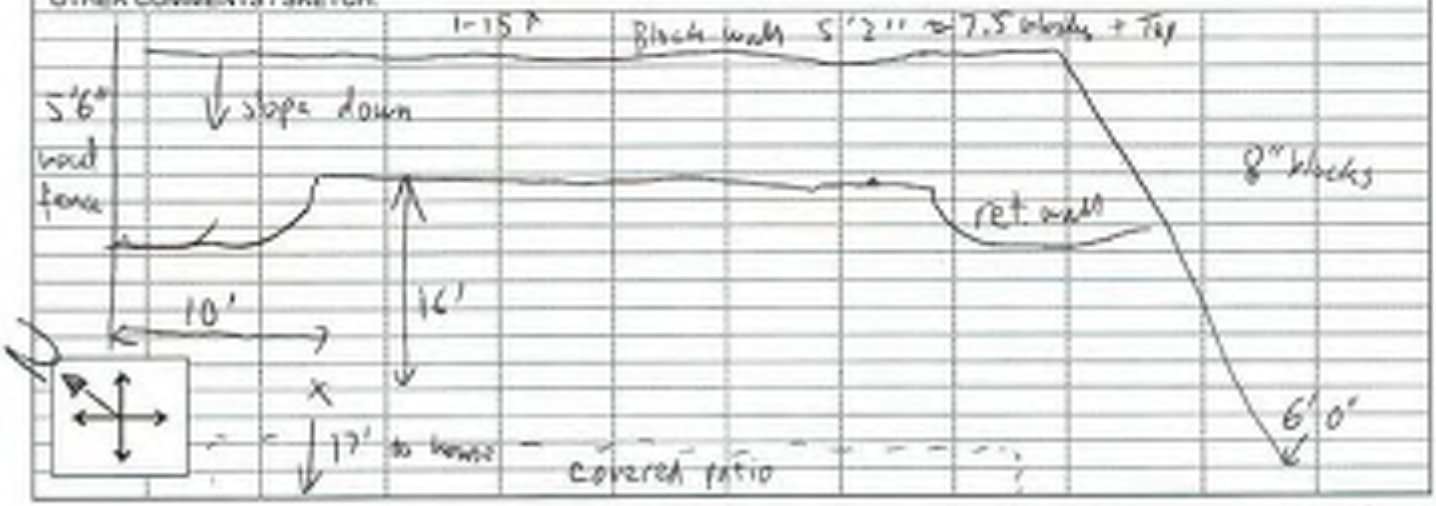
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___ MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:
Trees on Campbell Ranch & Raspberry

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT (MIXED) FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 00417.19

SITE IDENTIFICATION: CT 18.00 OBSERVER(S): TCR
ADDRESS: 1118 White Bark Dr, Corona, CA 92883
START DATE / TIME: 9/17/20 END DATE / TIME: 9/17/20

METEOROLOGICAL CONDITIONS:
TEMP: 80 °F HUMIDITY: 17 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 12 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: 1 2 SERIAL #: 41005
CALIBRATOR: LD CAL 200 SERIAL #: 7916
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
864	9:05	9:15	55.4	59.1	58.5	57.4	56.6	55.7	54.3	53.5	53.0
865	9:19	9:29	55.4	59.9	58.4	56.8	56.1	55.2	53.3	52.0	51.5

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: -MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSS PROJ. #

SITE IDENTIFICATION: ST 10.07 OBSERVER(S): D. HARRIS
ADDRESS: 29646 CASSIA
START DATE / TIME: 9/14/20 9:05 END DATE / TIME: 9:20 9/17/20

METEOROLOGICAL CONDITIONS:
TEMP: 80 °F HUMIDITY: 17 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 5 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 748
CALIBRATOR: CAL 200 SERIAL #: 4445
CALIBRATION CHECK: PRE-TEST 113.93 dBA SPL POST-TEST dBA SPL WINDSCREEN ✓
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
AM1 DATA.059	9:05.44	9:15	54.5	59.9	57.8	55.9	55.1	54.2	52.9	52.2	51.9
PM2 DATA.060	9:19	9:29	53.6	57.6	56.4	54.8	54.1	53.4	52.2	51.7	51.4	

COMMENTS: BLOCK WALL IS 6' ABOVE PAD GRADE OF HOUSE
I-15 EXIS BASELINE

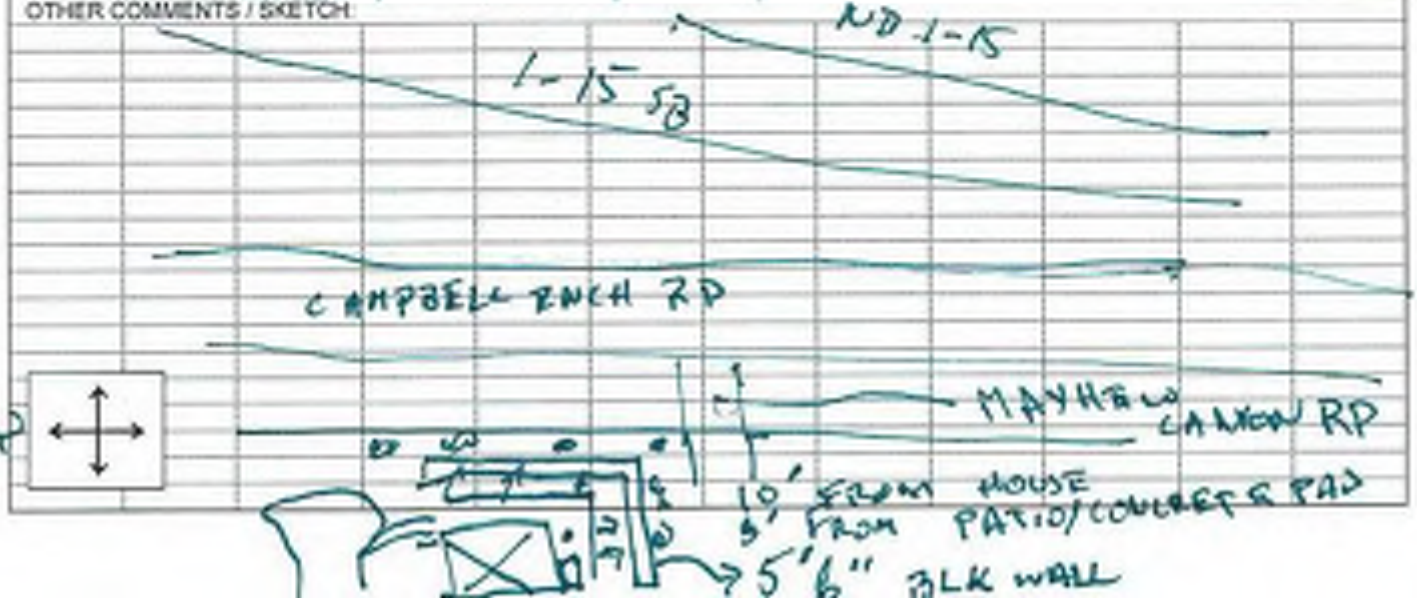
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: -MIN

	COUNT NB / EB	COUNT SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: HOTO 1-2 2-5 3-W 4-N
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 EIFSE PROJ. # 00417.14

SITE IDENTIFICATION: 61 10-08 OBSERVER(S): SCR
ADDRESS: Vista Lane
START DATE / TIME: 11/16/10 END DATE / TIME: 11/16/10

METEROLOGICAL CONDITIONS:
TEMP: 102 °F HUMIDITY: 12 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 6 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE 1 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #:
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN 2916 X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
862	3:12	3:22	67.4	72.3	71.0	69.0	68.0	67.0	65.4	64.4	63.5
863	3:24	3:34	66.6	70.2	69.4	68.2	67.4	66.4	64.6	63.6	63.2

COMMENTS:

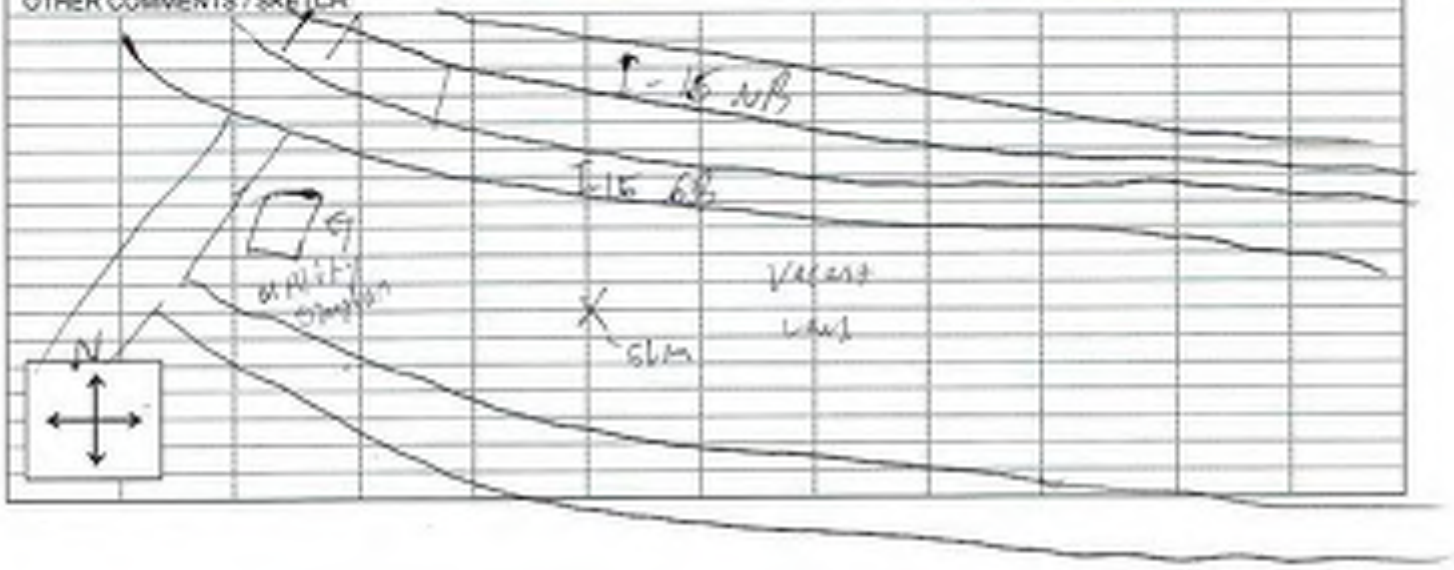
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: ___ MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.9

SITE IDENTIFICATION: ST11.02 OBSERVER(S): J.H.
ADDRESS: 10671 Orange Grove Place
START DATE / TIME: 9/17/20 11:37am END DATE / TIME: 9/17/20 12:02PM

METEOROLOGICAL CONDITIONS:
TEMP: 95 °F HUMIDITY: 10 %R.H WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-3 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL 200 SERIAL #: 6665
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.03 dBA SPL WINDSCREEN
SETTINGS: A-WEIGHTED S/SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{50}	L_{90}	L_{99}	L_{dn}	L_{min}
061	11:37a	11:47a	61.1	65.5	64.3	63.1	62.0	60.3	58.3	56.0	54.8
062	11:52a	12:02p	61.8	68.5	65.5	63.7	62.5	61.4	59.4	58.0	56.2	

COMMENTS:

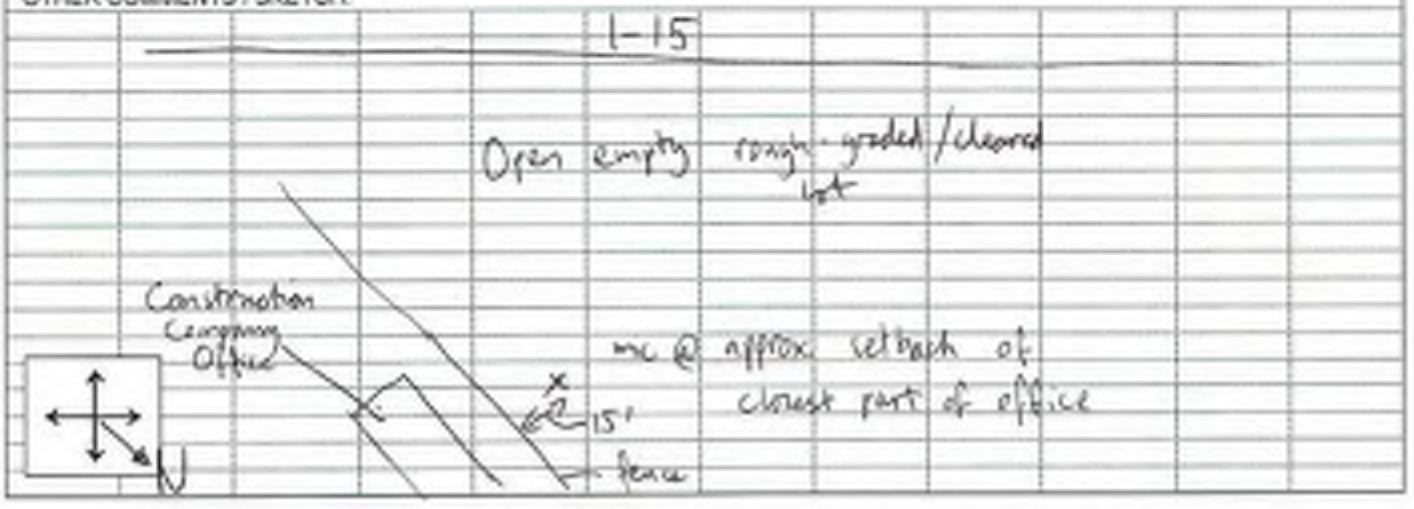
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: -MIN

	#1 COUNT NB / EB	#1 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ECLIPSE PROJ. # 004117.19

SITE IDENTIFICATION: ST 11.03 OBSERVER(S): JCR
ADDRESS:
START DATE / TIME: 9/15/20 - END DATE / TIME: 9/15/20 -

METEROLOGICAL CONDITIONS:
TEMP: 86 °F HUMIDITY: 24 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-1 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: 1 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #: 5416
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.98 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{50}	L_{90}	L_{99}	L_{min}
849	10:17	10:27	[illegible]	69.1	63.1	61.7	60.4	59.1	55.5	63.8	52.7
850	10:30	10:40	59.6	71.6	64.0	61.7	60.3	59.2	56.2	54.0	53.3

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
H/Y TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ECLPSE PROJ. #: 417.19

SITE IDENTIFICATION: CT 12.01 OBSERVER(S): J.H.
ADDRESS: 10653 Wrangler Way
START DATE / TIME: 9/17/20 10:34 AM END DATE / TIME: 9/17/20 10:57 AM

METEROLOGICAL CONDITIONS:
TEMP: 90 °F HUMIDITY: 17 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 2 MPH DIR: N NE E (SE) S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD824 TYPE (1) 2 SERIAL #: 3536
CALIBRATOR: LD CAL200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN: Y
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
3	10:34A	10:44A	61.6	69.9	66.3	63.6	62.6	61.2	57.6	54.3	51.8
4	10:47A	10:57A	62.0	67.8	66.4	64.2	62.9	61.5	58.6	54.0	50.5

COMMENTS:

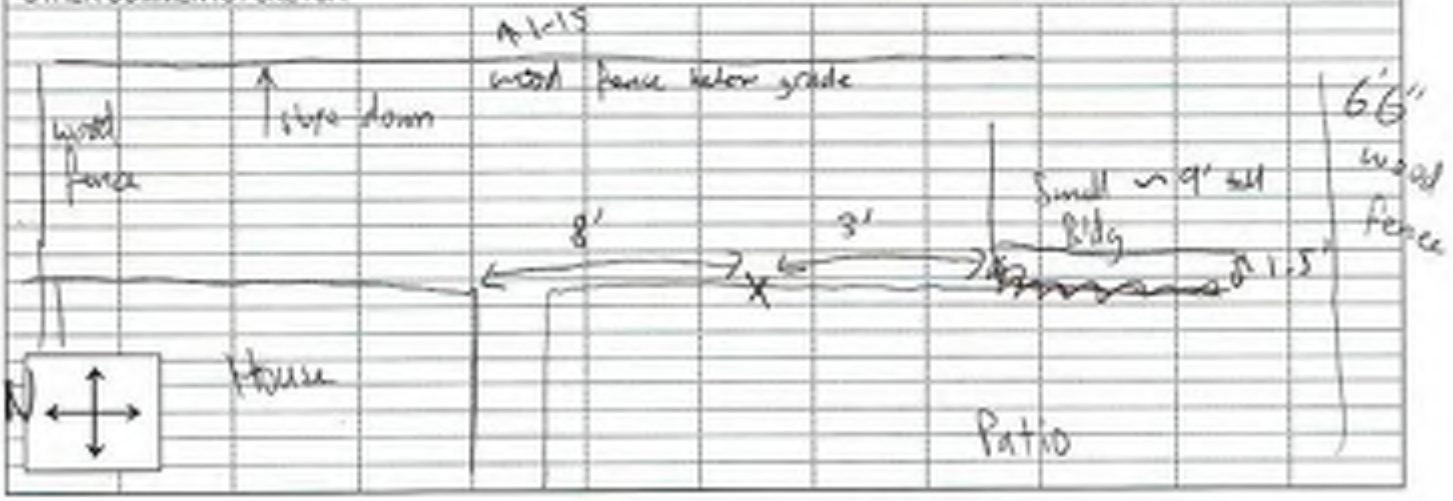
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___ MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD (SOFT) MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 4/17.19

SITE IDENTIFICATION: ST 12.02 OBSERVER(S): SCK
ADDRESS: Cul-de-sac 10348 Whitecrown Ct, ... CA, 12593
START DATE / TIME: 3/17/21 – 3:19 pm END DATE / TIME: 3/17/21 – 3:42 pm

METEROLOGICAL CONDITIONS:
TEMP: 61 °F HUMIDITY: 36 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 1-2 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: 1 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #: 2416
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
167	3:19 pm	3:29	54.4	63.9	62.6	57.4	53.7	51.8	48.1	48.1	47.6
168	3:32 pm	3:42 pm	54.9	64.6	62.8	60.6	53.3	51.3	49.1	48.5	47.4

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15 (distant)
TRAFFIC COUNT DURATION: ___-MIN

	NB / EB	SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 00417.19

SITE IDENTIFICATION: ST 12.03 OBSERVER(S): SCR
ADDRESS: 10498 WHITECROWN CIR.
START DATE / TIME: 9/17/20 END DATE / TIME: 9/17/20

METEOROLOGICAL CONDITIONS:
TEMP: 40 °F HUMIDITY: 17 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 2 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: 1 2 SERIAL #: 41006
CALIBRATOR: LD CAL 200 SERIAL #: 2416
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
.966	10:34	10:44	60.1	65.0	63.1	61.8	60.8	59.9	57.6	55.6	54.7
.867	10:47	10:57	60.0	64.4	63.6	61.4	60.5	59.2	57.8	56.3	54.9

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: -MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 CIPSE PROJ. # 00417.19

SITE IDENTIFICATION: LT12.01 (ST17.04) OBSERVER(S): JCR
ADDRESS: [redacted] 10438 whitetown Ct
START DATE / TIME: 4/14/20 11:20 Am END DATE / TIME: 4/15/20 - 4:06 Am

METEROLOGICAL CONDITIONS:
TEMP: °F HUMIDITY: %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: Rion NL-21 TYPE: 1 SERIAL #: 6887
CALIBRATOR: 01dB 42D SERIAL #: 2416
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: MIN SPEED #2 COUNT SPEED

	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 EIPSE PROJ. # 00417.19

SITE IDENTIFICATION: ST12:05 OBSERVER(S): JCK
ADDRESS: 10296 white crown cir, corona, CA 92
START DATE / TIME: 9/15/20 END DATE / TIME: 9/15/20

METEROLOGICAL CONDITIONS:
TEMP: 94 °F HUMIDITY: 17 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: 60 LXT TYPE: 1 2 SERIAL #: 4005
CALIBRATOR: 60 CAL 200 SERIAL #: 29 16
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.3 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
853	1:06	1:16	63.5	72.1	68.5	65.6	64.1	62.9	60.6	57.5	56.3
854	1:20	1:30	62.9	73.1	68.8	64.9	63.6	62.2	59.5	55.7	54.3

COMMENTS:

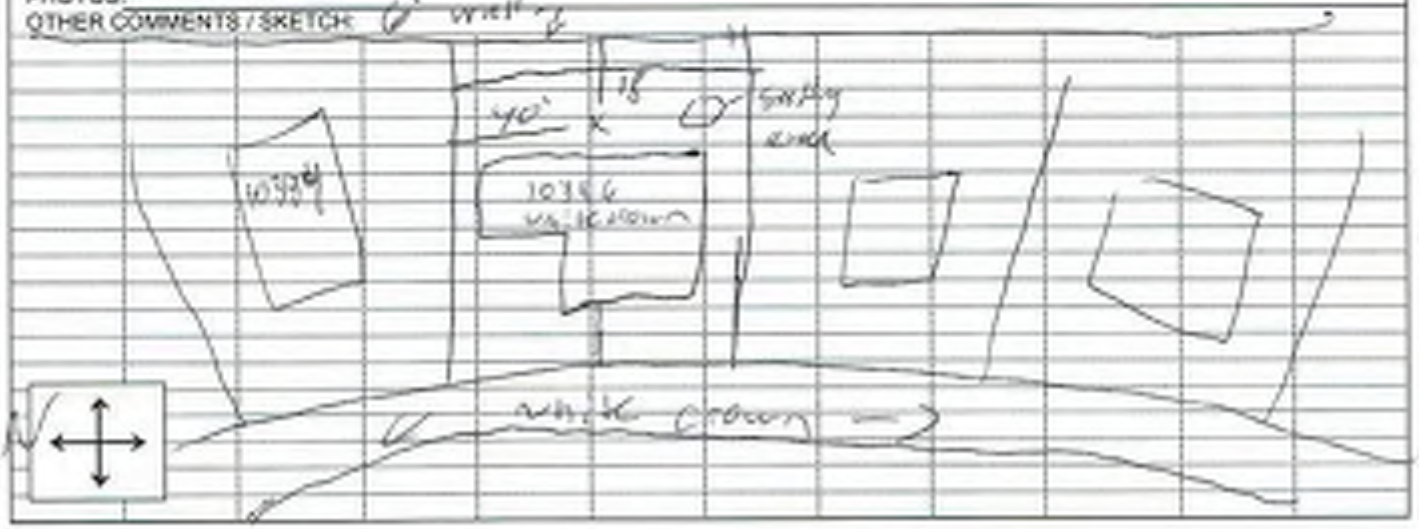
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HV/Y TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST12.06 OBSERVER(S): JH
ADDRESS: 10286 Icefield Court
START DATE / TIME: 9/15/20 1:06PM END DATE / TIME: 9/15/20 1:30PM

METEROLOGICAL CONDITIONS:
TEMP: 94 °F HUMIDITY: 17 %R.H. WIND: (CALM) LIGHT MODERATE VARIABLE
WINDSPEED: 0 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: (1) 2 SERIAL #: 3786
CALIBRATOR: LD CAL 200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.93 dBA SPL WINDSCREEN
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
046	1:06P	1:16P	54.5	60.5	57.6	56.3	55.4	54.2	52.3	51.0	50.2
047	1:20?	1:30P	55.1	62.2	59.7	56.7	55.8	54.9	52.4	50.4	50.1

COMMENTS:

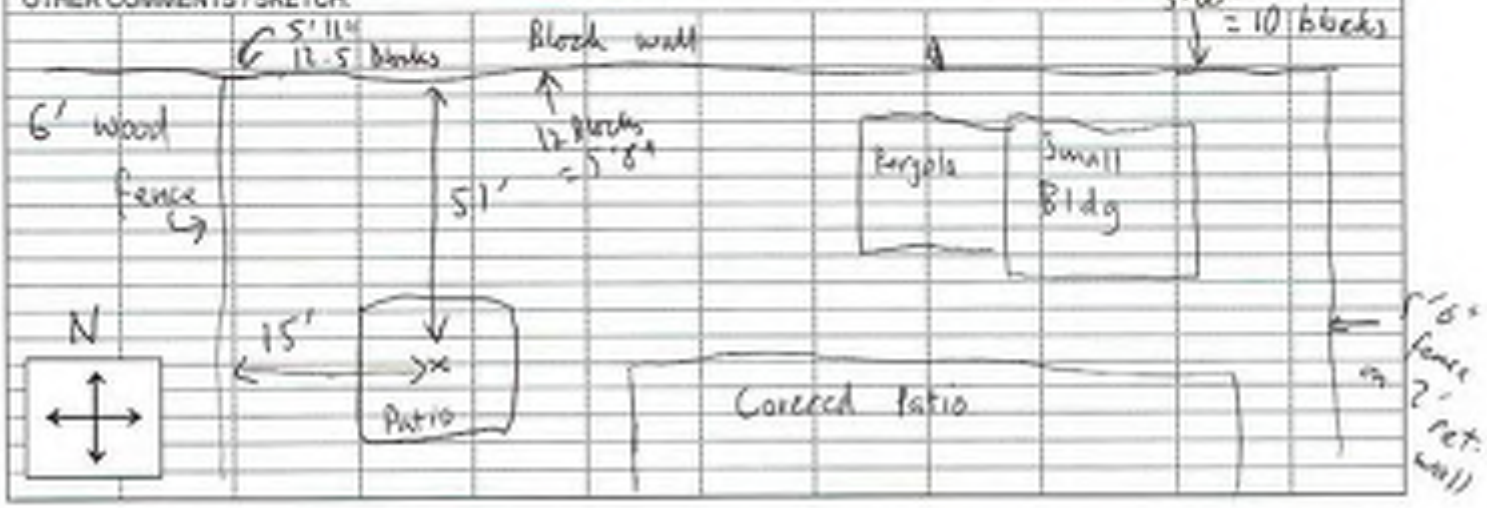
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HV/Y TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD (SOFT) MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST12-07 OBSERVER(S): JH
ADDRESS: Town Farms 23000 Temescal Canyon Rd.
START DATE / TIME: 9/15/20 11:26 AM END DATE / TIME: 9/15/20 11:49 AM

METEOROLOGICAL CONDITIONS:
TEMP: 92 °F HUMIDITY: 17 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.01 dBA SPL WINDSCREEN ✓
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{33}	L_{50}	L_{90}	L_{99}	L_{min}
044	11:26A	11:36A	58.9	62.7	61.8	60.7	59.8	59.7	56.3	54.1	53.7
045	11:39A	11:49A	59.3	64.3	62.4	61.0	60.1	59.1	57.0	55.1	54.6	

COMMENTS:

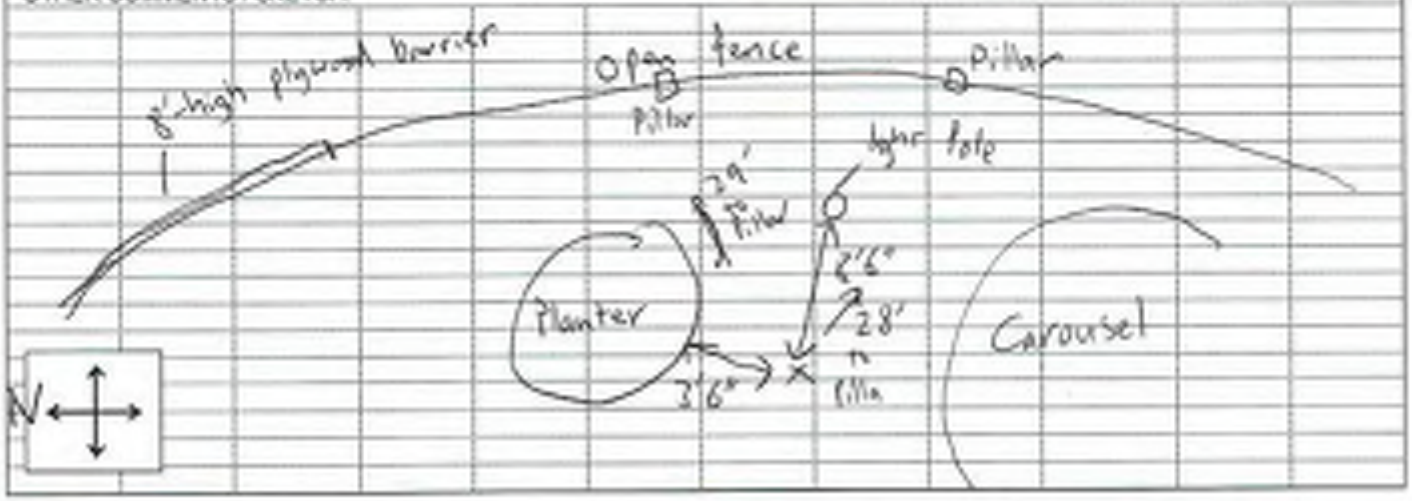
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___ MIN

	COUNT NB / EB	COUNT SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
H/V TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 EIPSE PROJ. # 00417.19

SITE IDENTIFICATION: 12.09 OBSERVER(S): JGL
ADDRESS: Tony's Farms
START DATE / TIME: 4/15/20 11:36 END DATE / TIME: 4/15/20

METEOROLOGICAL CONDITIONS:
TEMP: 73 °F HUMIDITY: 17 %R.H. WIND: (CALM) LIGHT MODERATE VARIABLE
WINDSPEED: 0-0 MPH DIR: N NE E (SE) S SW W NW STEADY GUSTY
SKY: (SUNNY) CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: (1) 2 SERIAL #: 4005
CALIBRATOR: LD Cal 200 SERIAL #: 2916
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN X
SETTINGS: (A-WEIGHTED) (SLOW) FAST FRONTAL (RANDOM) (ANSI) OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
851	11:36	11:36	61.6	69.1	66.3	63.4	62.3	61.3	58.3	55.8	54.3
852	11:39	11:49	61.8	66.3	65.5	63.5	62.5	61.9	59.4	57.6	56.7

COMMENTS:

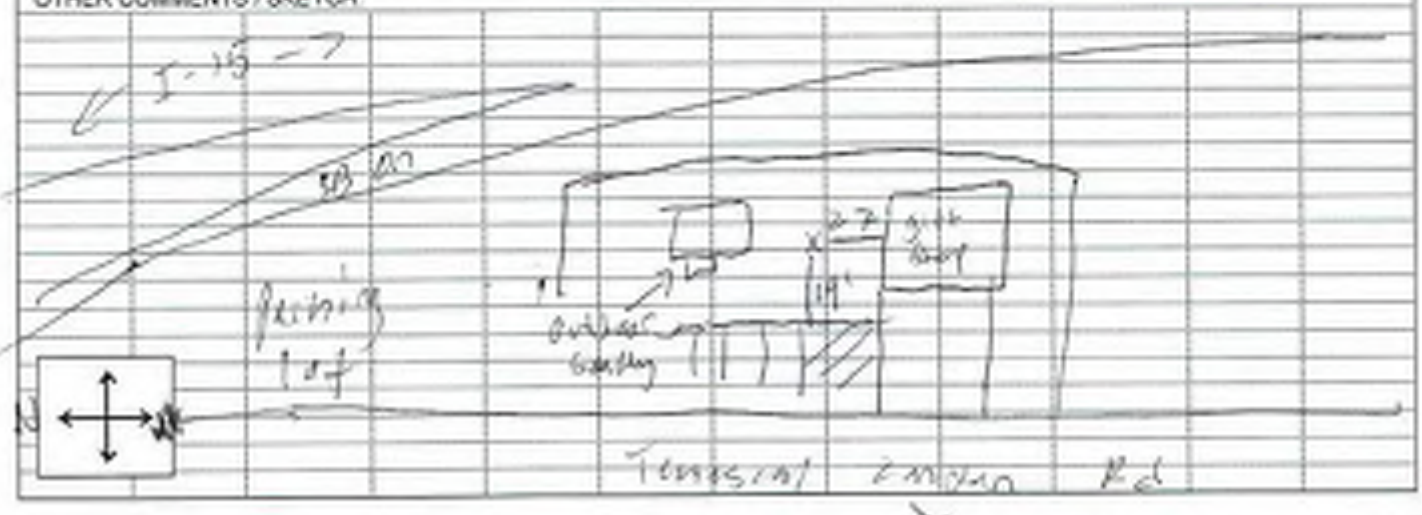
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT (MIXED) FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST 13.09 OBSERVER(S): S.H.
ADDRESS: Carl's Junior 23140 Temescal Cyn Rd
START DATE / TIME: 9/15/20 10:17 AM END DATE / TIME: 9/15/20 10:40 AM

METEOROLOGICAL CONDITIONS:
TEMP: 86 °F HUMIDITY: 29 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-1 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE 1 2 SERIAL #: 3796
CALIBRATOR: LD CAL 200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN ✓
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
042	10:17A	10:27A	66.0	71.5	70.4	67.9	66.6	65.5	63.7	61.9	60.8
043	10:39A	10:40A	66.3	71.8	70.3	67.9	66.9	65.9	63.6	62.1	61.0

COMMENTS:

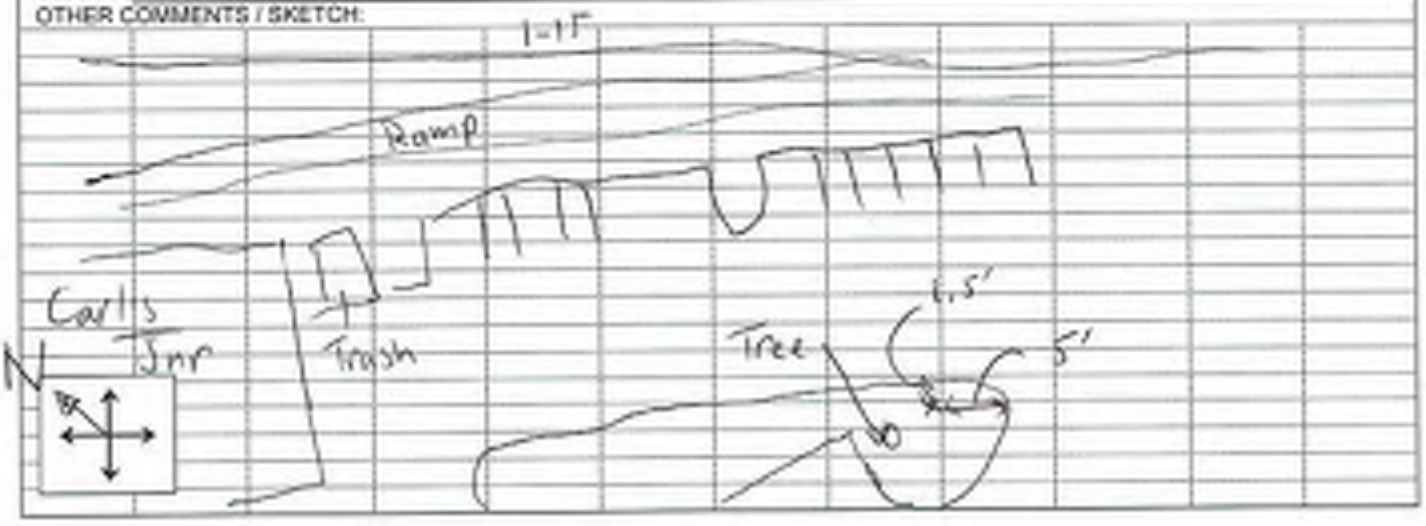
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15 and Temescal Canyon
TRAFFIC COUNT DURATION: -MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 00417.14

SITE IDENTIFICATION: ST 13.01 OBSERVER(S): JCL
ADDRESS: 232.85 Temecula Canyon Rd, Corona, CA 92883 - Shell
START DATE / TIME: 9/24/20 END DATE / TIME: 9/24/20

METEROLOGICAL CONDITIONS:
TEMP: 98 °F HUMIDITY: 21 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-1 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #: 2916
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.1 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
896	9:13 AM	9:23 AM	65.0	72.2	71.1	68.6	65.9	63.6	59.5	56.5	55.8
897	9:27 AM	9:37 AM	64.6	73.8	72.6	67.9	65.4	62.4	57.9	55.4	54.4

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___ -MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
H/Y TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST13.02 OBSERVER(S): J.H
ADDRESS: Temescal Driving Range 23100 Temescal Cyn Rd.
START DATE / TIME: 9/29/20 END DATE / TIME: 9/29/20

METEOROLOGICAL CONDITIONS:
TEMP: 46 °F HUMIDITY: 10 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 3- MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL200 SERIAL #: 6641
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.04 dBA SPL WINDSCREEN ✓
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{20}	L_{50}	L_{90}	L_{99}	L_{min}
082	10:24A	10:34A	63.1	74.7	73.1	67.0	62.6	59.0	55.2	52.8	51.1
083	10:37A	10:42A	62.5	77.6	73.8	65.5	61.7	58.1	54.8	52.8	52.7

COMMENTS:

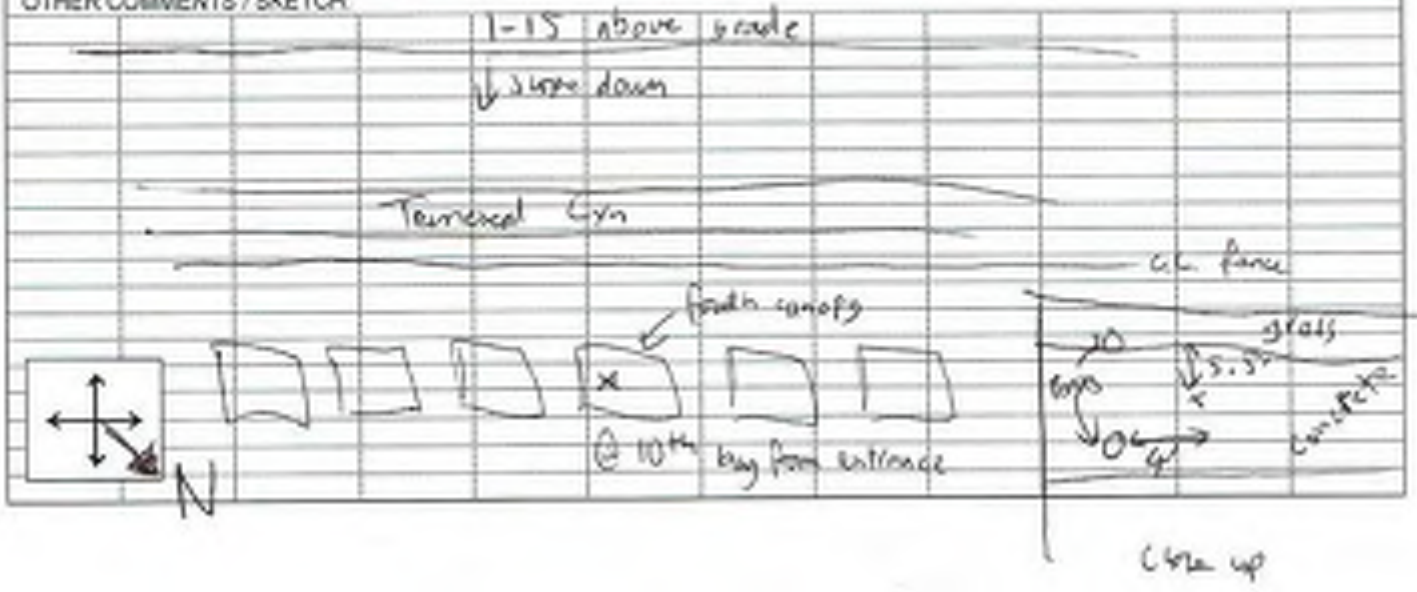
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: Temescal Cyn Rd
TRAFFIC COUNT DURATION: -MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
H/V TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:
I-15 and Davison & Cyn traffic are quieter than Temescal Cyn

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 - EIPSE PROJ. # 6041.14

SITE IDENTIFICATION: ST 13.03 OBSERVER(S): JLK
ADDRESS: NBS 22440 Temescal Canyon Rd, Corona, CA 92883
START DATE / TIME: 9/29/20 END DATE / TIME: 9/29/20

METEOROLOGICAL CONDITIONS:
TEMP: 102 °F HUMIDITY: 13 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 5-6 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: 1 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #: 2916
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN Y
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
406	3:28	3:38	66.4	71.5	69.7	67.7	67.1	66.2	64.2	63.2	62.5
407	3:41	3:51	66.8	71.2	70.1	68.5	67.4	66.6	64.8	63.7	63.3

COMMENTS:

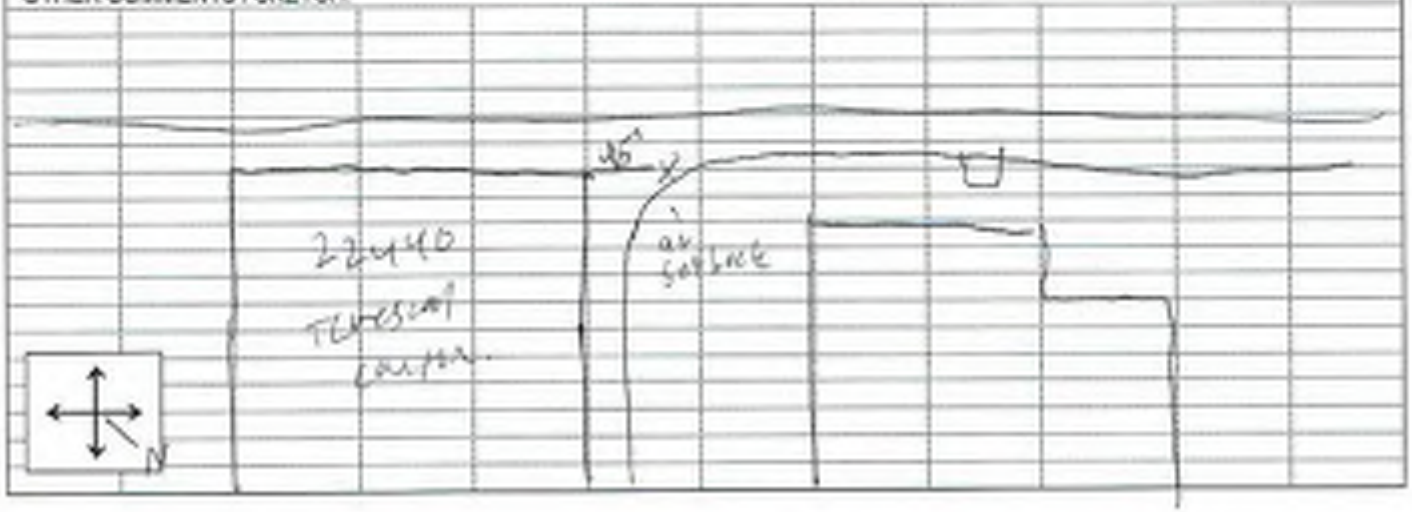
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15, Temescal canyon

TRAFFIC COUNT DURATION: -MIN	SPEED		#2 COUNT		SPEED	
	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST13.09 OBSERVER(S): J. H.
ADDRESS: 9022 Pulsar Court
START DATE / TIME: 4/29/20 END DATE / TIME: 4/29/20

METEROLOGICAL CONDITIONS:
TEMP: 102 °F HUMIDITY: 13 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 1-6 MPH DIR: N NE (E) SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: (2) SERIAL #: 3786
CALIBRATOR: LD CAL 200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.98 dBA SPL WINDSCREEN: (Y)
SETTINGS: A-WEIGHTED (SLOW) FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
090	3:23P	3:38P	67.8	71.9	70.5	69.2	68.5	67.6	66.0	64.2	63.3
091	3:41P	3:51P	68.0	74.5	71.0	69.4	68.8	67.9	65.7	64.2	63.5

COMMENTS:

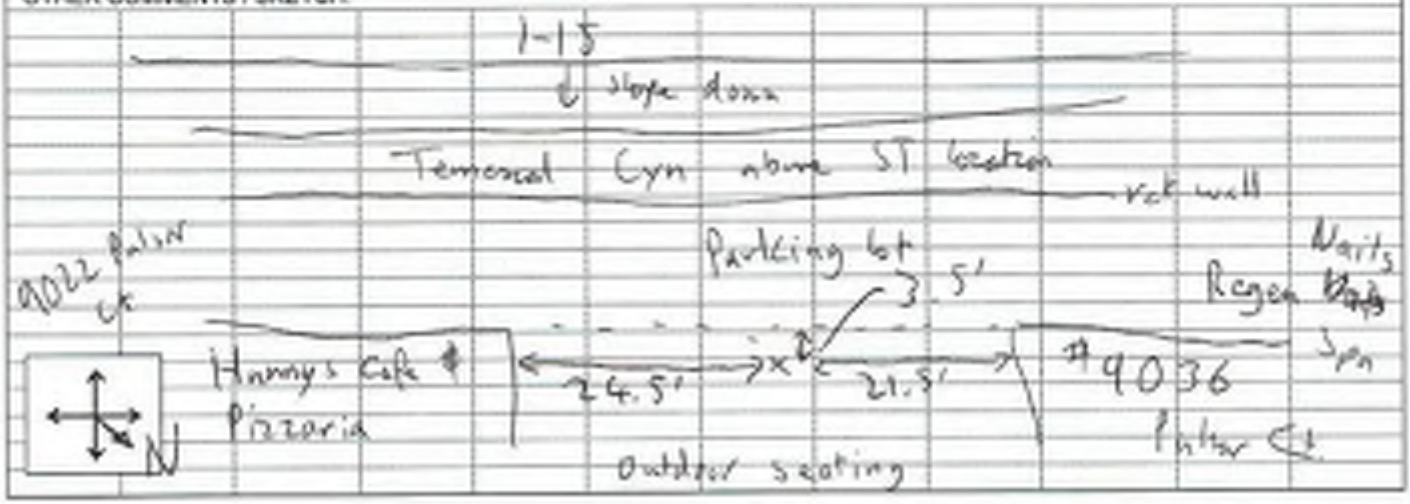
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15 & Temescal Cyn
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT (MIXED) FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ECLIPSE PROJ. # 417.19

SITE IDENTIFICATION: CT 13.05 OBSERVER(S): JCK
ADDRESS: 4810 Leroy Dr, San Diego, CA 92113
START DATE / TIME: 2/18/21 - 2:01pm END DATE / TIME: 2/18/21 - 2:34pm

METEOROLOGICAL CONDITIONS:
TEMP: 70 °F HUMIDITY: 50 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 1-1 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LxT TYPE: 1 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #: 2016
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{33}	L_{50}	L_{90}	L_{99}	L_{min}
169	2:01pm	2:11pm	58.2	71.4	65.2	59.7	58.3	57.1	55.7	54.2	53.4
170	2:12pm	2:22pm	58.1	68.2	65.8	59.8	58.6	57.3	53.7	52.2	51.5
171	2:24pm	2:34	57.1	66.9	62.6	59.2	57.6	56.4	54.0	52.2	51.9

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15, Leroy, Mineral
TRAFFIC COUNT DURATION: ___ MIN

	SPEED NB / EB	SPEED SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 EIPSE PROJ. # 00417.19

SITE IDENTIFICATION: ST 13.06 OBSERVER(S): JCK
ADDRESS: 9920 Foothill Rd, Lorain, CA 92883
START DATE / TIME: 4/20/20 END DATE / TIME: 4/20/20

METEOROLOGICAL CONDITIONS:
TEMP: 68 °F HUMIDITY: 11 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: - MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: 1 / 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #: 3004216
CALIBRATION CHECK: PRE-TEST: 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN: X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
016	1:51	2:01	62.6	74.1	71.5	66.7	62.5	60.3	57.5	55.5	54.0
017	2:03	2:13	61.0	70.9	68.6	63.7	61.4	59.1	55.3	53.1	52.7

COMMENTS:

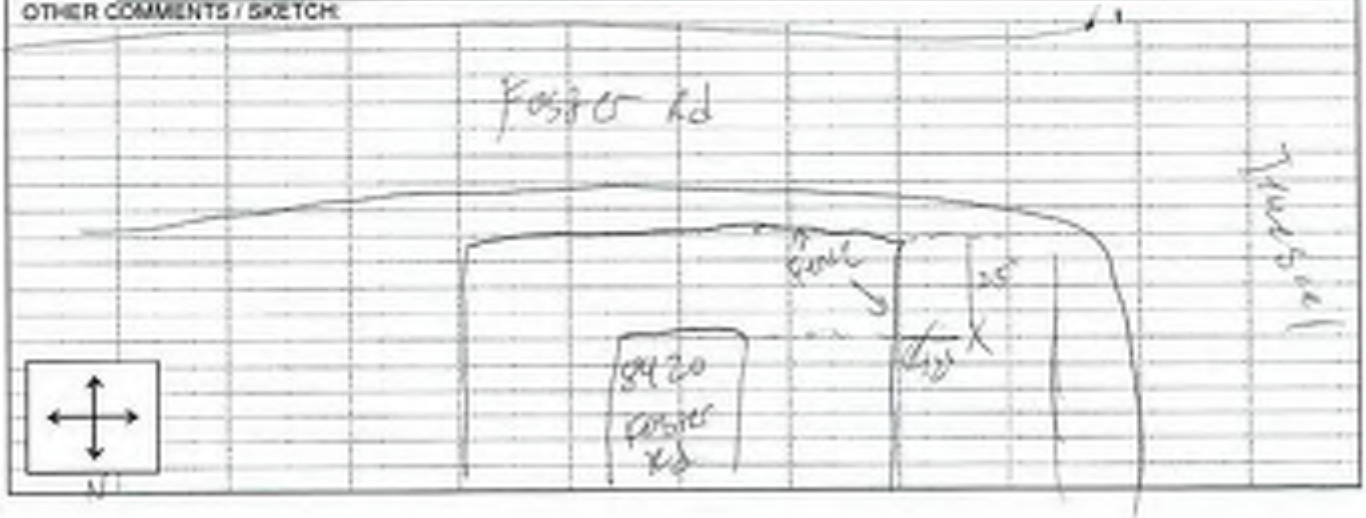
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15, 2 lanes each dir.
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST13-07 OBSERVER(S): S.H
ADDRESS: 3rd West to 21705 Temescal Cyn Rd
START DATE / TIME: 9/29/20 END DATE / TIME: 9/30/20

METEROLOGICAL CONDITIONS:
TEMP: 108 °F HUMIDITY: 11 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.92 dBA SPL WINDSCREEN: —
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
098	1:51P	2:01P	64.5	69.4	68.4	66.4	65.5	64.2	61.5	58.5	57.5
099	2:03P	2:13P	63.9	69.4	68.2	66.3	64.8	63.2	60.5	58.8	57.5

COMMENTS:

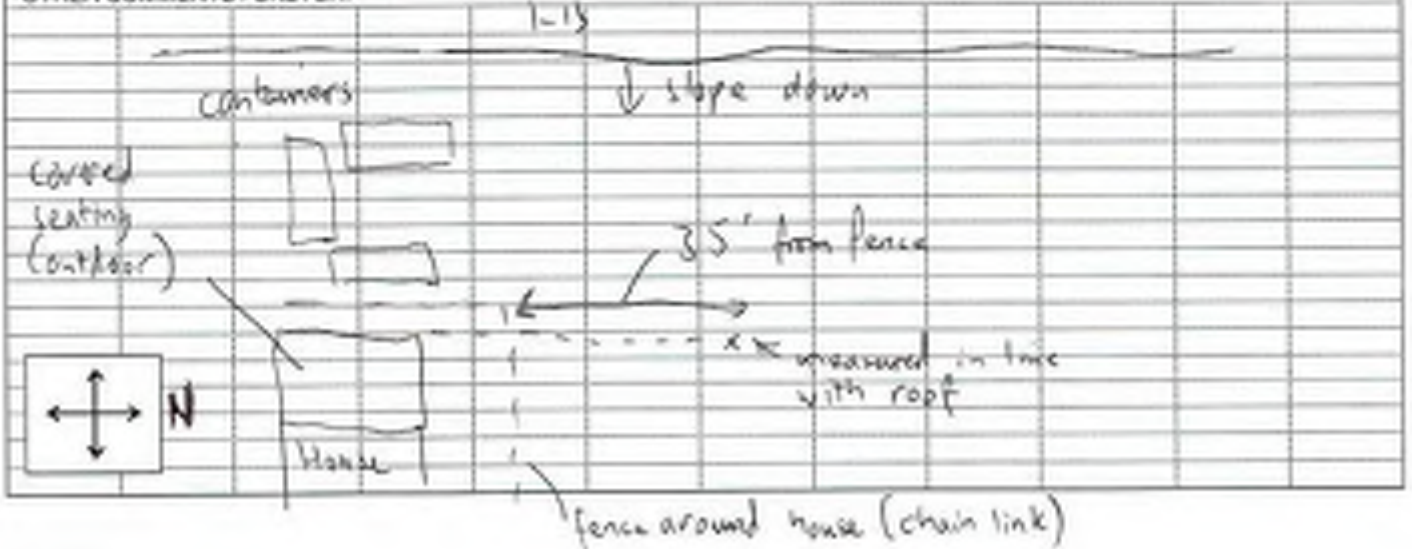
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: — MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:
Traffic on Temescal Cyn Rd

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ECLPSE PROJ. #: 417.19

SITE IDENTIFICATION: ST13-08 OBSERVER(S): J.M.
ADDRESS: 21653 Temescal Cyn Road Apt. E
START DATE / TIME: 10/1/20 END DATE / TIME: 10/1/20

METEROLOGICAL CONDITIONS:
TEMP: 87 °F HUMIDITY: 28 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 1-2 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: (1) 2 SERIAL #: 3786
CALIBRATOR: LD CAL 200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.3 dBA SPL POST-TEST 113.99 dBA SPL WINDSCREEN: Y
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
102	9:04A	9:16A	68.4	73.1	72.1	70.6	69.6	68.1	64.7	59.8	56.3
103	9:17A	9:27A	68.0	73.5	72.1	70.5	69.1	67.5	64.7	62.2	59.8

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___ MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:
Traffic on Temescal Cyn Rd.

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:

Apt A+B closer to Temescal Cyn

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 60417.19

SITE IDENTIFICATION: LT 13.01 OBSERVER(S): SCR
ADDRESS: Vacant land adjac 23125 Temescal Canyon Rd, Corona, CA 92883
START DATE / TIME: 9/28/20 - 10:51 am END DATE / TIME: 10/2/20 - 8:14 am

METEOROLOGICAL CONDITIONS:
TEMP: °F HUMIDITY: %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: Larson Davis LxT1 TYPE: 1 (2) SERIAL #: 6887
CALIBRATOR: CAL-200 SERIAL #: 2416
CALIBRATION CHECK: PRE-TEST: 114.0 dBA SPL POST-TEST: 114.1 dBA SPL WINDSCREEN: X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{33}	L_{50}	L_{90}	L_{99}	L_{min}

COMMENTS: Started @ 10:51 am, Leaves site @ 10:58 am (9/28/20)
Arrived @ 8:16 am, Departed @ 8:14 am (10/2/20)

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: -MIN

	#1 COUNT NB / EB	#1 COUNT SB / WB	#1 SPEED NB / EB	#1 SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	#2 SPEED NB / EB	#2 SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER
OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSB PROJ. # 417.19

SITE IDENTIFICATION: ST 14.01 OBSERVER(S): JCK
ADDRESS: VALLEY VIEW
START DATE / TIME: 3/17/21 - 2:23pm END DATE / TIME: 3/17/20 - 2:46pm

METEOROLOGICAL CONDITIONS:
TEMP: 67 °F HUMIDITY: 45 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-2 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: 1 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #: DATED
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
165	2:23pm	2:33pm	63.5	93.7	68.9	64.7	64.0	63.2	61.1	58.9	57.2
166	2:35pm	2:46pm	62.6	67.1	66.2	64.6	63.5	62.4	59.9	37.4	34.0

COMMENTS:

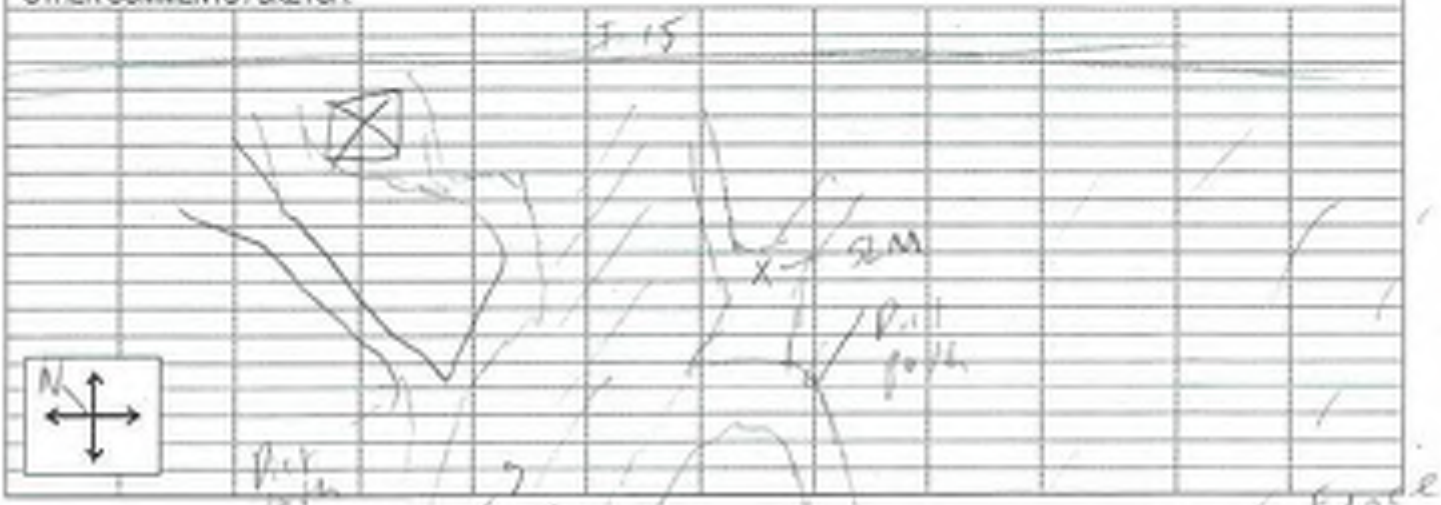
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ____-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.9

SITE IDENTIFICATION: SP14.02 OBSERVER(S): J-H
ADDRESS: 9553 Stone Canyon Road
START DATE / TIME: 9/29/20 END DATE / TIME: 9/29/20

METEOROLOGICAL CONDITIONS:
TEMP: 97 °F HUMIDITY: 11 %R.H. WIND: CALM (LIGHT) MODERATE VARIABLE
WINDSPEED: 1 MPH DIR: N NE (E) SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE (1) 2 SERIAL #: 3786
CALIBRATOR: LD CAL200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN (Y)
SETTINGS: (A-WEIGHTED) SLOW FAST FRONTAL (RANDOM) ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}	
084	11:45A	11:55A	62.3	66.9	66.1	64.5	63.5	61.9	58.7	49.2	45.0	R2
085	11:58A	12:08A	62.4	70.7	68.1	64.8	63.4	61.8	58.3	55.6	53.2	R3

COMMENTS: Missed R1 @ this location

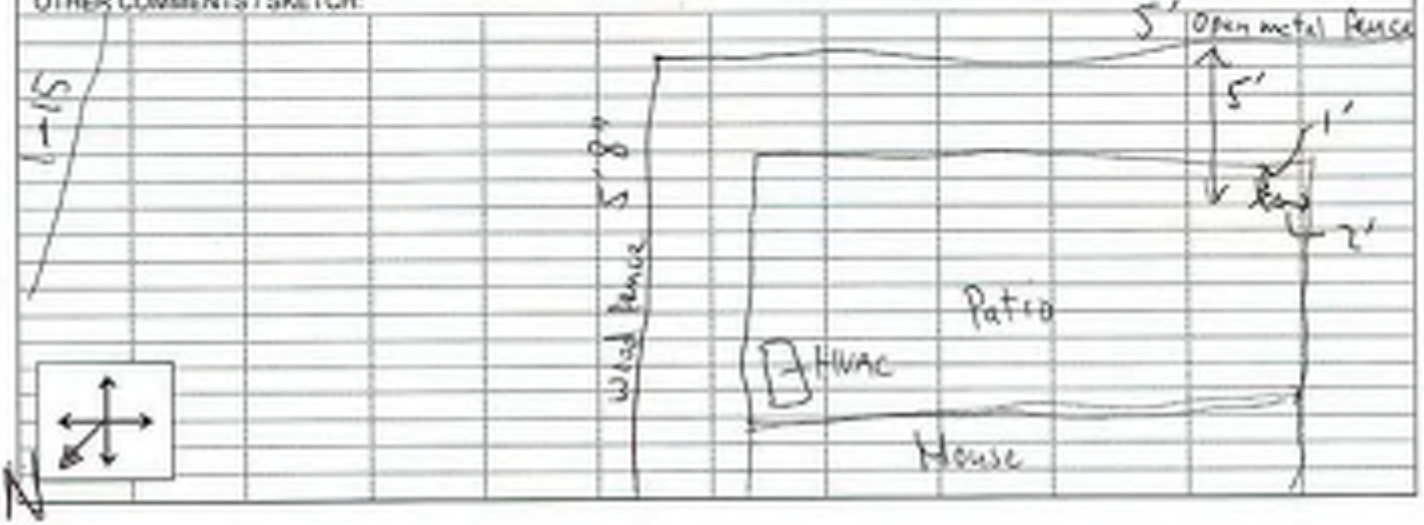
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15

TRAFFIC COUNT DURATION: ___ MIN	SPEED				#2 COUNT		SPEED	
	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:
HVAC very quiet

DESCRIPTION / SKETCH:
TERRAIN: HARD (SOFT) MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST14.03 OBSERVER(S): T-H
ADDRESS 9296 Scotia Way
START DATE / TIME: 9/29/20 END DATE / TIME: 9/29/20

METEOROLOGICAL CONDITIONS:
TEMP: 48 °F HUMIDITY: 10 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 1-2 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL 250 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN Y
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{33}	L_{50}	L_{90}	L_{99}	L_{min}
088	2:23p	2:33p	53.7	56.6	55.8	54.9	54.3	53.6	52.4	51.8	51.4
089	2:35p	2:45p	53.8	62.4	60.2	54.9	54.0	53.2	52.0	51.5	51.2

COMMENTS:

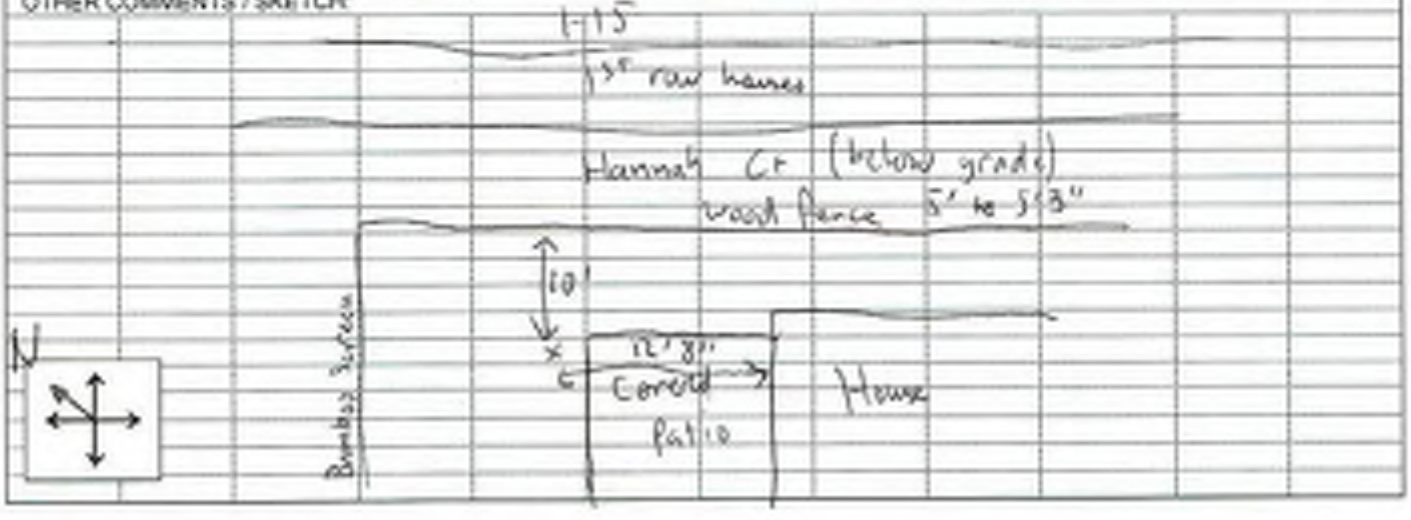
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15-EIPSE PROJ. # 00417.14

SITE IDENTIFICATION: ST 14.004 OBSERVER(S): SLR
ADDRESS: 1536 Palm Canyon Dr
START DATE / TIME: 4/29/20 END DATE / TIME: 4/29/20

METEROLOGICAL CONDITIONS:
TEMP: 97 °F HUMIDITY: 11 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 2 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: 1 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #: 3916
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN: Y
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
000	11:33AM	11:43	56.4	62.0	54.7	58.2	57.6	56.2	53.3	51.3	50.7
001	11:45	11:55	57.5	64.9	61.6	59.6	58.3	57.1	54.5	52.9	48.7

COMMENTS:

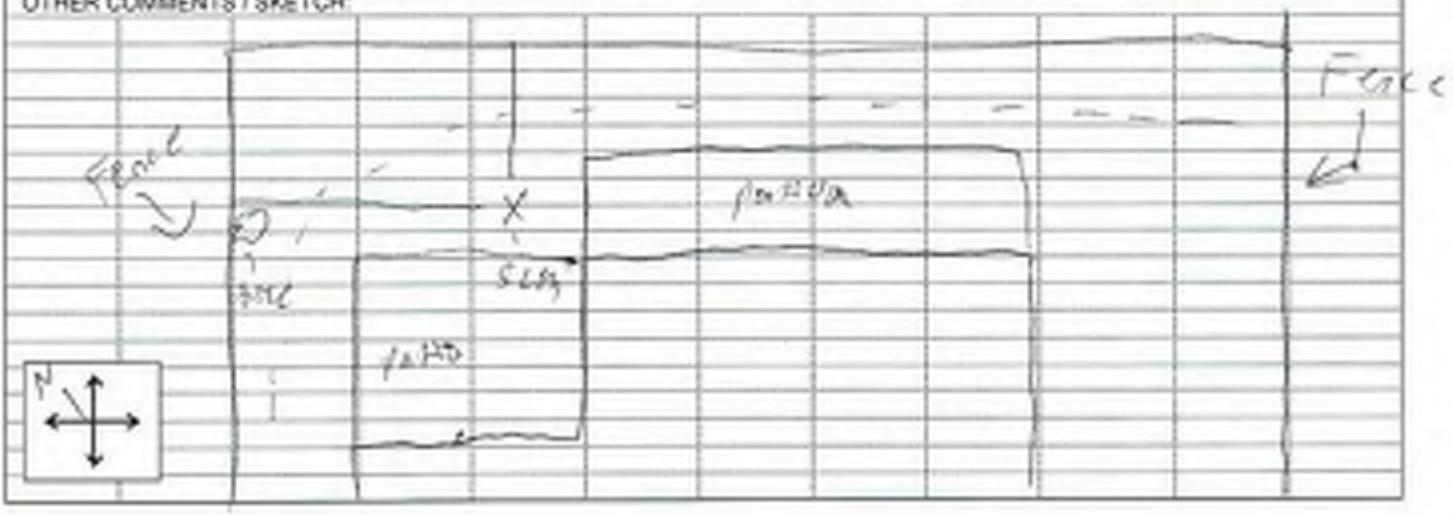
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: -MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST 14.05 OBSERVER(S): J. H.
ADDRESS: Between 9439 & 9424 Lapis Court
START DATE / TIME: 3/17/21 END DATE / TIME: 3/17/21

METEOROLOGICAL CONDITIONS:
TEMP: 67 °F HUMIDITY: 45 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-2 MPH DIR: N NE E SE (S) SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: (1) 2 SERIAL #: 3786
CALIBRATOR: LD CAL 200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.93 dBA SPL WINDSCREEN (Y)
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
333	2:23PM	2:33PM	57.8	62.4	61.1	59.1	58.5	57.8	55.8	53.2	52.3
334	2:35PM	2:45PM	56.2	62.9	60.7	58.2	57.2	55.6	53.7	52.9	52.1

COMMENTS:

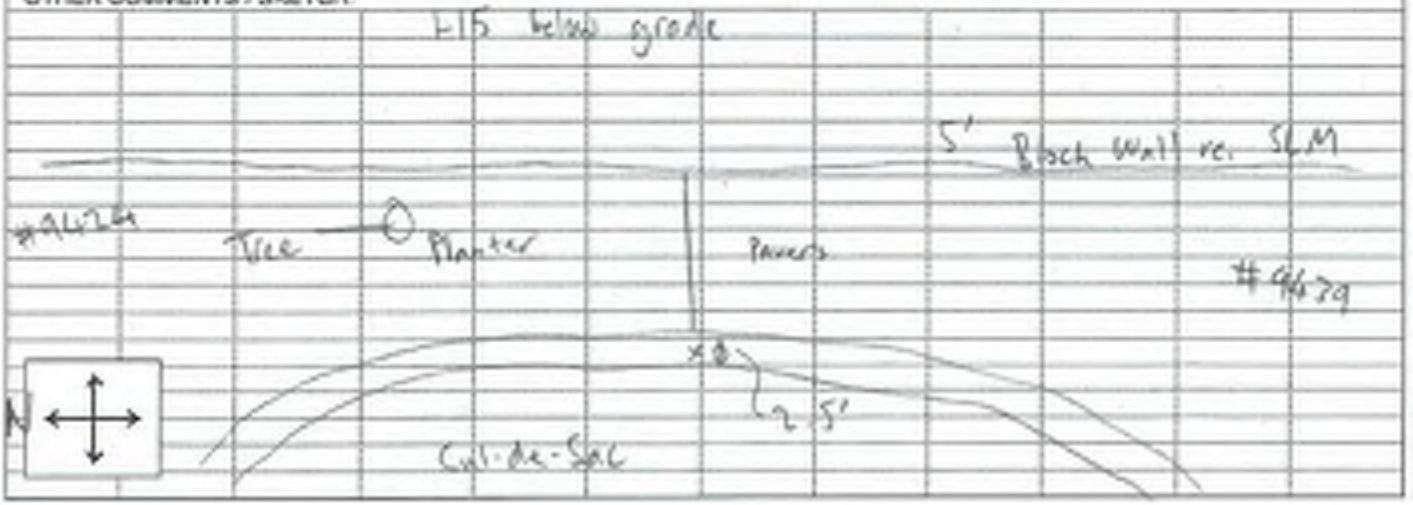
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT (MIXED) FLAT OTHER:
PHOTOS: (Y)
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 EIPSE PROJ. # 00417.19

SITE IDENTIFICATION: ST 114.06
ADDRESS: 22806 Warwick Ct. Corona, CA 92883
START DATE / TIME: 8/24/20
OBSERVER(S): JCK
END DATE / TIME: 8/24/20

METEROLOGICAL CONDITIONS:
TEMP: 105 °F HUMIDITY: 12 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 2-3 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: (1) 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #: 2916
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
902	13:12	13:22	56.0	59.9	59.1	57.9	56.8	55.7	53.8	51.0	50.4
903	15:26	15:35	65.6	62.7	58.4	57.1	56.2	65.3	63.7	62.4	51.8	

COMMENTS:

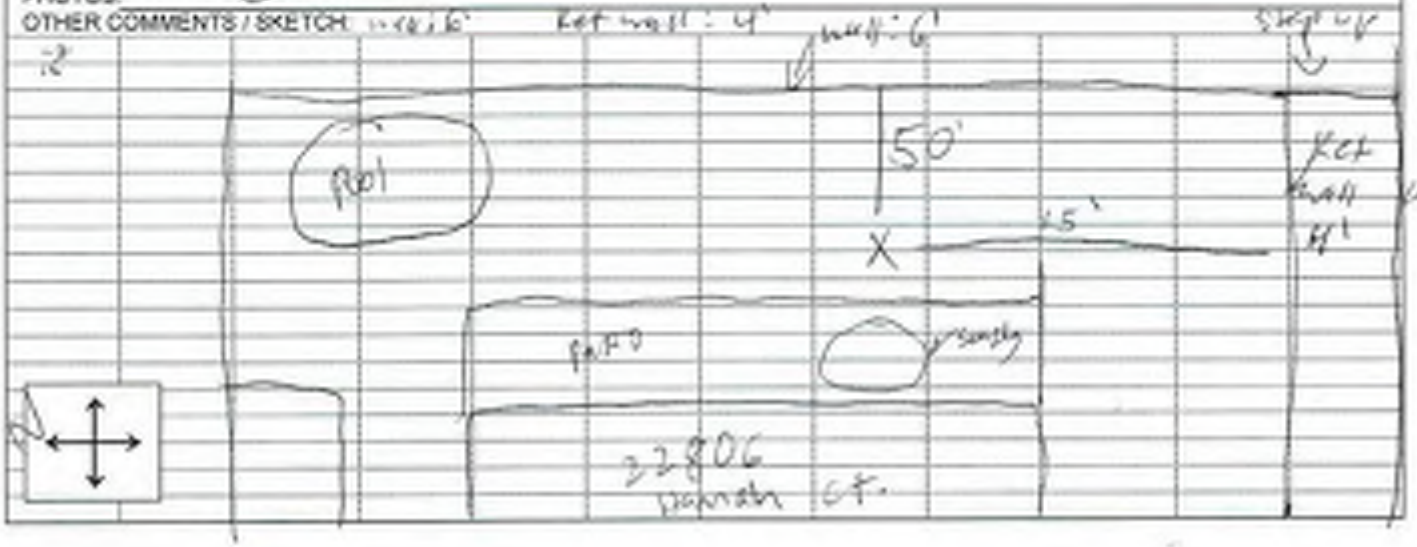
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 EIPSE PROJ. # 0041719

SITE IDENTIFICATION: 2374.07 OBSERVER(S): JCR
ADDRESS: 22706 Wenonah Ct
START DATE / TIME: 4/28/20 END DATE / TIME: 4/29/20

METEROLOGICAL CONDITIONS:
TEMP: 48 °F HUMIDITY: 10 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 1-2 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: 1 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #:
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.1 dBA SPL WINDSCREEN Yes X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
.904	2:23	2:33	60.1	64.3	63.2	61.5	60.8	60.0	57.9	56.4	56.7
.905	2:35	2:45	60.7	67.5	66.0	62.4	61.6	60.3	58.5	57.6	56.3

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ____-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST16.03 OBSERVER(S): J. H.
ADDRESS: 22517 Silver Dollar St
START DATE / TIME: 9/30/20 END DATE / TIME: 9/30/20

METEOROLOGICAL CONDITIONS:
TEMP: 86 °F HUMIDITY: 27 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-1 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL 200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.00 dBA SPL WINDSCREEN
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
092	9:03A	9:13A	48.6	53.4	51.7	50.2	49.3	48.3	46.5	45.6	45.3
093	9:15A	9:25A	48.9	60.7	51.9	50.0	49.5	48.9	47.4	46.1	45.3

COMMENTS: Traffic noise very quiet. Validation may be bad due to low signal

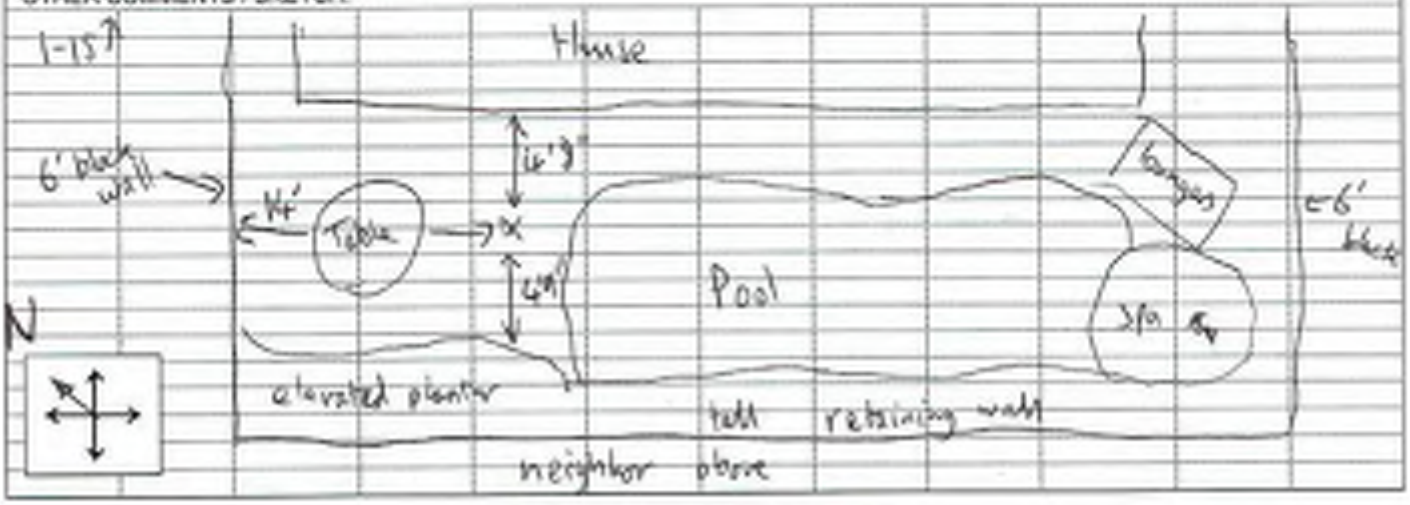
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15 SB

TRAFFIC COUNT DURATION: ___ MIN	SPEED				#2 COUNT		SPEED	
	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:
Neighbors AC unit audible

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 EIPSE PROJ. # 00417.14

SITE IDENTIFICATION: 114.09 OBSERVER(S): JCR
ADDRESS: 9056 Palma Ct, Rancho, CA
START DATE / TIME: 9/20/20 END DATE / TIME: 9/20/20

METEOROLOGICAL CONDITIONS:
TEMP: 101 °F HUMIDITY: 16 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: — MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: 1 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #: 2976
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
.912	10:40	10:50	51.6	60.7	57.0	53.0	52.2	51.2	49.1	47.3	46.9
.913	10:53	11:03	52.3	59.5	57.6	54.6	53.0	51.5	48.9	47.9	47.1

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15 (Distant)
TRAFFIC COUNT DURATION: —MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ECIPSE PROJ. #: 00417.14

SITE IDENTIFICATION: SJ 19.10 OBSERVER(S): JCK
ADDRESS: ~~965 Ethan~~, S. Colton, CA 92 981
START DATE / TIME: 9/30/19 END DATE / TIME: 9/30/19

METEOROLOGICAL CONDITIONS:
TEMP: 86 °F HUMIDITY: 27 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-1 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LxT TYPE: 1 2 SERIAL #: 4605
CALIBRATOR: LD CAL 200 SERIAL #: 2916
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{95}	L_{min}
1908	9:03	9:13	60.7	65.6	64.3	62.3	61.3	60.4	58.8	57.1	56.3
1909	9:15	9:25	60.3	66.6	64.5	61.7	60.9	60.1	58.4	57.1	56.2

COMMENTS:

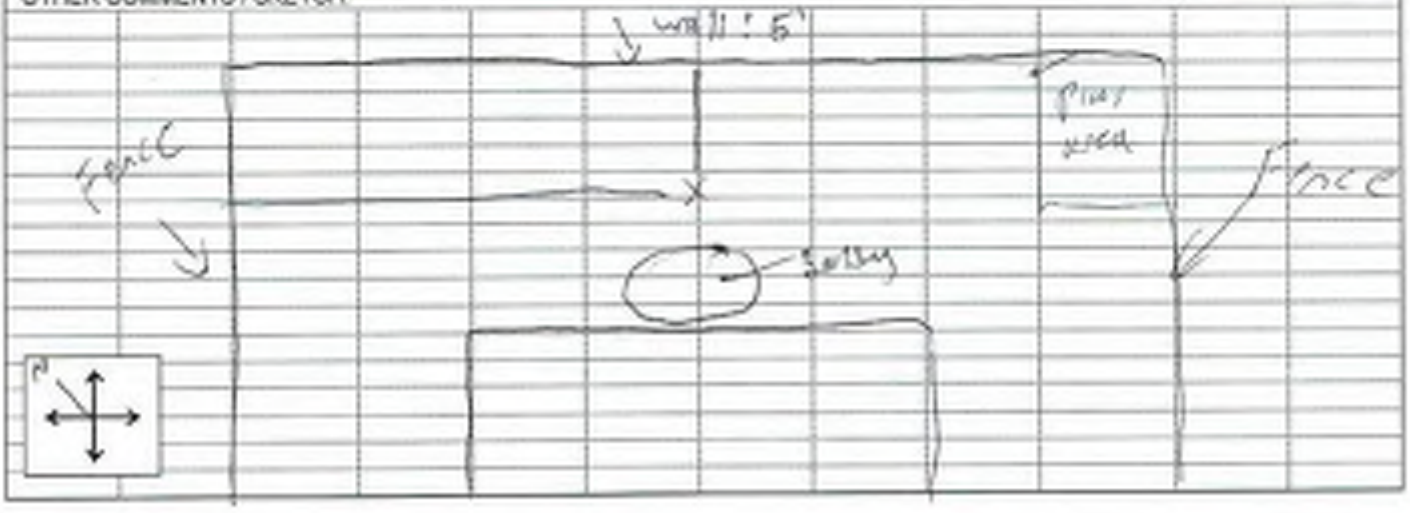
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15, Kneb
TRAFFIC COUNT DURATION: -MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 EIISE PROJ. # 00417.19

SITE IDENTIFICATION: SP19.11 OBSERVER(S): JCK
ADDRESS: 22430 Olivo Rancho CA
START DATE / TIME: 4/30/20 END DATE / TIME: 4/30/20

METEROLOGICAL CONDITIONS:
TEMP: 44 °F HUMIDITY: 17 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-1 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LDLXT TYPE: 1 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #: 2416
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
010	9:47	9:57	61.9	67.3	65.4	63.6	62.7	61.5	59.4	58.2	57.9
011	10:00	10:10	64.6	68.2	66.5	63.4	62.5	61.2	58.7	57.0	55.8

COMMENTS:

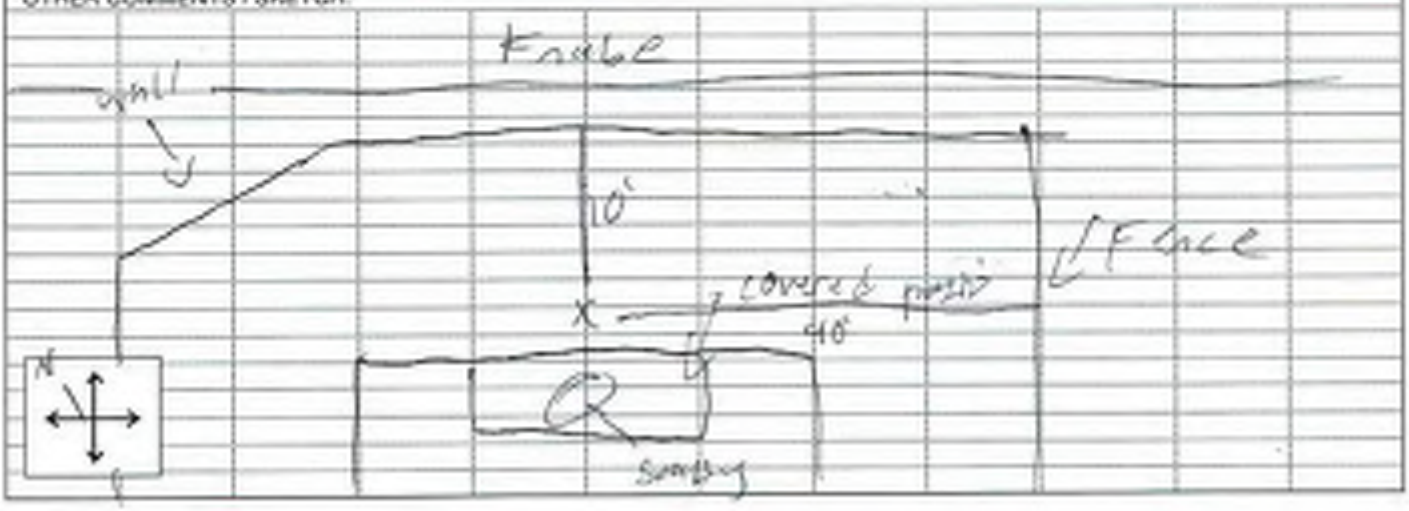
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: -MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST Ne.12 OBSERVER(S): J.M
ADDRESS: 22312 Haywirth Court
START DATE / TIME: 3/18/21 END DATE / TIME: 3/18/21

METEOROLOGICAL CONDITIONS:
TEMP: 70 °F HUMIDITY: 50 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 1 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL 200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.2 dBA SPL WINDSCREEN ✓
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{50}	L_{90}	L_{99}	L_{99}	L_{min}
361	2:01 PM	2:11 PM	62.9	68.2	66.4	64.0	63.4	61.7	61.3	60.0	58.9
362	2:12 PM	2:22 PM	60.8	64.4	63.6	62.4	61.8	60.6	58.4	57.1	56.7
363	2:24 PM	2:34 PM	62.7	69.6	66.9	64.2	63.2	62.2	61.0	59.8	58.9

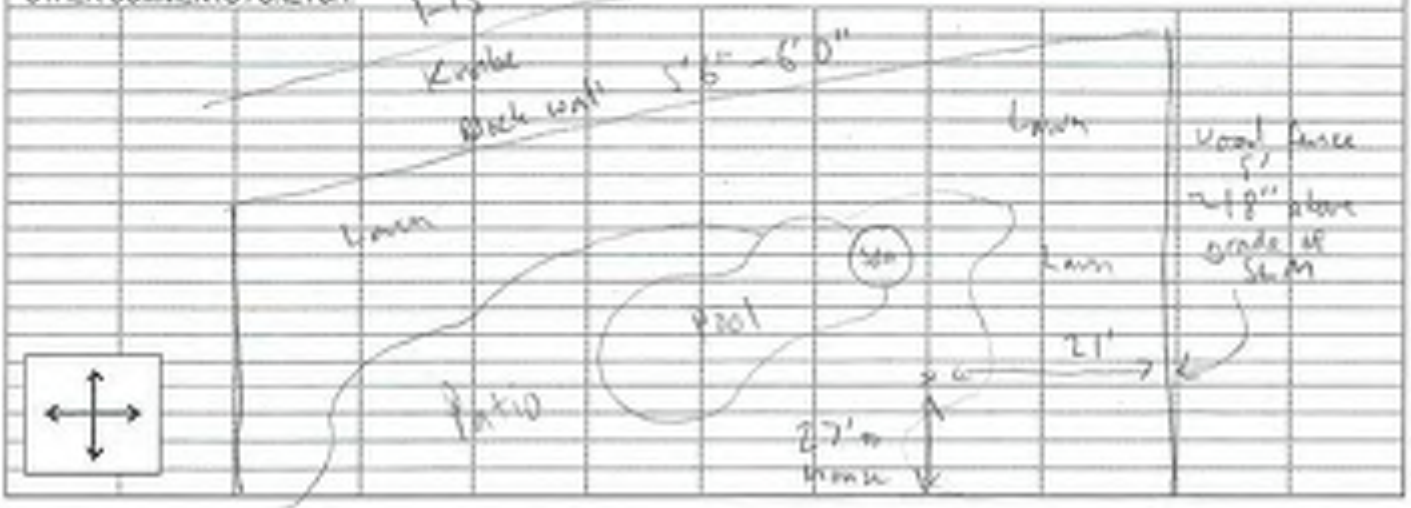
COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15 / Knabe
TRAFFIC COUNT DURATION: ___ MIN

	COUNT NB / EB	COUNT SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER
OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST 14.13 OBSERVER(S): J.H.
ADDRESS: Corona Clay 92879 Knabe Rd
START DATE / TIME: 3/16/21 END DATE / TIME: 3/16/21

METEOROLOGICAL CONDITIONS:
TEMP: 55 °F HUMIDITY: 50 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 2-3 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: (1) 2 SERIAL #: 3796
CALIBRATOR: LD CAL200 SERIAL #: 6643
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.96 dBA SPL WINDSCREEN ✓
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
320	1:13pm	1:23pm	67.4	72.0	71.3	69.6	68.4	67.1	64.2	62.3	61.4
321	1:26pm	1:36pm	66.6	72.4	70.3	68.7	67.6	66.2	63.8	62.2	61.2

COMMENTS:

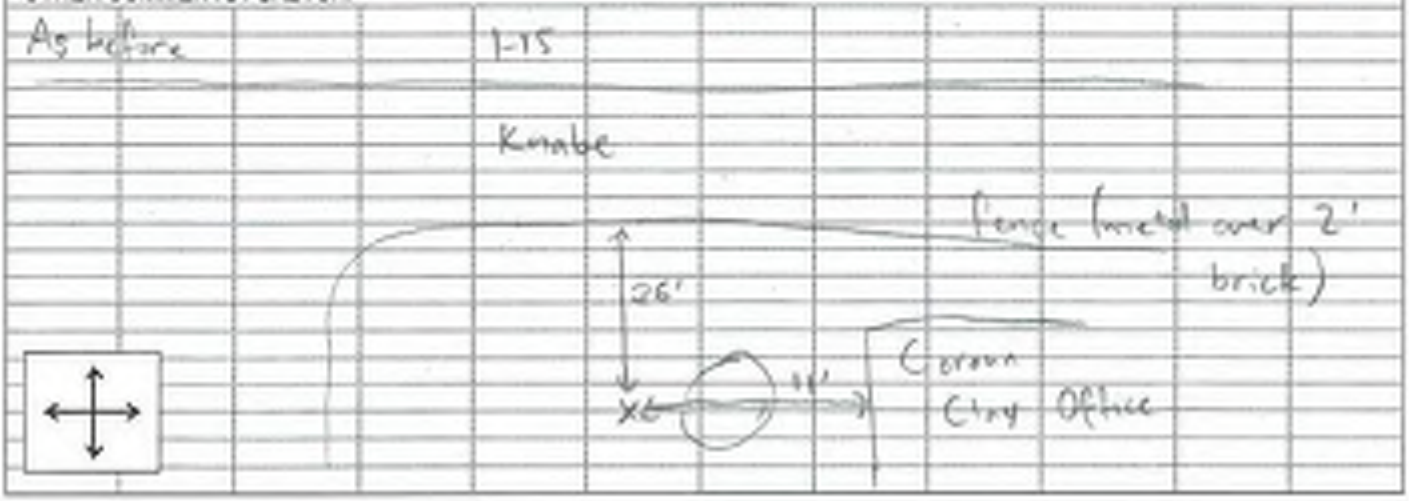
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15 , Knabe
TRAFFIC COUNT DURATION: ____ MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417-19

SITE IDENTIFICATION: ST [illegible] **OBSERVER(S):** JCR
ADDRESS: near 8500 [illegible] Motor Way, [illegible] CA 92083
START DATE / TIME: 3/16/21 – 1:13 pm **END DATE / TIME:** 3/16/21 – 1:36 pm

METEROLOGICAL CONDITIONS:
TEMP: 55 °F HUMIDITY: 50 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 2-3 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: 1 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #: 2916
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{33}	L_{50}	L_{90}	L_{99}	L_{min}
151	1:13pm	1:23pm	67.5	71.6	70.8	69.4	68.4	67.3	64.6	61.5	60.8
152	1:26pm	1:36pm	68.8	74.5	70.8	68.8	67.8	66.5	63.8	62.4	61.6

COMMENTS:

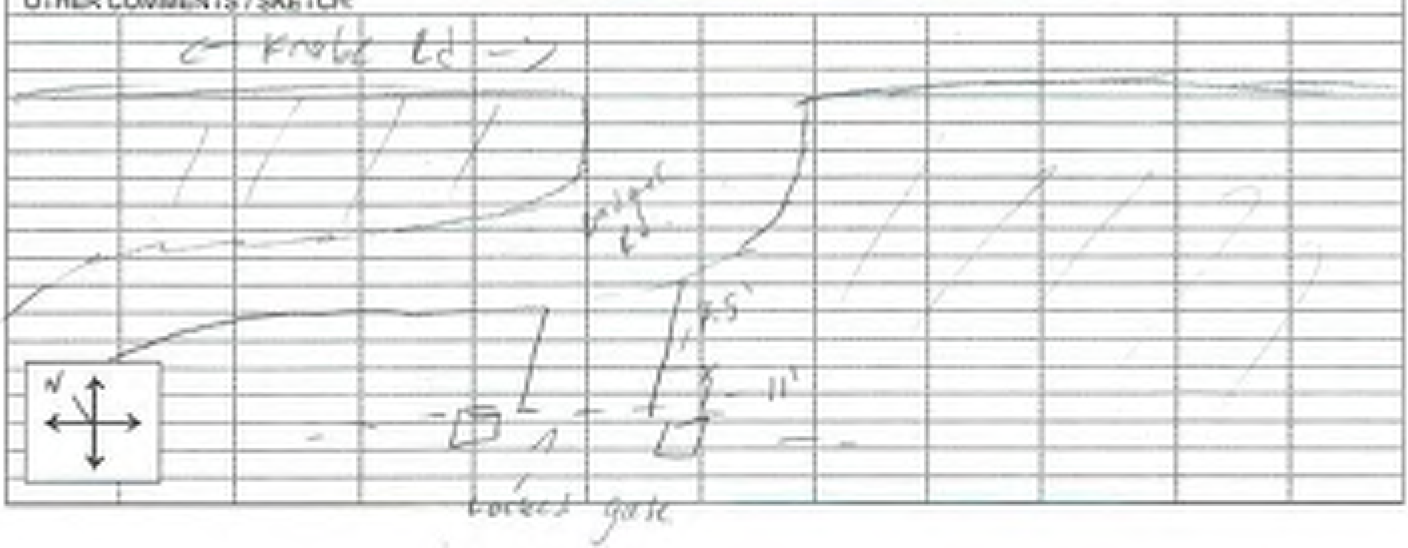
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15 / Ramp
TRAFFIC COUNT DURATION: ____ -MIN

	NB / EB	SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 EIPSE PROJ. #

SITE IDENTIFICATION: ST 19,26 OBSERVER(S): JLH
ADDRESS: 21634 Retreat Pkwy, Corona, CA 92883
START DATE / TIME: 10/1/20 END DATE / TIME: 10/1/20

METEOROLOGICAL CONDITIONS:
TEMP: 83 °F HUMIDITY: 28 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 1-2 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: 1/2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #: 2414
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
.420	9:04pm	9:14	68.5	72.3	71.4	70.1	69.4	68.3	66.4	64.1	62.8
.421	9:17	9:27	68.7	74.1	72.6	70.7	69.6	68.4	65.5	62.1	60.9

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15 Knabe Rd
TRAFFIC COUNT DURATION: ___ MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

21634 Retreat Pkwy
Riverside Medical Clinic

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 00417.19

SITE IDENTIFICATION: LT 14.01 OBSERVER(S): [illegible]
ADDRESS: near 9535 [illegible], Corona CA, 92883
START DATE / TIME: 9/28/20 - 11:23 am END DATE / TIME: 10/2/20 - 3:50 pm

METEROLOGICAL CONDITIONS:
TEMP: °F HUMIDITY: ____ %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: ____ MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: NL-71 - Rion TYPE: 1 (2) SERIAL #: 6771
CALIBRATOR: CAL200 SERIAL #: 2816
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.1 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}

COMMENTS: ~~[illegible]~~ Started @ 11:23 am, cleared @ 12:15 pm (9/28/20)
Arrived @ 3:37 pm, stopped @ 3:40 pm (10/2/20)

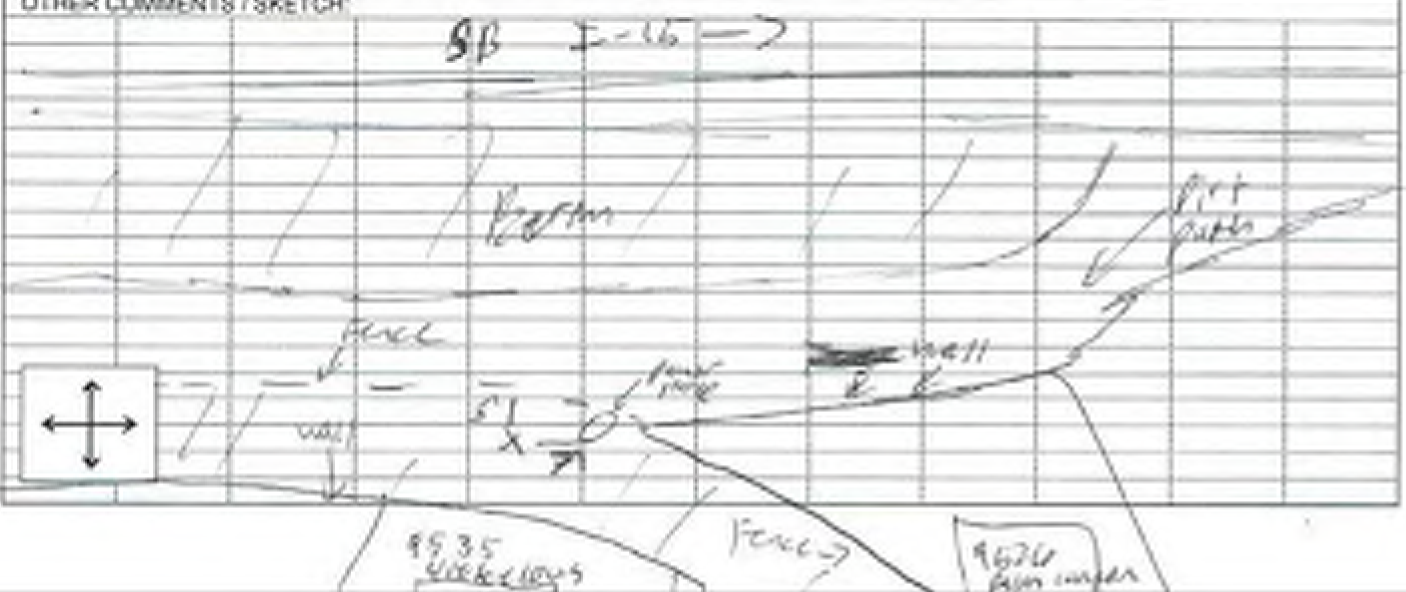
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER: ____
ROADWAY TYPE:
TRAFFIC COUNT DURATION: ____-MIN

	NB / EB	SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD (SOFT) MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST150 OBSERVER(S): S.H.
ADDRESS: 2836 Fashion Drive
START DATE / TIME: 10/1/20 END DATE / TIME: 10/1/20

METEOROLOGICAL CONDITIONS:
TEMP: 106 °F HUMIDITY: 11 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-3 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL 200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.99 dBA SPL WINDSCREEN ✓
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
106	12:50P	1:00P	58.1	63.6	61.6	60.0	58.9	57.8	55.3	53.2	52.1
107	1:02P	1:12P	59.0	63.6	62.6	60.8	59.8	58.7	56.4	54.5	53.8

COMMENTS: Between Units 103 and 102, Building ~~2836~~ 2836

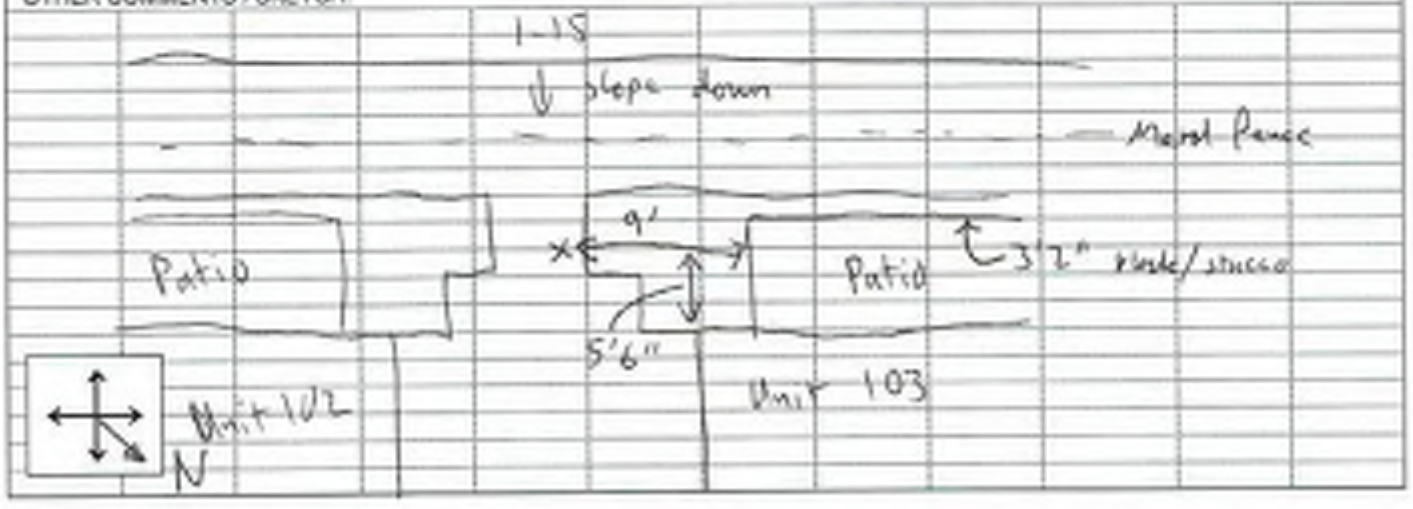
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___ MIN

	#1 COUNT NB / EB	#1 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 EIPSE PROJ. # 417.19

SITE IDENTIFICATION: ST15.02 OBSERVER(S): J.H
ADDRESS: Near 2766 & 2737 Fashion Dr.
START DATE / TIME: 3/16/21 END DATE / TIME: 3/16/21

METEOROLOGICAL CONDITIONS:
TEMP: 54 °F HUMIDITY: 49 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-1 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL 20 SERIAL #: 6845
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.99 dBA SPL WINDSCREEN ✓
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
318	11:58AM	12:08PM	52.3	66.6	61.7	54.1	51.8	50.5	48.0	46.6	46.4
319	12:15PM	12:25PM	53.8	67.0	63.7	55.7	53.5	51.6	48.5	47.3	46.7	

COMMENTS:

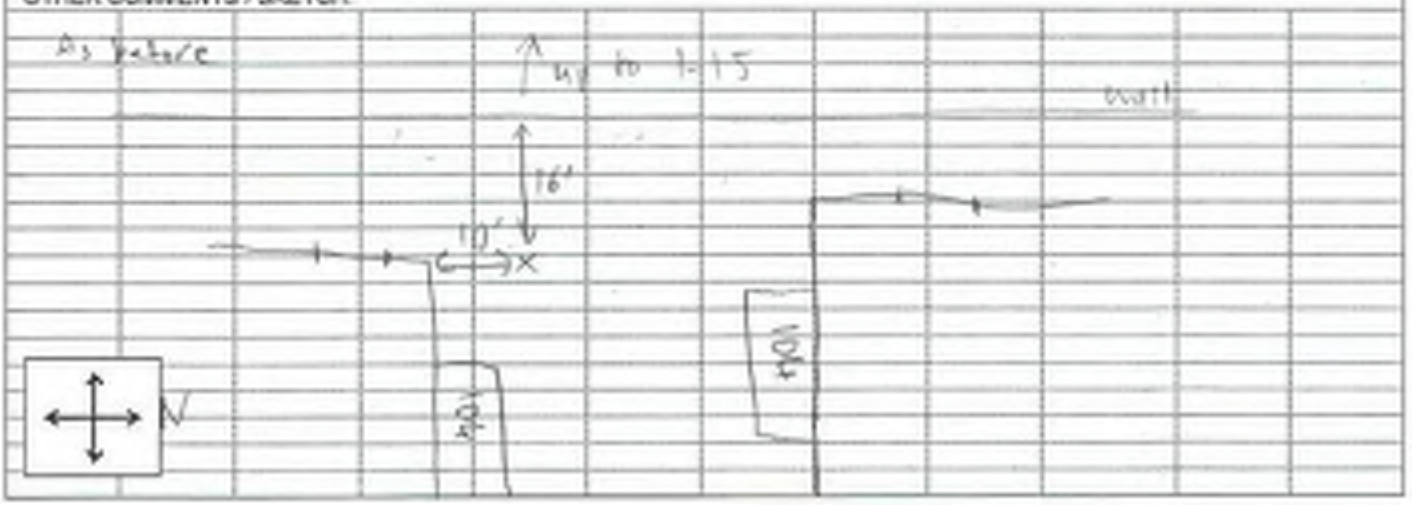
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ____-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST15.03 OBSERVER(S): JH
ADDRESS: 2846 Fathom Drive
START DATE / TIME: 10/1/20 END DATE / TIME: 10/1/20

METEOROLOGICAL CONDITIONS:
TEMP: 64 °F HUMIDITY: 19 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 2-5 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL 200 SERIAL #: 6886
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
104	11:32A	11:42A	60.4	68.5	64.9	62.6	61.3	59.8	56.7	54.9	53.9
105	11:42A	11:52A	60.8	65.9	64.8	62.8	61.6	60.2	58.2	56.6	56.2

COMMENTS: Building #2846, 2nd Floor

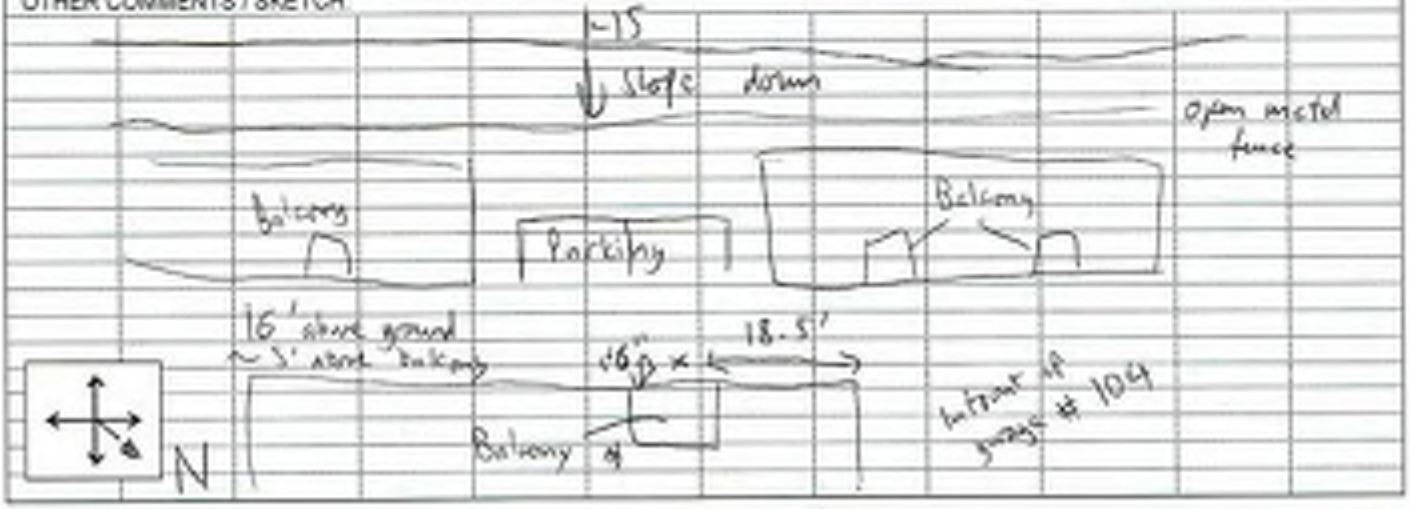
SOURCE INFO AND TRAFFIC COUNT(S):
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: -MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 00417.14

SITE IDENTIFICATION: ST 15.04 OBSERVER(S): JCR
ADDRESS: near 2284 Canet Pr unit 101, Corona, CA 92883
START DATE / TIME: 10/6/20 END DATE / TIME: 10/6/20

METEROLOGICAL CONDITIONS:
TEMP: 84 °F HUMIDITY: 23 %R.H. WIND: CALM (LIGHT) MODERATE VARIABLE
WINDSPEED: <2 MPH. DIR: N NE E (SE) (S) SW W NW STEADY GUSTY
SKY: (SUNNY) (CLEAR) OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: (1) 2 SERIAL #: 4006
CALIBRATOR: LD CAL200 SERIAL #: 2916
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN X
SETTINGS: (A-WEIGHTED) (SLOW) FAST FRONTAL (RANDOM) (ANSI) OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{20}	L_{50}	L_{90}	L_{99}	L_{min}
.928	9:55	10:05	54.1	62.7	59.0	55.5	54.6	53.6	51.6	50.3	49.7
.929	10:09	10:19	53.2	66.5	58.4	54.5	52.4	52.6	50.8	49.2	48.6
.930	10:27	10:37	55.5	60.0	58.2	57.1	56.4	55.4	52.8	51.7	51.4

COMMENTS:

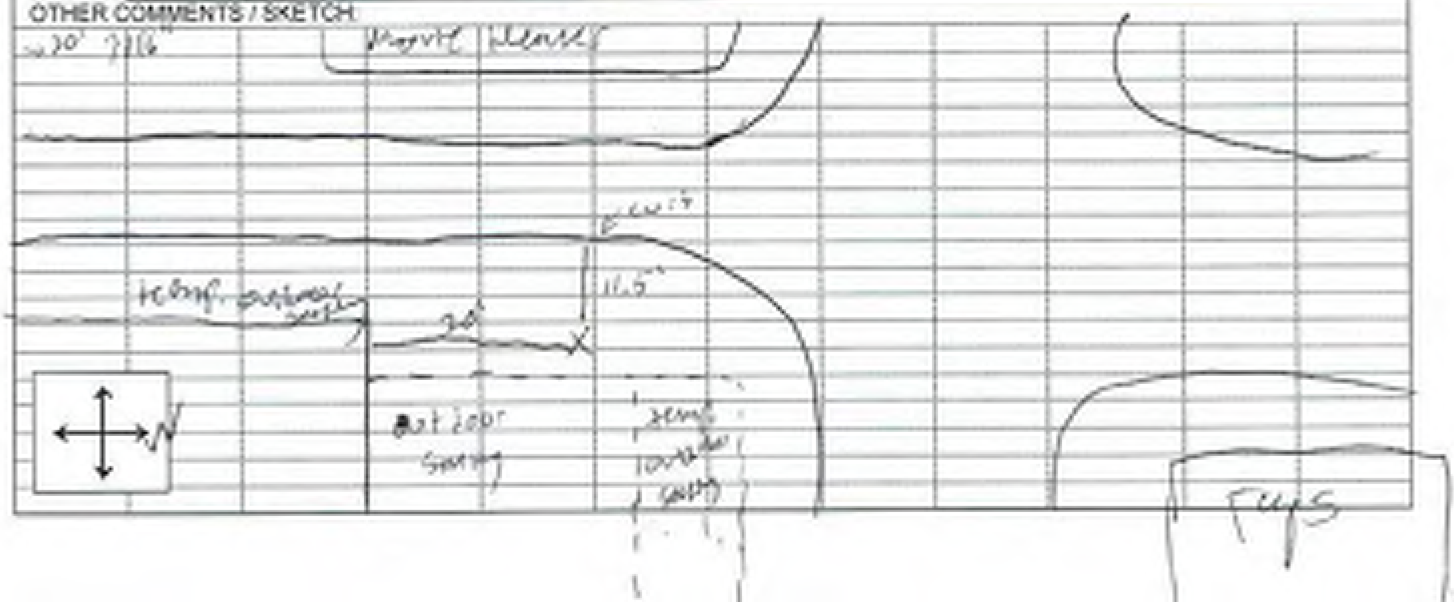
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___ -MIN

	NB / EB	SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
H/Y TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL / DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT (MIXED) FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST15.05 OBSERVER(S): J.H
ADDRESS: 2708 Blue Springs Drive
START DATE / TIME: 10/6/20 END DATE / TIME: 10/6/20

METEROLOGICAL CONDITIONS:
TEMP: 84 °F HUMIDITY: 23 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 1-2 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.95 dBA SPL WINDSCREEN ✓
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
108	9:55A	10:05A	51.0	61.7	57.8	53.1	51.6	50.0	47.5	46.6	46.3
109	10:09A	10:19A	50.0	56.8	56.5	51.9	50.9	49.5	47.2	45.0	44.3
110	10:27A	10:37A	52.1	58.3	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	48.6	47.8
					55.6	53.9	53.0	51.6	49.7		

COMMENTS: Measured at Del Lago Apartments. Unit 101. Bldg 2724

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15 & Lakeshore Dr.
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST15.06 OBSERVER(S): J. M
ADDRESS: 2703 Blue Springs Drive
START DATE / TIME: 10/6/20 END DATE / TIME: 10/6/20

METEOROLOGICAL CONDITIONS:
TEMP: 60 °F HUMIDITY: 19 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 2 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 821 TYPE: (1) 2 SERIAL #: 3736
CALIBRATOR: LD CAL200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.01 dBA SPL WINDSCREEN: —
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
111	11:03A	11:15A	54.6	62.9	60.7	56.6	54.9	53.6	52.7	51.3	50.6
112	11:19A	11:29A	55.8	58.5	58.0	57.1	56.4	55.6	54.0	53.2	52.9	

COMMENTS: Monreith Apartments. 3rd Floor balcony. Apt # 301 Bldg # 2728

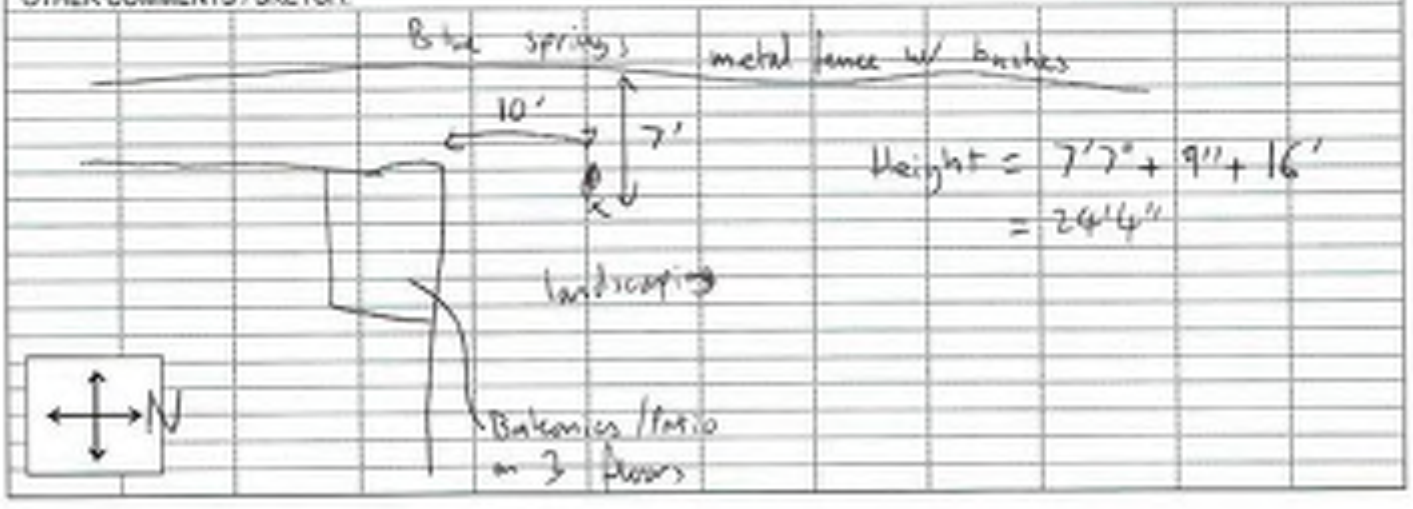
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15 and Blue Springs/Lake Shore
TRAFFIC COUNT DURATION: —-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 00417.19

SITE IDENTIFICATION: ST 15.07 OBSERVER(S): TCK
ADDRESS: 27N Buckeye Dr. Corona, CA 92883
START DATE / TIME: 10/6/20 END DATE / TIME: 10/6/20

METEOROLOGICAL CONDITIONS:
TEMP: 90 °F HUMIDITY: 19 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 2 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: 824 LXT TYPE 1 2 SERIAL #: 4005
CALIBRATOR: CAL 200 SERIAL #: 2916
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST N/C dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
431	11:05	11:15	51.3	58.7	55.5	52.0	51.4	50.9	50.3	49.9	49.7
432	11:19	11:29	52.8	65.7	54.9	52.8	52.3	52.5	51.6	51.2	51.0	

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___ MIN

	#1 COUNT NB / EB	#1 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

Hotel (Staybridge suites corona south)

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST 15.EB OBSERVER(S): JCR
ADDRESS: VALLEY VIEW
START DATE / TIME: 3/16/21 - 10:42 AM END DATE / TIME: 3/16/21 - 11:06 AM

METEOROLOGICAL CONDITIONS:
TEMP: 62 °F HUMIDITY: 51 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 1-1 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: 1 2 SERIAL #: 4006
CALIBRATOR: LD CAL 200 SERIAL #: 2416
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
1417	10:42AM	10:56	65.6	75.7	70.8	67.7	66.1	65.0	61.8	60.4	57.9
1418	10:56AM	11:06AM	66.5	69.2	68.4	67.7	67.1	66.5	64.8	63.8	63.2

COMMENTS:

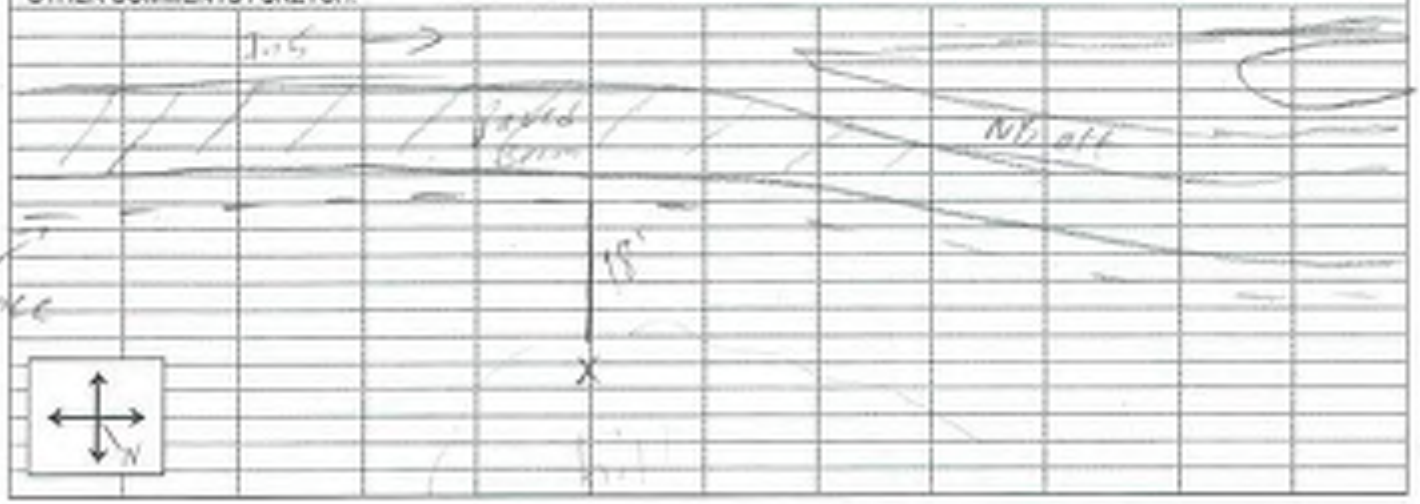
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 0217.19

SITE IDENTIFICATION: ST 1 (ST 15.09) OBSERVER(S): SH
ADDRESS: NWC 27214 Eastern Pl, Old 220, Corona, CA 92883
START DATE / TIME: 1/26/22 - 11:10AM END DATE / TIME: 1/26/22 - 11:30AM

METEOROLOGICAL CONDITIONS:
TEMP: 71 °F HUMIDITY: 10 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LDCAL-200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
.402	11:10AM	11:20AM	55.2	62.4	60.7	57.4	55.8	54.4	52.3	51.2	50.2
.402	11:20AM	11:30AM	55.2	63.0	59.4	56.6	55.9	54.8	53.0	51.7	50.9

COMMENTS:

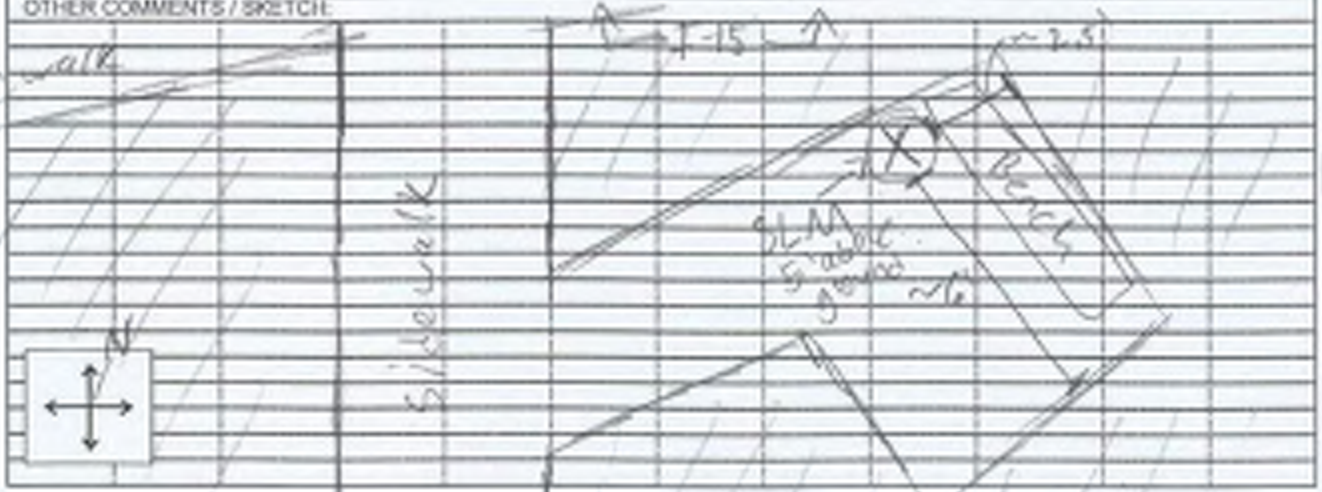
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___ MIN

	SPEED NB / EB	SPEED SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 00417.14

SITE IDENTIFICATION: ST 2 (ST 15.10) OBSERVER(S): SH
ADDRESS: 2725 Foulum Dr, #20-206, Norco CA 92283
START DATE / TIME: 1/26/22 - 11:10AM END DATE / TIME: 1/26/22 - 11:30AM

METEROLOGICAL CONDITIONS:
TEMP: 71 °F HUMIDITY: 10 %R.H. WIND: CALM / LIGHT / MODERATE / VARIABLE
WINDSPEED: 12 MPH DIR: N NE E SE S SW W NW STEADY / GUSTY
SKY: SUNNY / CLEAR / OVRCST / PRTLY CLOUDY / FOG / RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE 1 / 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #: 6695
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN: X
SETTINGS: A-WEIGHTED / SLOW / FAST / FRONTAL / RANDOM / ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
207	11:10AM	11:20AM	56.5	64.1	62.1	58.5	57.1	55.7	53.6	52.4	51.7
207	11:20AM	11:30AM	56.6	63.7	61.0	58.2	57.3	56.2	54.2	52.8	52.1

COMMENTS:

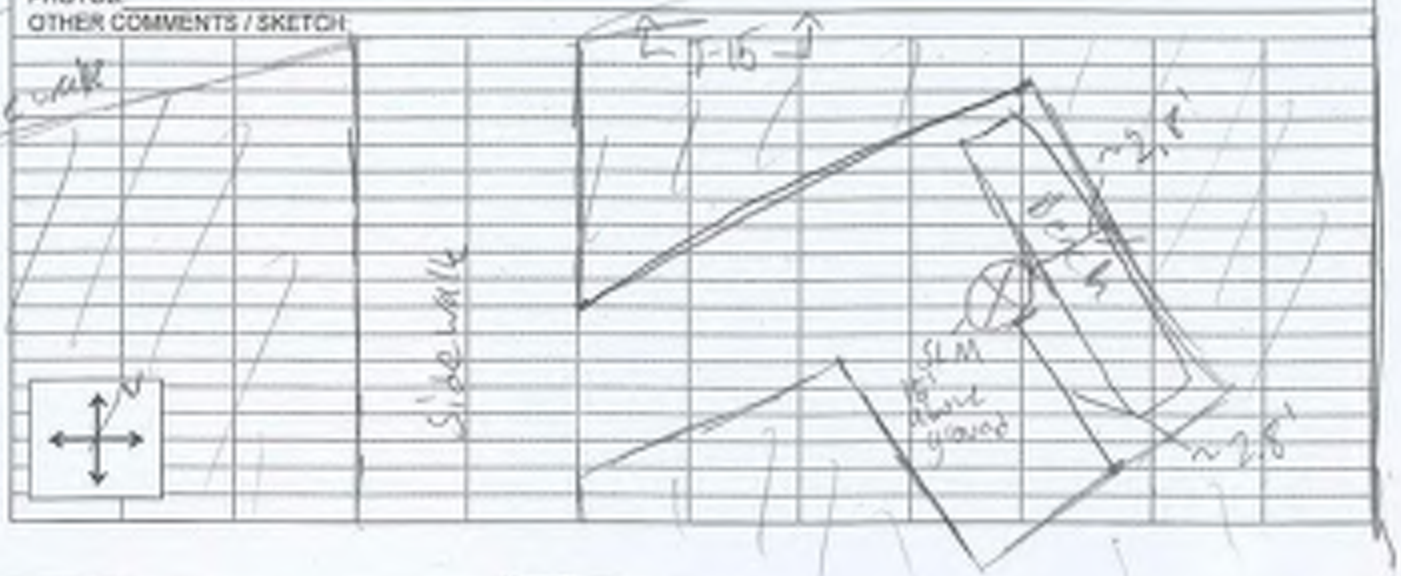
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC / AIRCRAFT / RAIL / INDUSTRIAL / AMBIENT / OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD / SOFT / MIXED / FLAT / OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD SURVEY FORM

PROJECT:	ENGINEER:	DATE:
I-15 ELPSE	M Sharp	1/26/22

MEASUREMENT ADDRESS:	CITY:		SITE NO.:
2724 Fashion Dr #20-307	Corona	☐ Single-Family ☑ Multi-Family ☐ School ☐ Recreational ☐ Commercial ☐ Church	ST15.11

SOUND LEVEL METER:
☐ LD-870 ☐ LD-820 ☐ LD-LxT
☐ LD-824 ☑ LD-812 ☐ B&K-2250
☐ LD-2900 ☐ _____

MICROPHONE:
☐ NON-POLAR ☐ POLARIZED
☑ 1/2-INCH ☐ FREEFIELD
☐ 1-INCH ☑ RANDOM
☐ WIND SCREEN

PRE AMP:
☐ LD-900 ☐ LD-LxT
☑ LD-828 ☐ ZC-0032
☐ LD-902 ☐ _____

NOTES:
SYSTEM PWR: ☑ BAT ☐ AC
(observations during measurement)
TEMP: 71 °F R.H.: 10 %
WIND SPEED: 0 MPH
TOWARD (DIR): N/A
SKIES: partly cloudy
CAMERA Mobile phone
☑ VIDEO ☑ RADAR

SERIAL #:	SERIAL #:	SERIAL #:
0639	3155	1938

CALIBRATOR:
☑ LD CA250 ☐ LD CA200
☐ B&K 4231 ☐ _____
S/N 2479

Freq, Hz.
☑ 250
☐ 1000
☐ 84
☐ _____

CALIBRATION RECORD:
Input, dB / Reading, dB / Offset, dB / Time
Before 114.0 / 114.0 / 8.7 / 11:00
After 114.0 / 114.0 / — / 12:57

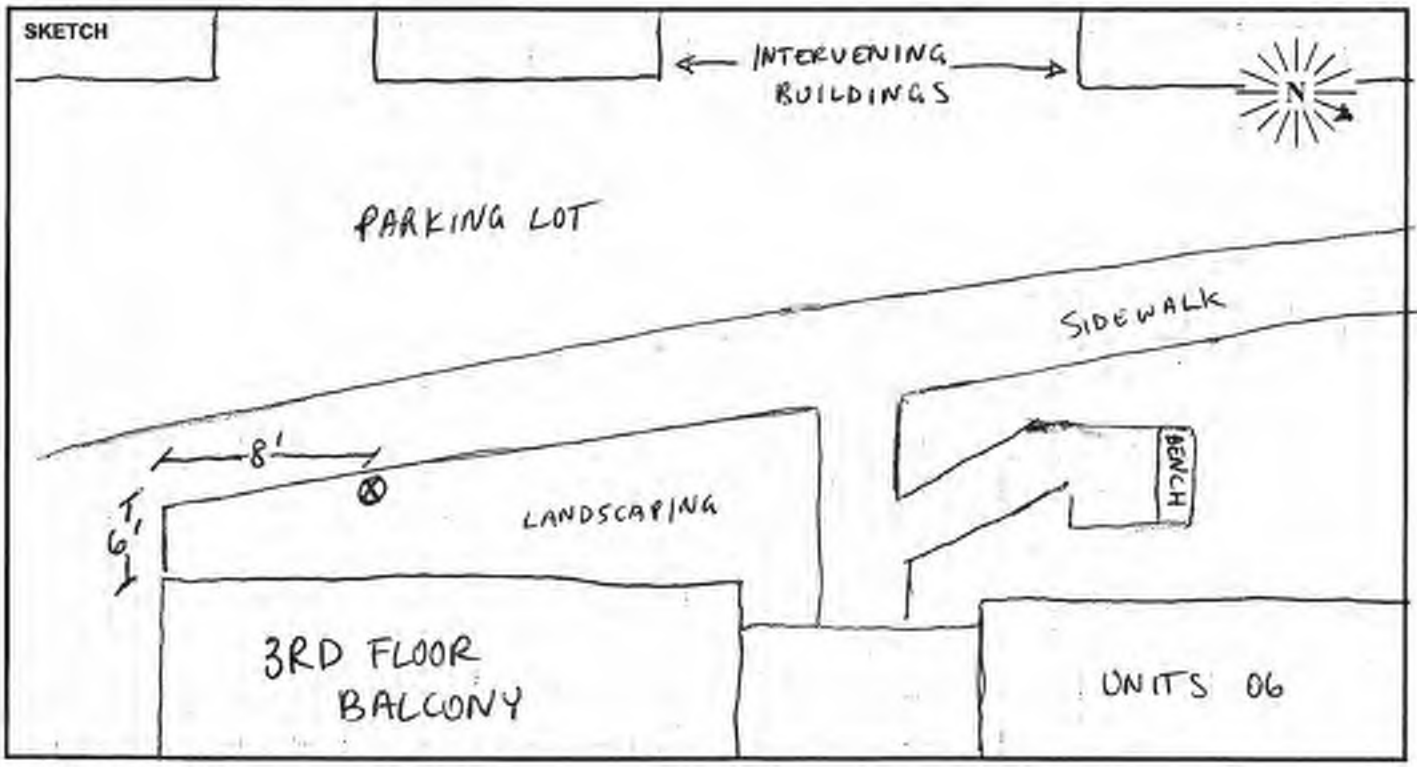
METER SETTINGS:
☑ A-WTD ☑ LINEAR ☑ SLOW ☐ 1/1 OCT ☑ INTERVALS 10 - MINUTE
☐ C-WTD ☐ IMPULSE ☐ FAST ☐ 1/3 OCT ☑ L_N PERCENTILE VALUES

NOTES: FACING I-15 NORTHBOUND
8' FROM LEFT
6' OUT
4' 3" HIGH
3RD FLOOR BALCONY = ~~4~~ 21' FROM GROUND
MIC = 25.25' FROM GROUND

MEASUREMENT TYPE:
☐ Long Term
☑ Short Term

DATE	START TIME	STOP TIME	L_{MIN}	L_{99}	L_{90}	L_{50}	L_{25}	L_{10}	L_{01}	L_{MAX}	L_{EQ}	NOTES:
1/26	11:50	12:00	55.4	—	57.0	59.4	60.5	61.3	—	66.0	59.6	
1/26	12:00	12:10	55.1	—	57.1	59.6	60.9	61.9	—	67.4	60.1	

SKETCH



PARSONS

FIELD SURVEY FORM

PROJECT: I-15 ELPSE	**ENGINEER:** M Sharp	**DATE:** 1/26/22	
MEASUREMENT ADDRESS: 2724 Fashion Dr #20-407	**CITY:** Corona	☐ Single-Family ☑ Multi-Family ☐ School ☐ Recreational ☐ Commercial ☐ Church	**SITE NO.:** ST15.12

SOUND LEVEL METER:
☐ LD-870 ☐ LD-820 ☐ LD-LxT
☐ LD-824 ☑ LD-812 ☐ B&K-2250
☐ LD-2900 ☐ _____

MICROPHONE:
☐ NON-POLAR ☐ POLARIZED
☑ 1/2-INCH ☐ FREEFIELD
☐ 1-INCH ☑ RANDOM
☐ WIND SCREEN

PRE AMP:
☐ LD-900 ☐ LD-LxT
☑ LD-828 ☐ ZC-0032
☐ LD-902 ☐ _____

NOTES:
SYSTEM PWR: ☑ BAT ☐ AC
(observations during measurement)
TEMP: 71 °F R.H.: 10 %
WIND SPEED: 0 MPH
TOWARD (DIR): N/A
SKIES: partly cloudy
CAMERA Matt phone
☑ VIDEO ☑ RADAR

SERIAL #: 0638	**SERIAL #:** 2916	**SERIAL #:** 1629

CALIBRATOR:
☑ LD CA250 ☐ LD CA200
☐ B&K 4231 ☐ _____
S/N 2479
Freq, Hz.
☑ 250
☐ 1000
☐ 84
☐ _____

CALIBRATION RECORD:
Input, dB / Reading, dB / Offset, dB / Time
Before 114.0 / 114.0 / 5.3 / 10:30
After 114.0 / 114.0 / — / 12:59

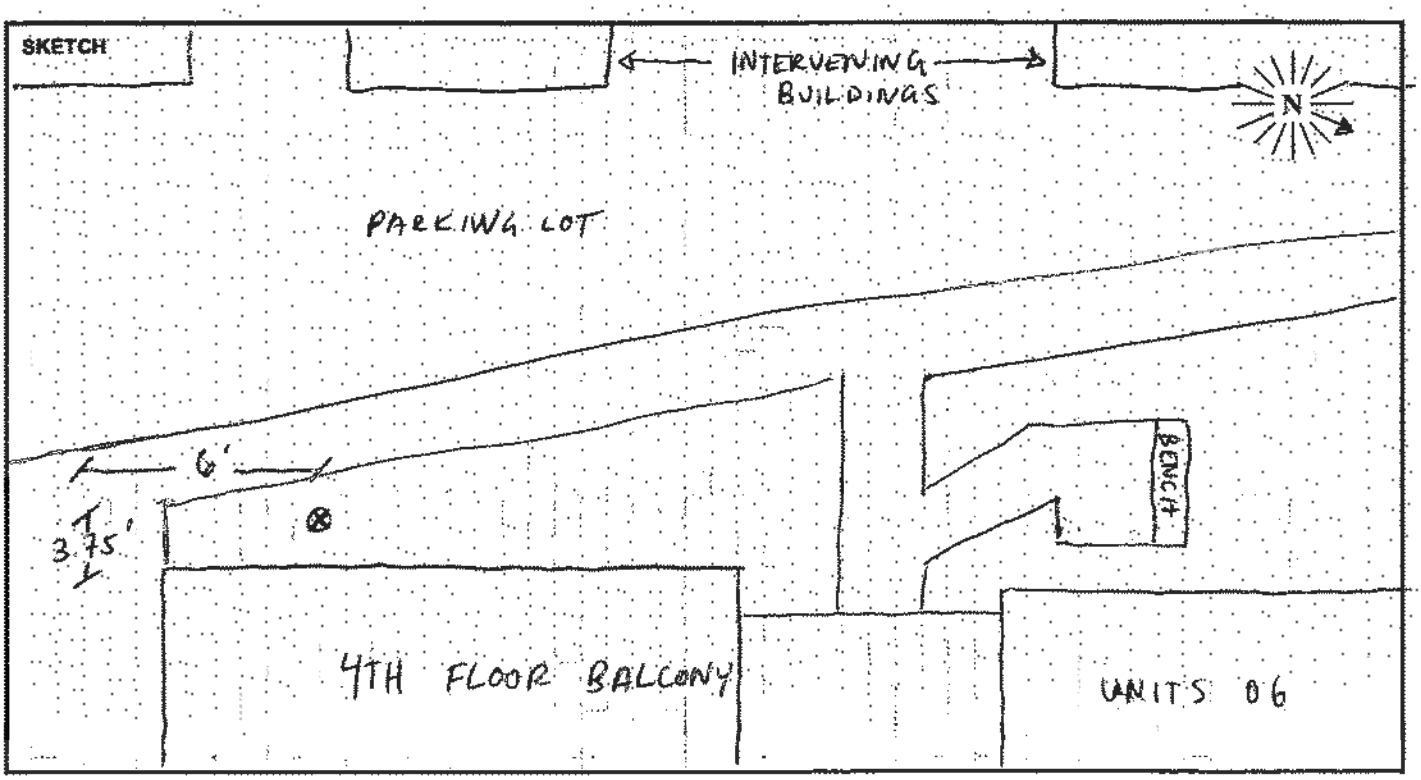
METER SETTINGS:
☑ A-WTD ☑ LINEAR ☑ SLOW ☐ 1/1 OCT ☑ INTERVALS 10 - MINUTE
☐ C-WTD ☐ IMPULSE ☐ FAST ☐ 1/3 OCT ☑ L_N PERCENTILE VALUES

NOTES:
MIC = 35' FROM GROUND
POLE LENGTH = 104" START AT 6'2"
3ft POLE ANGLE
1ft

MEASUREMENT TYPE:
☐ Long Term
☑ Short Term

DATE	START TIME	STOP TIME	L_{MIN}	L_{99}	L_{90}	L_{50}	L_{25}	L_{10}	L_{01}	L_{MAX}	L_{EQ}	NOTES:
1/26	11:50	12:00	57.6	—	59.7	62.2	63.2	63.9	—	66.8	62.3	
1/26	12:00	12:10	58.0	—	60.0	62.7	64.0	65.0	—	68.9	63.1	

SKETCH



PARSONS

FIELD SURVEY FORM

PROJECT:	ENGINEER:	DATE:
I-15 ELPSE	M Sharp	10/27/21

MEASUREMENT ADDRESS:	CITY:			SITE NO.:
Staybridge Suites	Corona	☐ Single-Family ☐ Multi-Family ☐ School	☐ Recreational ☑ Commercial ☐ Church	LT15.01

SOUND LEVEL METER:
☐ LD-870 ☐ LD-820 ☐ LD-LxT
☐ LD-824 ☑ LD-812 ☐ B&K-2250
☐ LD-2900 ☐ _____
SERIAL #: 0659

MICROPHONE:
☐ NON-POLAR ☐ POLARIZED
☑ 1/2-INCH ☐ FREEFIELD
☐ 1-INCH ☑ RANDOM
☐ WIND SCREEN
SERIAL #: 3378

PRE AMP:
☐ LD-900 ☐ LD-LxT
☑ LD-828 ☐ ZC-0032
☐ LD-902 ☐ _____
SERIAL #: 1891

CALIBRATOR:
☑ LD CA250 ☐ LD CA200
☐ B&K 4231 ☐ _____
S/N 2127
Freq, Hz.
☑ 250
☐ 1000
☐ 84
☐ _____

CALIBRATION RECORD:
Input, dB / Reading, dB / Offset, dB / Time
Before 114.0 / 114.0 / 7.0 / 11:29
After 114.0 / 113.8 / 7.0 / 13:16

METER SETTINGS:
☑ A-WTD ☑ LINEAR ☑ SLOW ☐ 1/1 OCT ☑ INTERVALS 60 - MINUTE
☐ C-WTD ☐ IMPULSE ☐ FAST ☐ 1/3 OCT ☑ L_N PERCENTILE VALUES

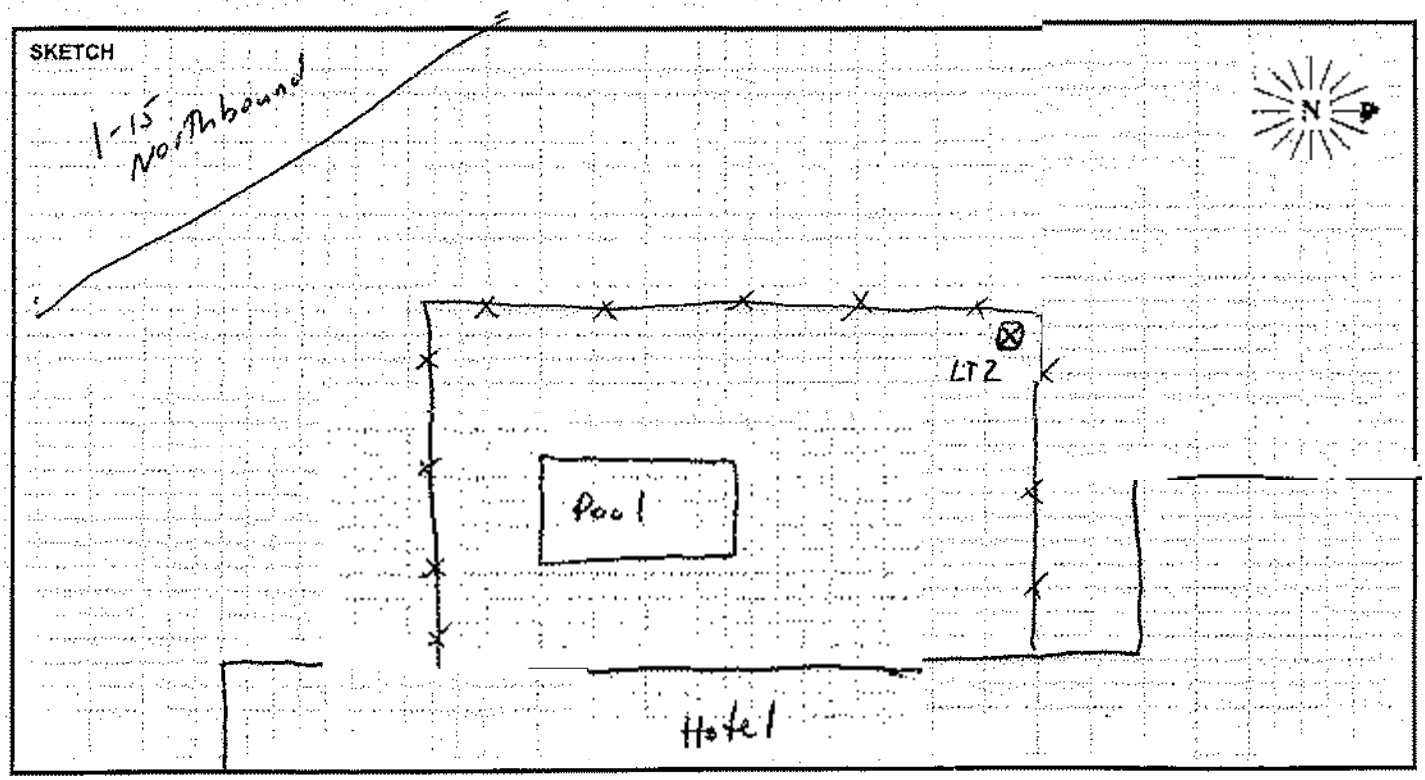
NOTES:
SYSTEM PWR: ☑ BAT ☐ AC
(observations during measurement)
TEMP: 78 °F R.H.: 20 %
WIND SPEED: 3 MPH
TOWARD (DIR): W
SKIES: clear
CAMERA math phone
☐ VIDEO N/A ☐ RADAR N/A

NOTES: ~ 18" from iron fencing on both sides

MEASUREMENT TYPE:
☑ Long Term
☐ Short Term

DATE	START TIME	STOP TIME	L_{MIN}	L_{99}	L_{90}	L_{50}	L_{25}	L_{10}	L_{01}	L_{MAX}	L_{EQ}	NOTES:
10/27	11:30	—										
10/29	—	13:13										

SKETCH



PARSONS

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELEC PROJ. # 417.19

SITE IDENTIFICATION: ST16.01 OBSERVER(S): SCR
ADDRESS: 8540 WHITE OAK, RIDGECREST, CA 93555
START DATE / TIME: 3/16/21 - 11:58AM END DATE / TIME: 3/16/21 - 12:25pm

METEOROLOGICAL CONDITIONS:
TEMP: 54 °F HUMIDITY: 19 %R.H. WIND: (CALM) LIGHT MODERATE VARIABLE
WINDSPEED: 0-1 MPH DIR: N NE (E) (SE) S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: (1) 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #: 2916
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN (Y)
SETTINGS: (A)WEIGHTED (SLOW) FAST FRONTAL (RANDOM) ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
149	11:58AM	12:09	59.0	63.7	61.8	60.5	59.7	58.8	57.2	56.0	55.6
150	12:17	12:25	59.7	66.2	63.2	61.3	60.2	59.3	57.7	56.7	55.0	

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ____-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT (MIXED) FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ECLPSE PROJ. # 417.19

SITE IDENTIFICATION: ST16.03 OBSERVER(S): J-M
ADDRESS: 8530 N. Hill Rd
START DATE / TIME: 10/7/20 1:33pm END DATE / TIME: 10/7/20 1:55pm

METEROLOGICAL CONDITIONS:
TEMP: 99 °F HUMIDITY: 32 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 4-9 MPH DIR: (N) NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: (1) 2 SERIAL #: 3786
CALIBRATOR: LD CAL200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN —
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
125	1:33p	1:43p	64.2	70.2	68.3	66.0	65.0	63.8	61.5	59.1	58.0
126	1:45p	1:55p	63.6	69.5	67.1	65.4	64.4	63.2	61.1	58.9	58.1

COMMENTS:

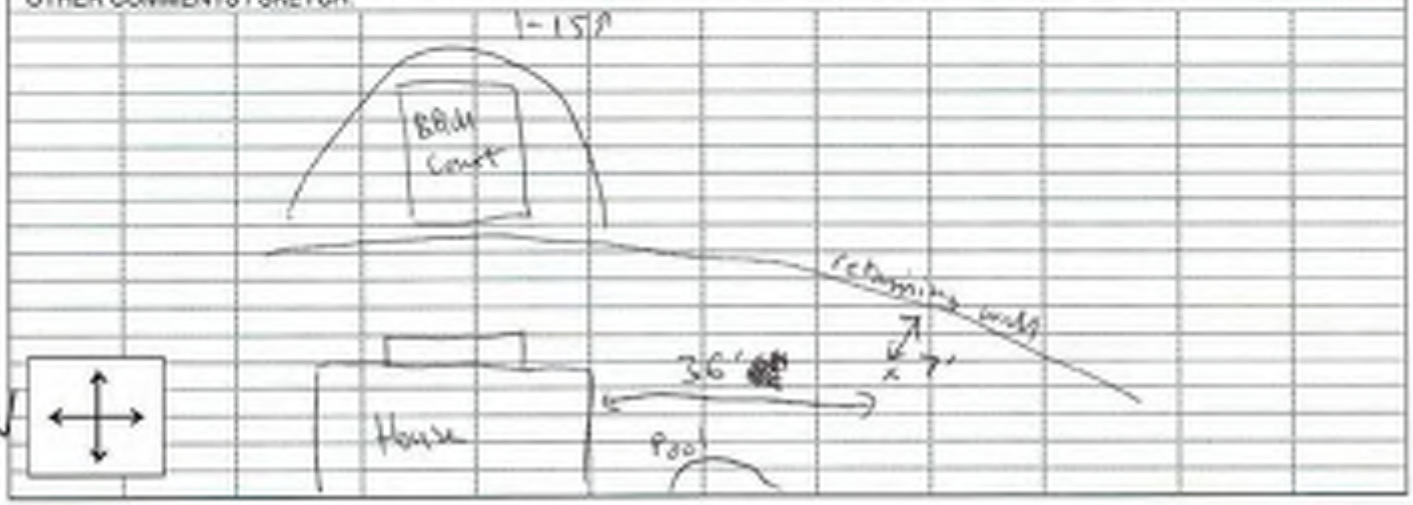
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15

TRAFFIC COUNT DURATION: ___-MIN	SPEED				#2 COUNT		SPEED	
	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / (DRIVING) / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT (MIXED) FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. #: 00417.19

SITE IDENTIFICATION: LT (ST16.03) OBSERVER(S): SLR
ADDRESS: 8580 Glen Ke, Corona, CA 92883
START DATE / TIME: 10/5/20 - 9:56 AM END DATE / TIME: 10/9/20 - 9:29 AM

METEROLOGICAL CONDITIONS:
TEMP: °F HUMIDITY: %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: Rion NL-21 TYPE: 1 (2) SERIAL #: 6887
CALIBRATOR: CAL 200 SERIAL #: 2016
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN: X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}

COMMENTS: Started @ 9:56 AM, Cleared site @ 10:16 AM (10/5/20)
Arrived @ 9:30 AM, stopped 9:29 AM (10/9/20)

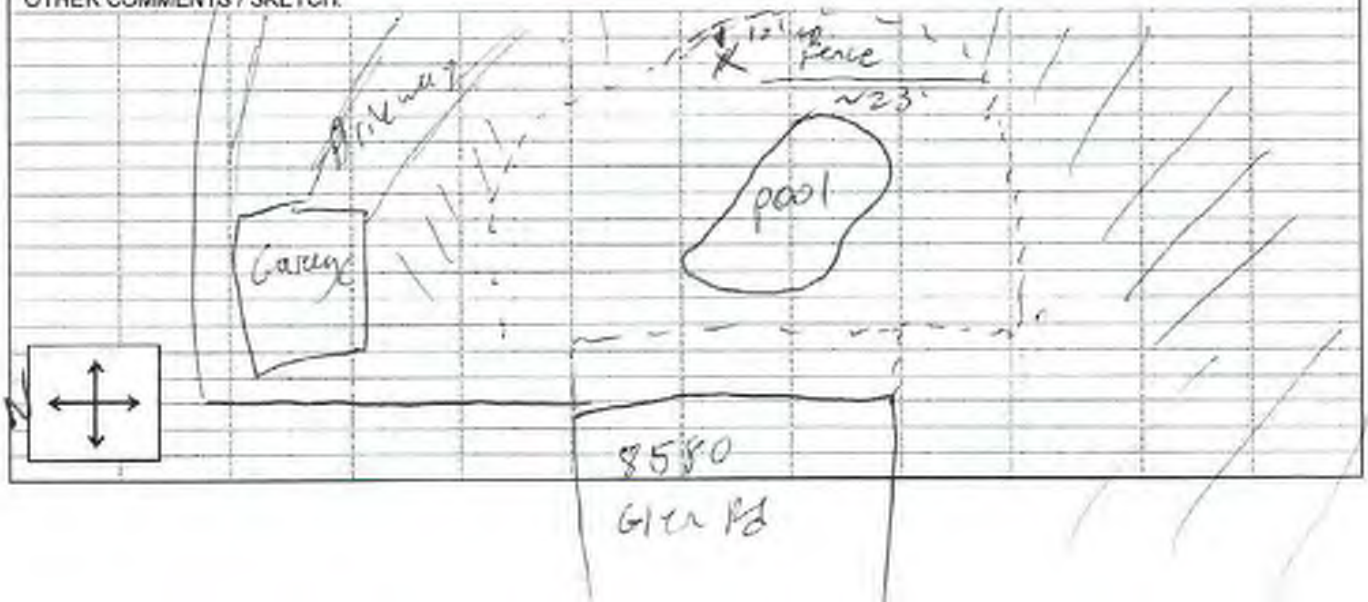
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: -MIN SPEED #2 COUNT SPEED

	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 00417.19

SITE IDENTIFICATION: CT6.04 OBSERVER(S): JCK
ADDRESS: 8405 Glen Ave, Corona, CA
START DATE / TIME: 10/6/20 END DATE / TIME: 10/6/20

METEOROLOGICAL CONDITIONS:
TEMP: 94 °F HUMIDITY: 21 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 1-3 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: 1 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #: 2916
CALIBRATION CHECK: PRE-TEST 113.9 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
1935	1:48	1:58	65.1	68.3	67.2	66.3	65.7	65.0	63.5	62.1	61.6
1936	2:01	2:11	66.0	68.2	67.3	66.1	65.5	64.8	63.5	62.5	62.1

COMMENTS:

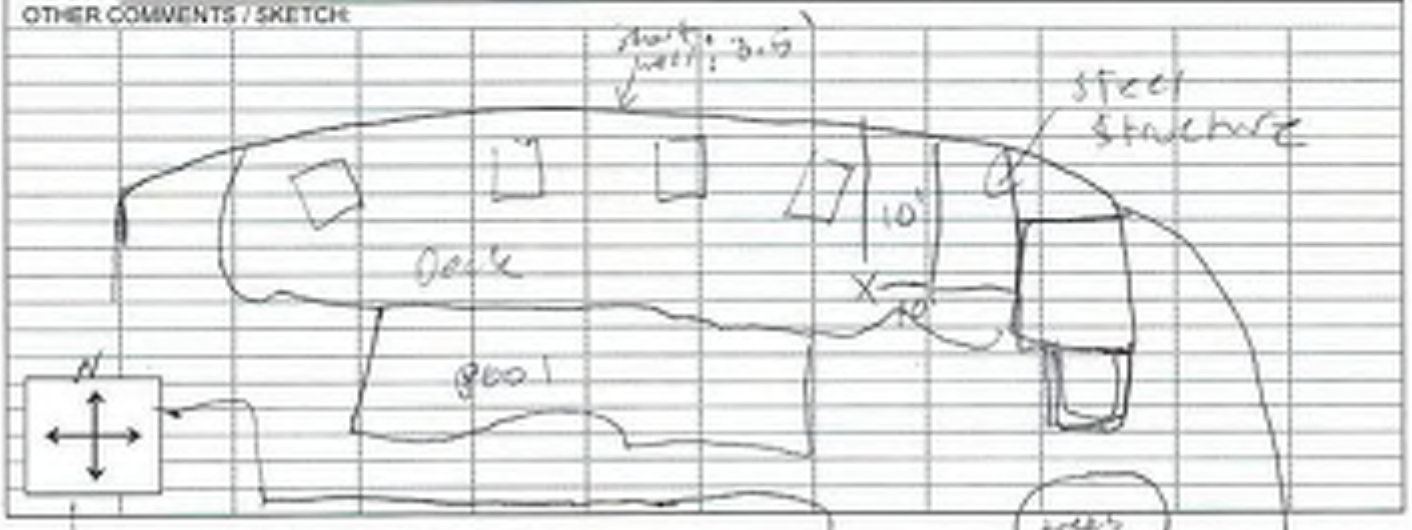
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15

TRAFFIC COUNT DURATION: ___ MIN	SPEED				#2 COUNT		SPEED	
	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



8405 Glen Ave

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST1605 OBSERVER(S): J.H
ADDRESS: County lot under development/grading
START DATE / TIME: 10/6/20 END DATE / TIME: 10/6/20

METEROLOGICAL CONDITIONS:
TEMP: 64 °F HUMIDITY: 21 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 1-3 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL 250 SERIAL #:
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN 6645
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
115	1:48p	1:58p	65.7	71.2	68.7	67.2	66.5	65.5	63.4	62.1	61?
116	2:01p	2:11p	65.6	75.4	68.8	66.9	66.2	65.5	63.6	62.2	61.1

COMMENTS:

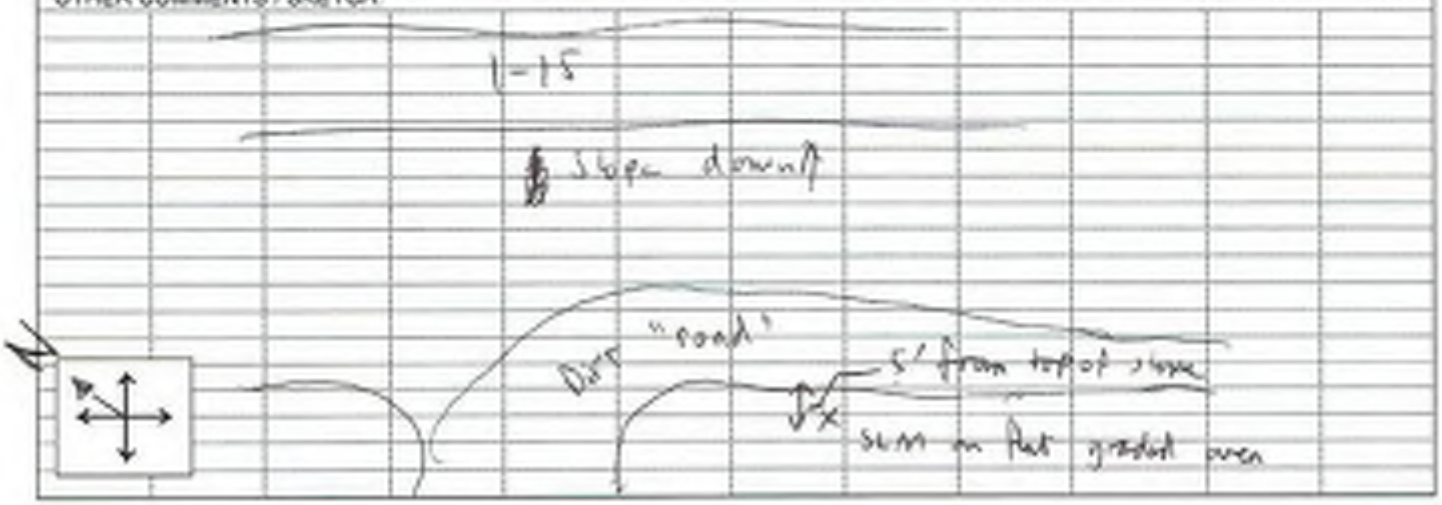
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: -MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:
Grading occasionally audible

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST16.06 OBSERVER(S): J.H.
ADDRESS: Future Redbox Marketplace
START DATE / TIME: 10/6/20 END DATE / TIME: 10/6/20

METEOROLOGICAL CONDITIONS:
TEMP: 81 °F HUMIDITY: 32 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-3 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL200 SERIAL #:
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN ✓ 6645
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
113	12:30P	12:40P	73.8	80.0	76.6	75.1	74.4	73.7	72.0	70.6	70.0
114	12:43P	12:53P	73.9	78.7	76.1	75.1	74.5	73.9	72.4	71.6	70.7

COMMENTS:

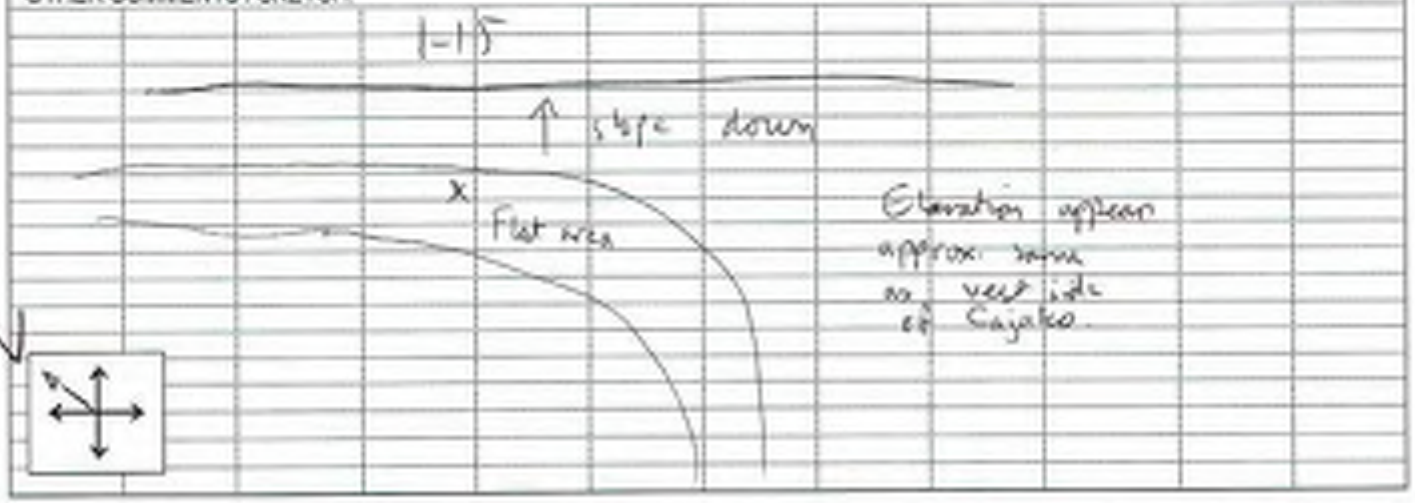
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: -MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:
Grading activity sometimes audible but quieter than traffic

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD SURVEY FORM

PROJECT:	ENGINEER:	DATE:
I-15 ELPSE	M Sharp	10/27/21

MEASUREMENT ADDRESS:	CITY:			SITE NO.:
8530 Nob Hill Rd	Corona	☒ Single-Family ☐ Multi-Family ☐ School	☐ Recreational ☐ Commercial ☐ Church	LT16.01

SOUND LEVEL METER:
☐ LD-870 ☐ LD-820 ☐ LD-LxT
☐ LD-824 ☒ LD-812 ☐ B&K-2250
☐ LD-2900 ☐ _____

MICROPHONE:
☐ NON-POLAR ☐ POLARIZED
☒ 1/2-INCH ☐ FREEFIELD
☐ 1-INCH ☒ RANDOM
☒ WIND SCREEN

PRE AMP:
☐ LD-900 ☐ LD-LxT
☒ LD-828 ☐ ZC-0032
☐ LD-902 ☐ _____

SERIAL #:	SERIAL #:	SERIAL #:
0639	3155	1901

CALIBRATOR:
☒ LD CA250 ☐ LD CA200
☐ B&K 4231 ☐ _____
S/N 2127

Freq, Hz.
☒ 250
☐ 1000
☐ 84
☐ _____

CALIBRATION RECORD:
Input, dB / Reading, dB / Offset, dB / Time

Before	114.0	114.0	8.7	10:19
After	114.0	113.8	8.7	13:34

METER SETTINGS:
☒ A-WTD ☒ LINEAR ☒ SLOW ☐ 1/1 OCT ☒ INTERVALS 60 - MINUTE
☐ C-WTD ☐ IMPULSE ☐ FAST ☐ 1/3 OCT ☒ L_N PERCENTILE VALUES

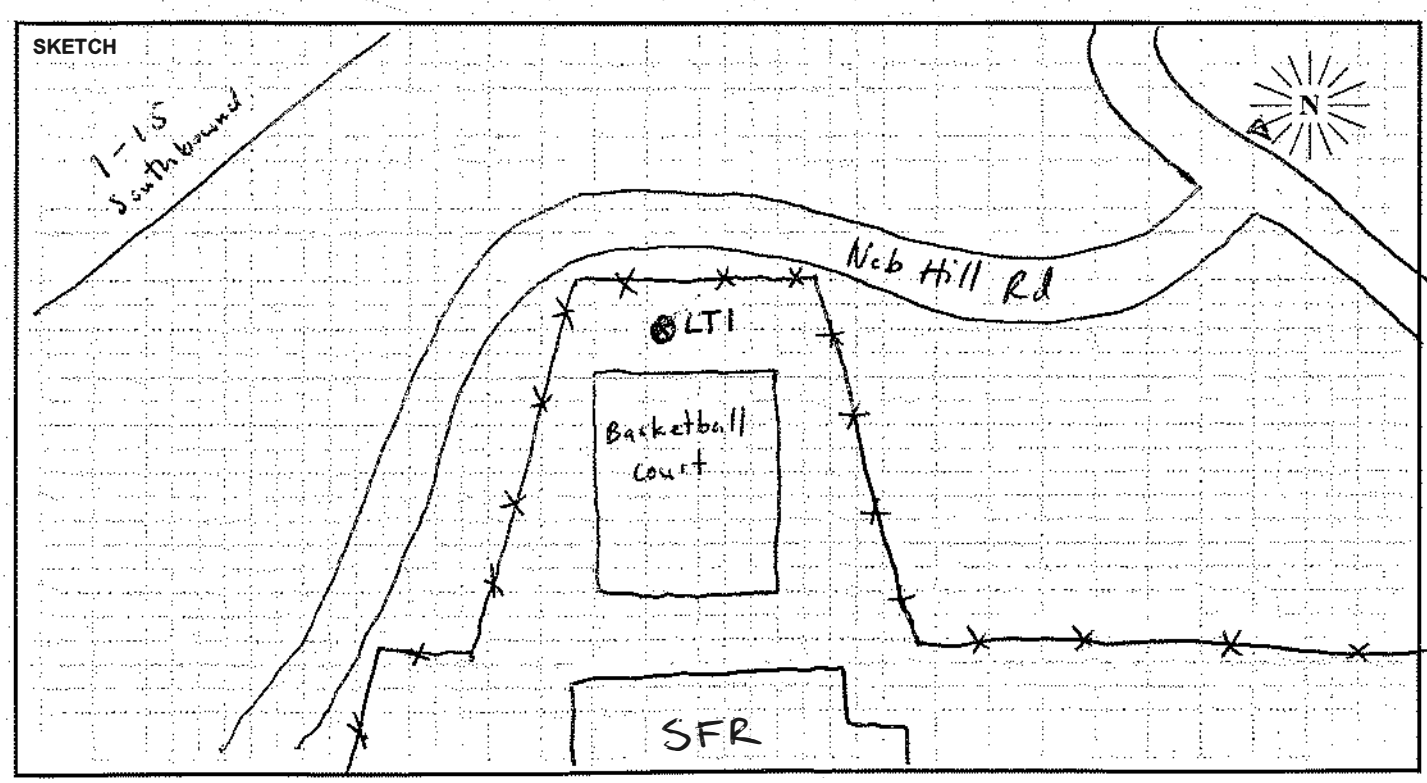
NOTES:
(observations during measurement)
SYSTEM PWR: ☒ BAT ☐ AC
TEMP: 74 °F R.H.: 25 %
WIND SPEED: 3 MPH
TOWARD (DIR): W
SKIES: clear
CAMERA Mcell phone
☐ VIDEO N/A ☐ RADAR N/A

NOTES:
16' from fence left
13.5' from fence front
~~10:30~~ 10:34 leave site 10/27

MEASUREMENT TYPE:
☒ Long Term
☐ Short Term

DATE	START TIME	STOP TIME	L_{MIN}	L_{99}	L_{90}	L_{50}	L_{25}	L_{10}	L_{01}	L_{MAX}	L_{EQ}	NOTES:
10/27	10:21	–										
10/29	–	13:34										

SKETCH



PARSONS

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST#17.01 OBSERVER(S): J.H
ADDRESS: 2259 Eagle Glen Parkway
START DATE / TIME: 10/7/20 END DATE / TIME: 10/7/20

METEROLOGICAL CONDITIONS:
TEMP: 79 °F HUMIDITY: 35 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 2-3 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL 200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.89 dBA SPL WINDSCREEN
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
119	9:45A	9:55A	66.2	69.3	67.6	66.4	65.8	65.0	63.5	62.3	61.7
120	10:00A	10:10A	64.9	68.0	67.2	66.2	65.5	64.9	63.1	62.3	62.0

COMMENTS: The Bucket Cat & Crawfish Suite/Unit 101

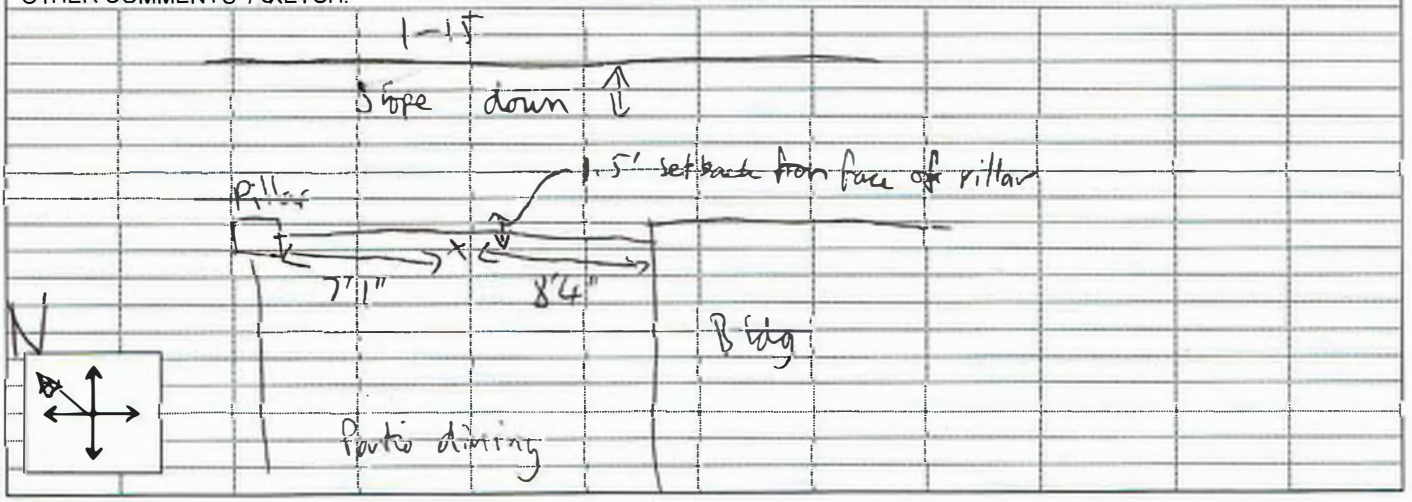
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ____-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 00417.19

SITE IDENTIFICATION: ST 17.02 Bridge St OBSERVER(S): JCK
ADDRESS: 20179 [redacted], Bedford Canyon Rd
START DATE / TIME: 10/7/20 END DATE / TIME: 10/8/20

METEOROLOGICAL CONDITIONS:
TEMP: 74 °F HUMIDITY: 35 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 2-3 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: 1 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #: 2816
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
ASM	9:45	9:57	63.4	70.7	67.6	65.0	64.0	62.9	61.2	54.8	59.4
.440	10:00	10:10	63.1	68.6	67.2	64.6	63.9	62.7	61.1	54.5	58.4

COMMENTS:

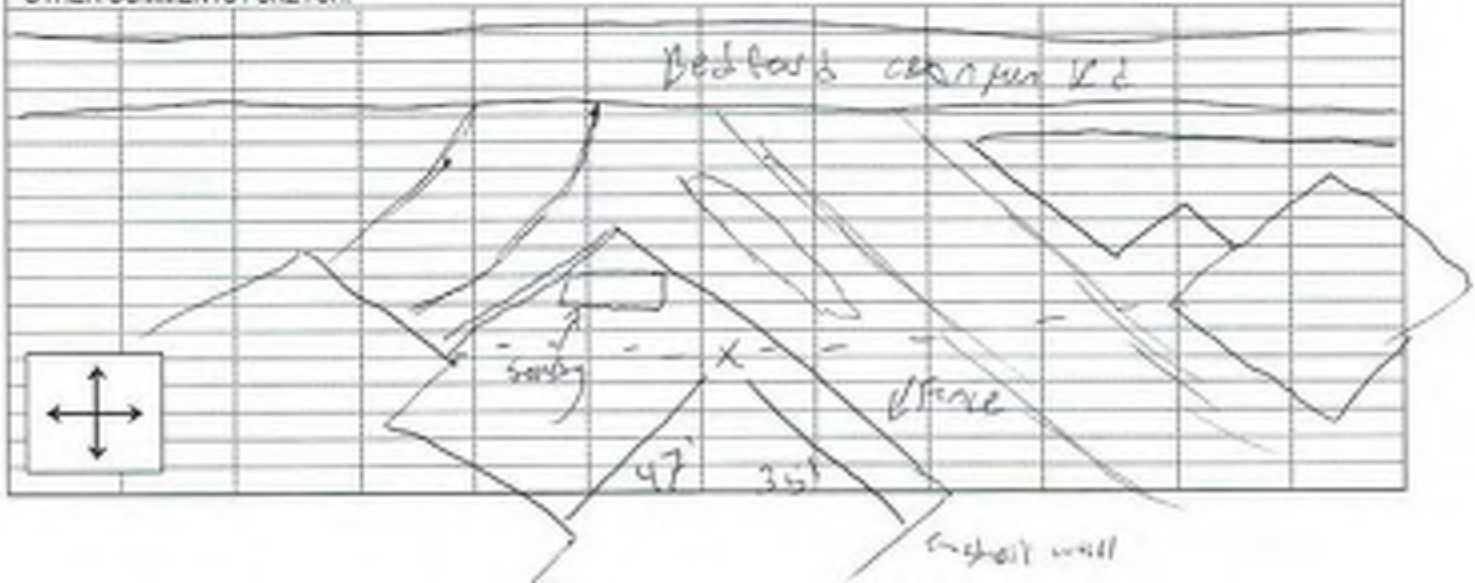
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: 15 Bedford Canyon Rd
TRAFFIC COUNT DURATION: -MIN

	SPEED NB / EB	SPEED SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 004117.19

SITE IDENTIFICATION: ST 12.03 OBSERVER(S): SCR
ADDRESS: 20049 Bidwell Canyon Rd
START DATE / TIME: 10/7/20 END DATE / TIME: 10/7/20

METEOROLOGICAL CONDITIONS:
TEMP: 81 °F HUMIDITY: 38 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 2.3 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: 1 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #: 2416
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
1941	11:24	11:34	55.7	63.0	60.2	57.1	56.1	56.4	53.6	52.3	51.8
1942	11:37	11:47	56.3	63.6	60.5	58.0	57.1	55.7	53.9	52.5	52.1

COMMENTS:

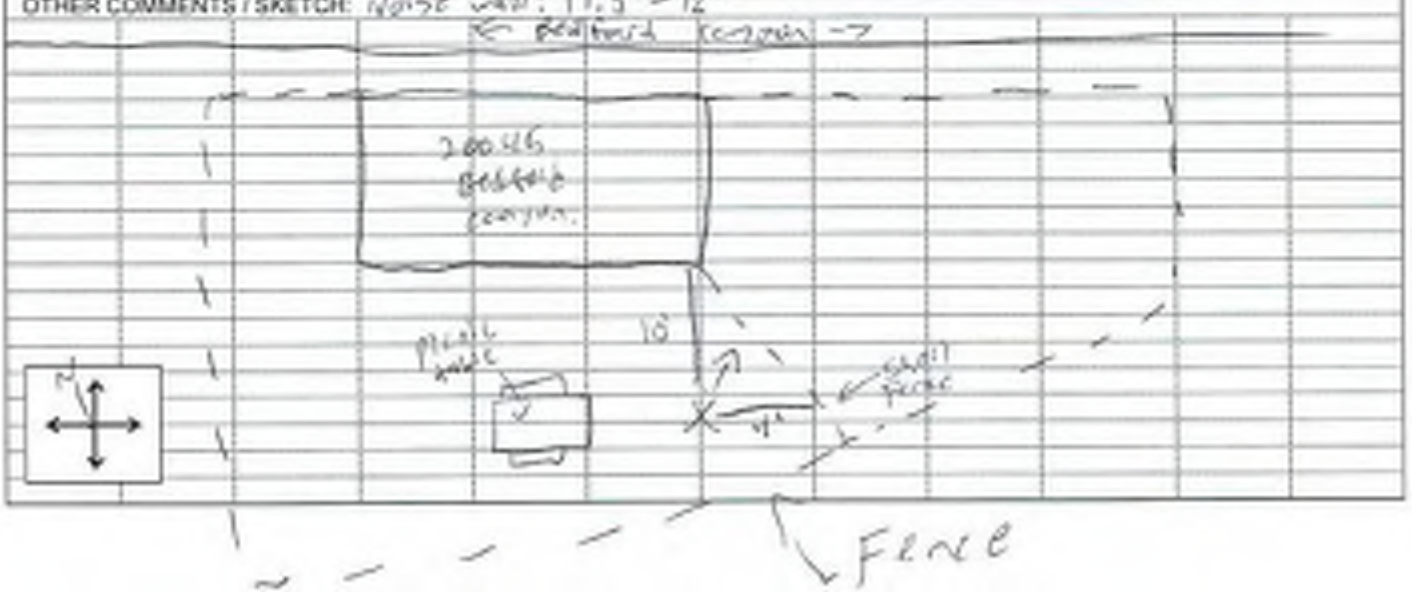
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15, Bidwell canyon
TRAFFIC COUNT DURATION: ___ -MIN

	#1 COUNT NB / EB	#1 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH: Noise wall: 11.5' - 12'



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417.19

SITE IDENTIFICATION: ST 17.04 OBSERVER(S): S.M.
ADDRESS: 19905 Bedford Canyon Road
START DATE / TIME: 10/7/20 END DATE / TIME: 10/7/20

METEOROLOGICAL CONDITIONS:
TEMP: 87 °F HUMIDITY: 38 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 2-3 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL200 SERIAL #: 6648
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
121	11:24A	11:36A	60.4	66.3	64.2	62.2	61.2	60.0	57.6	56.5	55.3
122	11:37A	11:49A	60.1	66.2	64.3	62.1	61.0	59.7	57.4	56.1	55.3

COMMENTS: Branching Recovery Center?

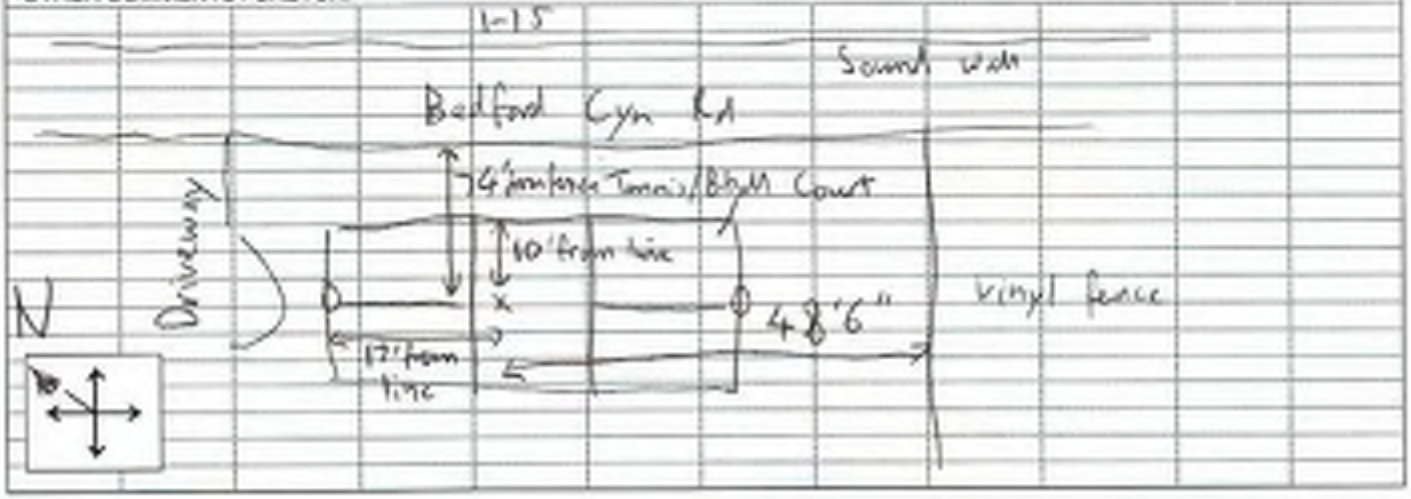
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15 & Bedford Canyon Rd.
TRAFFIC COUNT DURATION: -MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 00417.19

SITE IDENTIFICATION: ST 17.01
ADDRESS: 2117 Big Horn canyon Dr.
START DATE / TIME: 10/2/20 - 1:33 pm
OBSERVER(S): SCR
END DATE / TIME: 10/3/20 - 9:09

METEOROLOGICAL CONDITIONS:
TEMP: °F HUMIDITY: %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: NL-22 TYPE: 1 2 SERIAL #: 2232
CALIBRATOR: CAL 200 SERIAL #: 9916
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.1 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}

COMMENTS: started @ 1:33 pm, left site @ 1:37 pm
Arrived @ 4:06 AM, stopped @ 4:08 AM

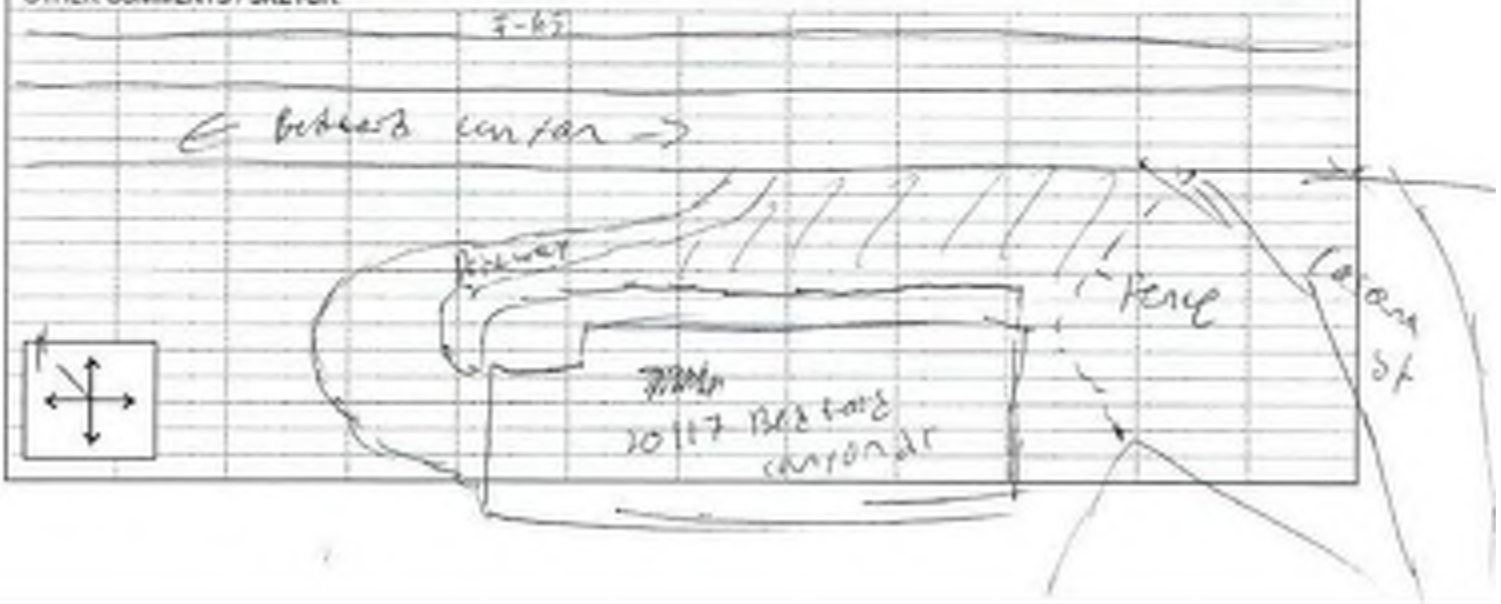
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: -MIN

	COUNT NB / EB	COUNT SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	#2 SPEED NB / EB	#2 SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ECLPSE PROJ. # 417.19

SITE IDENTIFICATION: STIR.01 OBSERVER(S): S.H.
ADDRESS: I-15 Corridor at Spruce Mall
START DATE / TIME: 10/7/20 END DATE / TIME: 10/7/20

METEROLOGICAL CONDITIONS:
TEMP: 72 °F HUMIDITY: 41 %R.H. WIND: (CALM) LIGHT MODERATE VARIABLE
WINDSPEED: 0-1 MPH DIR: N NE E SE (S) SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: (1) 2 SERIAL #: 17 86
CALIBRATOR: LD CAL200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.10 dBA SPL WINDSCREEN: —
SETTINGS: (A-WEIGHTED) (SLOW) FAST FRONTAL (RANDOM) (ANSI) OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
117	8:42A	8:52A	57.2	64.7	63.3	61.2	58.0	55.5	51.4	50.2	49.7
118	8:55A	9:05A	57.2	66.5	64.0	60.6	58.3	55.2	51.0	49.1	48.5

COMMENTS: Opposite Bldg 2470, Suite 140

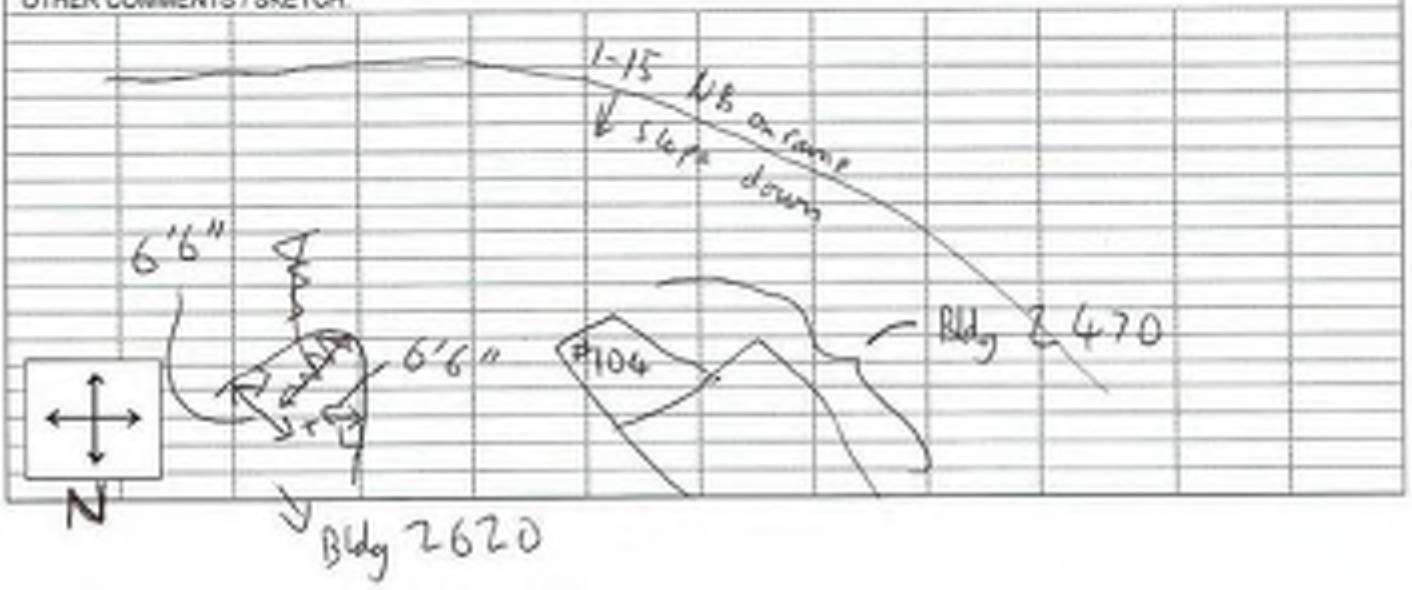
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15 (Primarily NB on ramp)
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT (MIXED) FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 00417.19

SITE IDENTIFICATION: ST 18.02 OBSERVER(S): JCK
ADDRESS: Near 2415 Tyler Ave, Corona, CA 92881
START DATE / TIME: 10/7/20 END DATE / TIME: 10/7/20

METEOROLOGICAL CONDITIONS:
TEMP: 72 °F HUMIDITY: 41 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 01 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE 1 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #: 2816
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{33}	L_{50}	L_{90}	L_{99}	L_{min}
937	8:42	8:52	58.9	70.4	65.3	60.5	59.1	58.1	56.7	56.0	55.2
939	8:55	9:05	58.6	68.4	62.6	59.7	58.9	58.1	56.8	55.8	55.4

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 00417.19

SITE IDENTIFICATION: LT 15.01 (ST18.03) OBSERVER(S): 6771
ADDRESS: Near 14967 Katy Way, Corona, CA, 92881
START DATE / TIME: 10/5/20 – 12:53 pm END DATE / TIME: 10/9/20 – 8:55 AM

METEROLOGICAL CONDITIONS:
TEMP: °F HUMIDITY: ____ %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: ____ MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: Rion NL-21 TYPE: 1 2 (2 circled) SERIAL #: 6771
CALIBRATOR: LAC 200 SERIAL #: 2916
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.4 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{33}	L_{50}	L_{90}	L_{99}	L_{min}

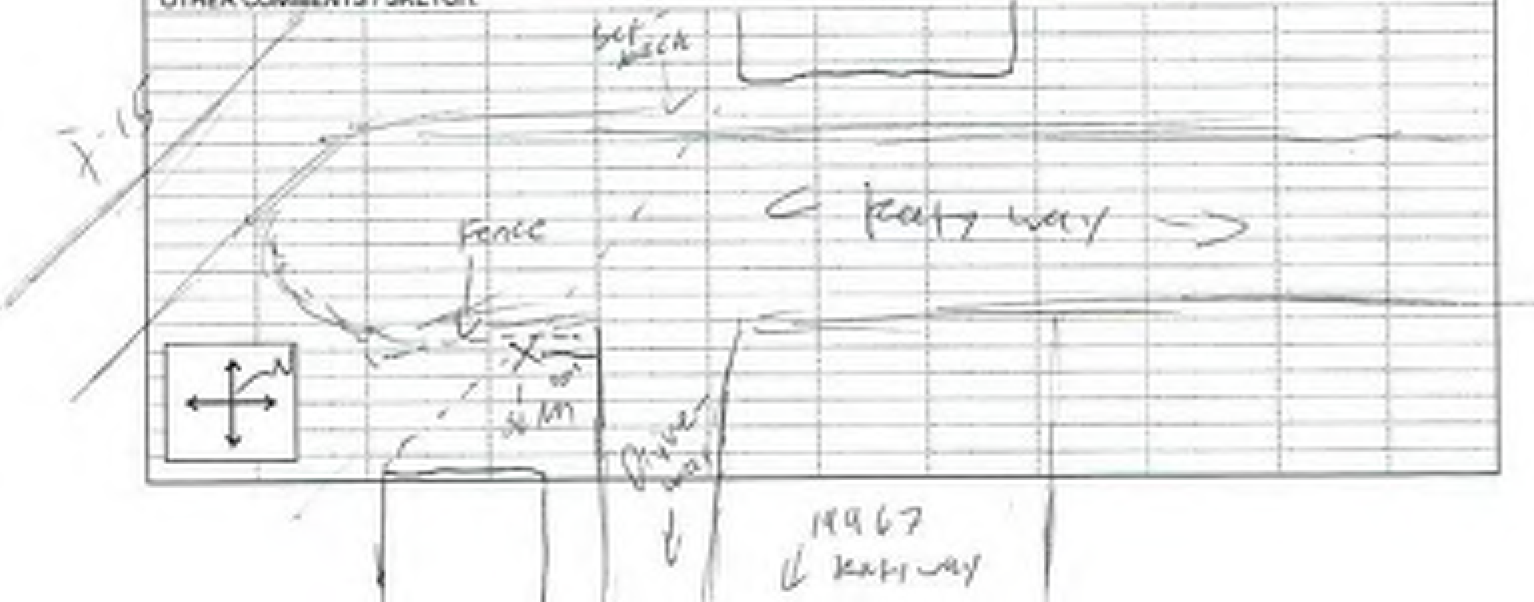
COMMENTS: Started @ 12:53 pm, Leaved site @ 12:58 pm (10/5/20)
Arrived @ 8:51 am, Stopped @ 8:56 Am

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: ____ -MIN SPEED #2 COUNT SPEED

	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER
OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 00417.19

SITE IDENTIFICATION: ST 15.04 OBSERVER(S): SLR
ADDRESS: 14801 Empire Grade, Santa Rosa, CA, 95403
START DATE / TIME: 10/4/23 END DATE / TIME: 10/5/23

METEROLOGICAL CONDITIONS:
TEMP: 85 °F HUMIDITY: 36 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 2 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: 1 2 SERIAL #: 4006
CALIBRATOR: LD CAL 200 SERIAL #: 7416
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
1413	12:18	12:33	66.0	73.3	70.5	67.8	66.7	66.5	63.3	61.8	61.5
1414	12:36	12:46	65.4	74.2	71.1	67.4	66.6	66.5	63.5	61.8	61.3

COMMENTS:

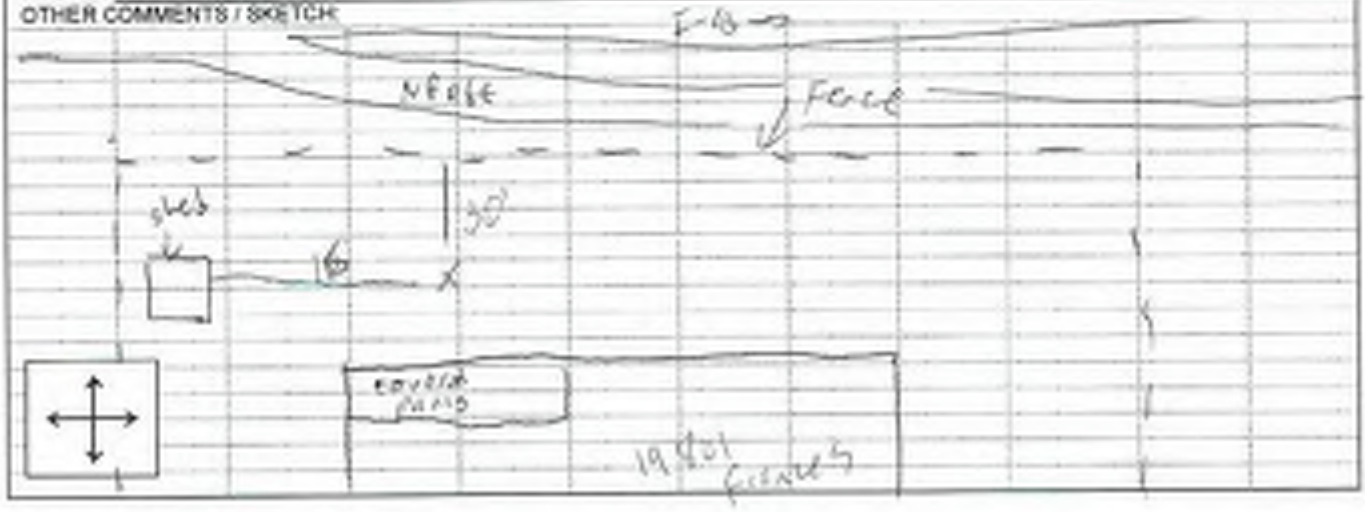
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-12
TRAFFIC COUNT DURATION: ___ MIN

	#1 COUNT NB / EB	#1 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOG:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ECLPSE PROJ. # 417.19

SITE IDENTIFICATION: ST19.01 OBSERVER(S): J.H.
ADDRESS: The Manor (990 Foothill Pkwy
START DATE / TIME: 7/18/21 END DATE / TIME: 7/18/21

METEOROLOGICAL CONDITIONS:
TEMP: 49 °F HUMIDITY: 86 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-6 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL 200 SERIAL #: 6643
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST dBA SPL WINDSCREEN ✓
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{33}	L_{50}	L_{90}	L_{99}	L_{min}
335	8:05am	8:15am	70.6	73.1	73.2	71.9	71.7	70.5	68.9	67.5	67.0
336	8:17am	8:27am	70.9	73.7	73.3	72.4	71.6	70.8	69.0	66.4	65.1

COMMENTS:

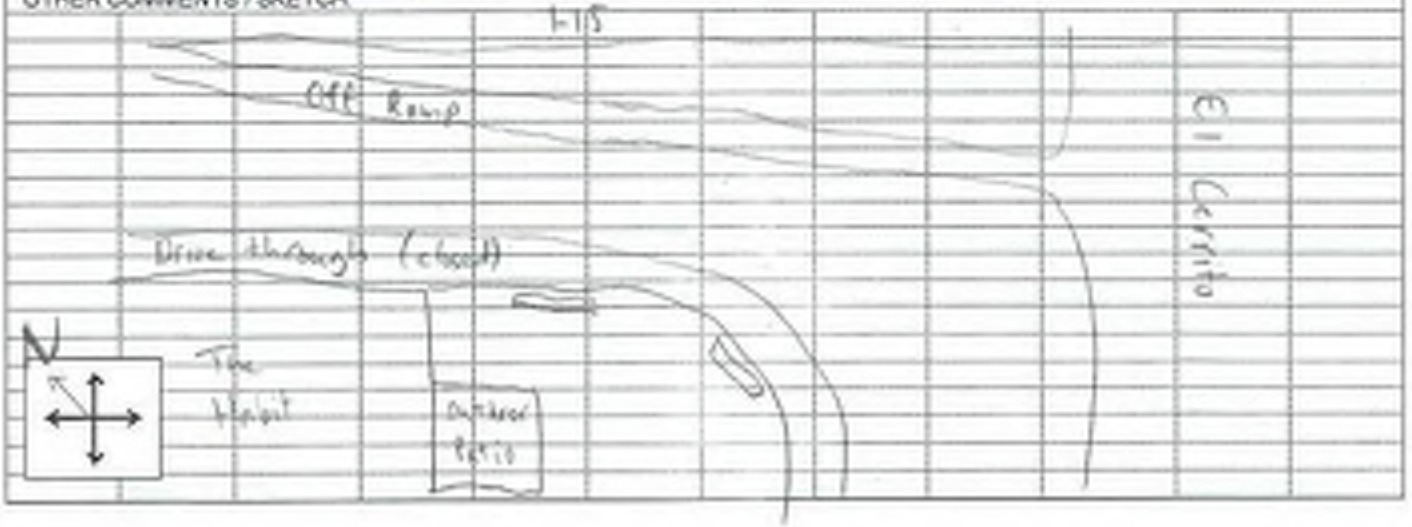
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___ -MIN

	COUNT NB / EB	COUNT SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:
Local streets barely audible (inaudible mostly)

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 417-19

SITE IDENTIFICATION: LT 19.02 OBSERVER(S): J.M.
ADDRESS: 7303 Calico Circle
START DATE / TIME: 10/20/20 9:34Am END DATE / TIME: 10/20/20 9:55Am

METEROLOGICAL CONDITIONS:
TEMP: 68 °F HUMIDITY: 76 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 0-1 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL 200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.03 dBA SPL WINDSCREEN ✓
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM AXIAL OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
153	9:34A	9:44A	62.5	66.5	65.3	64.1	63.3	62.4	60.3	58.4	56.8
154	9:45A	9:55A	62.7	66.8	66.2	64.5	63.6	62.6	60.0	57.7	56.1

COMMENTS:

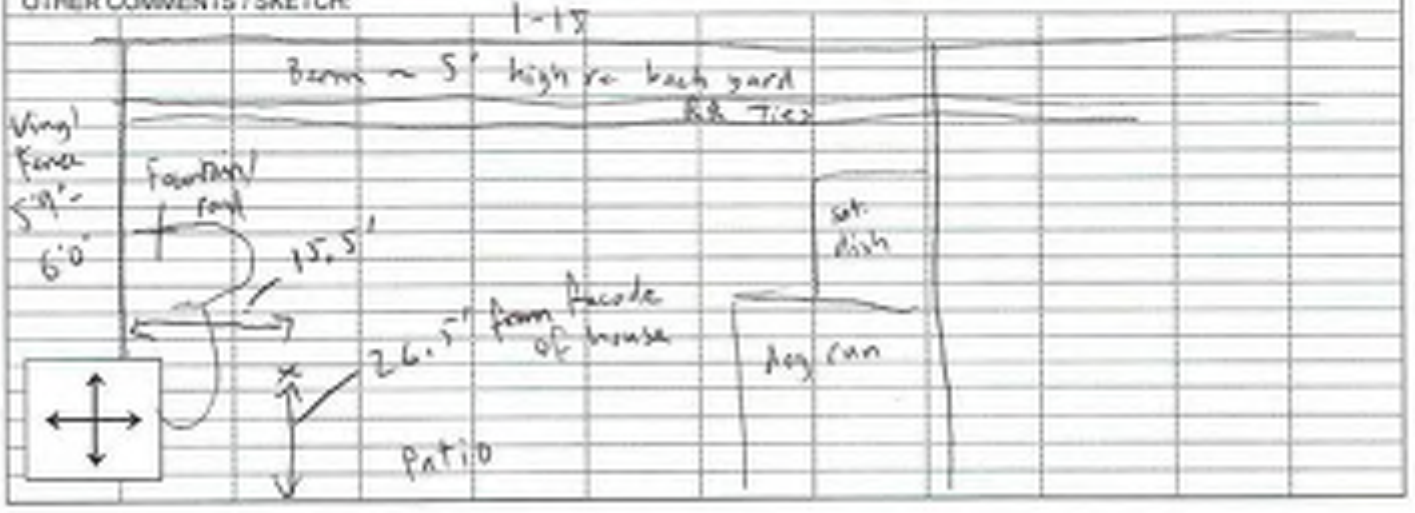
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: -MIN

	SPEED NB / EB	SPEED SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 20417.19

SITE IDENTIFICATION: LT 14.21 (STA 10.03) OBSERVER(S): JCR
ADDRESS: 19476 Dry Gulch Rd Corona, CA
START DATE / TIME: 10/19/20 - 11:05 AM END DATE / TIME: 10/22/20 - 3:35pm

METEOROLOGICAL CONDITIONS:
TEMP: °F HUMIDITY: %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: NL-22 TYPE: 1 (2) SERIAL #: 3232
CALIBRATOR: CAL 200 SERIAL #: 2416
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}

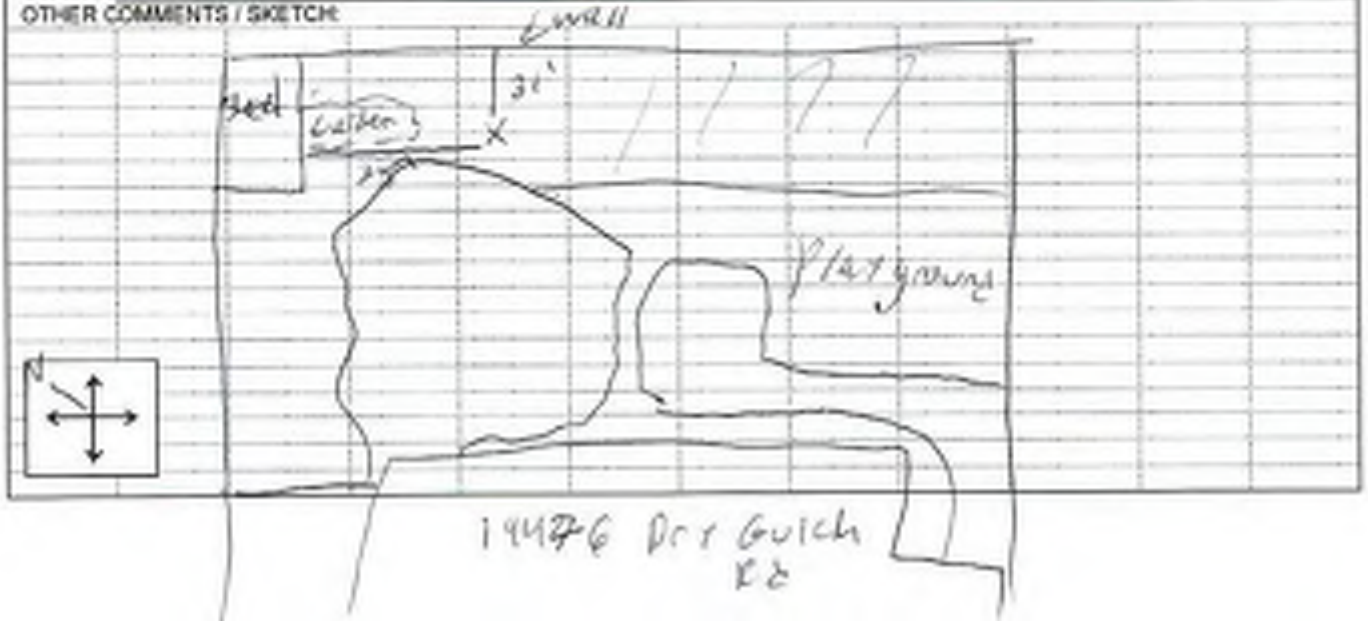
COMMENTS: Started @ 11:05 AM, Noise site @ 11:10 AM
Arrived @ 3:30pm Stopped @ 3:35pm

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER
OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ECLIPSE PROJ. # 417.19

SITE IDENTIFICATION: ST20.01 OBSERVER(S): J.H.
ADDRESS: El Cerrito Baptist Park 7500 El Cerrito Rd.
START DATE / TIME: 10/20/20 END DATE / TIME: 10/20/20

METEOROLOGICAL CONDITIONS:
TEMP: 59 °F HUMIDITY: 99 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 04 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL 206 SERIAL #: 6643
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN ✓
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{20}	L_{50}	L_{90}	L_{99}	L_{min}
151	8:38A	8:48A	61.3	64.4	64.0	62.7	62.1	61.2	59.2	57.5	57.1
152	8:50A	9:00A	62.3	66.3	65.4	63.9	63.0	61.9	60.7	59.6	59.3

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___ MIN

	#1 COUNT NB / EB	#1 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ✓
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELPSE PROJ. # 00417.19

SITE IDENTIFICATION: ST 20.02 OBSERVER(S): JLR
ADDRESS: 7267 Pilot Creek Ct END DATE / TIME: 10/20/20
START DATE / TIME: 10/20/20

METEOROLOGICAL CONDITIONS:
TEMP: 59 °F HUMIDITY: 99 %R.H. WIND: CALM (LIGHT) MODERATE VARIABLE
WINDSPEED: 0-1 MPH DIR: N NE E (SE) S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR (OVRCST) PRTLY CLOUDY (FOG) RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD LXT TYPE: (1) 2 SERIAL #: 4005
CALIBRATOR: LD CAL 200 SERIAL #: 2472
CALIBRATION CHECK: PRE-TEST 114.0 dBA SPL POST-TEST 114.0 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}
1967	8:38	8:48	59.1	66.1	62.5	60.4	59.8	58.9	57.3	56.2	55.7
1968	9:50	9:00	54.6	64.1	62.6	61.0	60.2	59.4	57.1	57.2	56.9

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: I-15
TRAFFIC COUNT DURATION: ___-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

FIELD NOISE MEASUREMENT DATA

PROJECT: I-15 ELFE PROJ. # 0041714

SITE IDENTIFICATION: CT 22001 OBSERVER(S): SCR
ADDRESS: 7273 Pink Creek Dr Corona, CA 92881
START DATE / TIME: 10/19/20 - 11:24 Am END DATE / TIME: 10/20/20 - 3:04 pm

METEROLOGICAL CONDITIONS:
TEMP: °F HUMIDITY: %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: Piccolo B TYPE: 1 (2) SERIAL #: 1204
CALIBRATOR: CAL 200 SERIAL #: 2816
CALIBRATION CHECK: PRE-TEST 94.0 dBA SPL POST-TEST 93.5 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}	L_{min}

COMMENTS: Started @ 11:24 Am, Closed Site @ 11:50
Arrived @ 3:00pm, Stopped @ 3:04pm

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: -MIN

	COUNT NB / EB	COUNT SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	#2 SPEED NB / EB	#2 SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:

Appendix D-2 Noise Measurement Photographs

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Noise Measurement Photographs

ST01.01 Looking Southwest

ST01.01 Looking Northwest

ST01.01 Looking Northeast

ST01.01 Looking Southeast

Noise Measurement Photographs

ST01.02 Looking Southwest

ST01.02 Looking Northwest

ST01.02 Looking Northeast

ST01.02 Looking Southeast

Noise Measurement Photographs

ST01.03 Looking Southwest

ST01.03 Looking Northwest

ST01.03 Looking Northeast

ST01.03 Looking Southeast

Noise Measurement Photographs

ST01.04 Looking Southwest

ST01.04 Looking Northwest

ST01.04 Looking Northeast

ST01.04 Looking Southeast

Noise Measurement Photographs

ST01.05 Looking Southwest

ST01.05 Looking Northwest

ST01.05 Looking Northeast

ST01.05 Looking Southeast

Noise Measurement Photographs

LT01.01 Looking Southwest

LT01.01 Looking Northwest

LT01.01 Looking Northeast

LT01.01 Looking Southeast

Noise Measurement Photographs

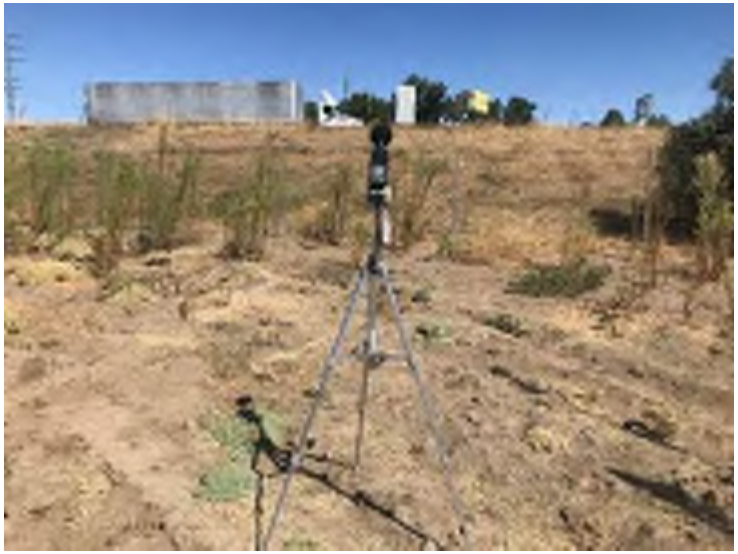
ST02.01 Looking Northeast

ST02.01 Looking Southeast

ST02.01 Looking Southwest

ST02.01 Looking Northwest

Noise Measurement Photographs



ST02.02 Looking Northeast

ST02.02 Looking Southeast

ST02.02 Looking Southwest

ST02.02 Looking Northwest

Noise Measurement Photographs

ST02.03 Looking Northeast

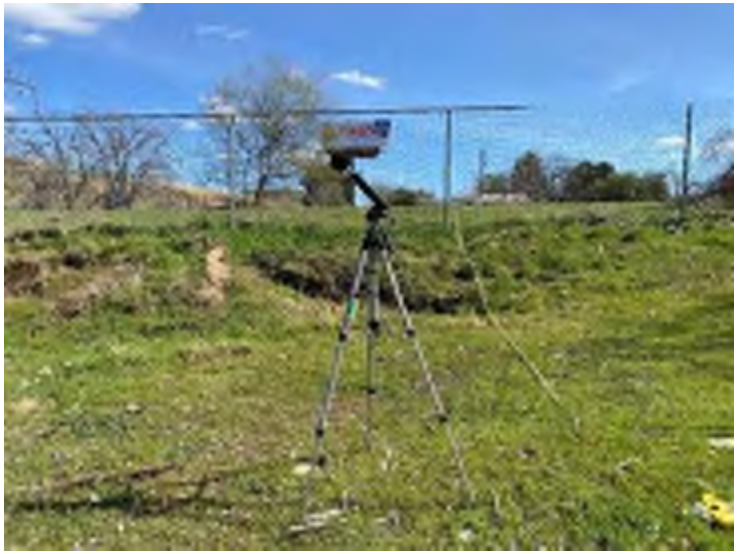
ST02.03 Looking Southeast

ST02.03 Looking Southwest

ST02.03 Looking Northwest

Noise Measurement Photographs

ST02.04 Looking Northeast



ST02.04 Looking Southeast

ST02.04 Looking Southwest

ST02.04 Looking Northwest

Noise Measurement Photographs

ST02.05 Looking Northeast

ST02.05 Looking Southeast

ST02.05 Looking Southwest

ST02.05 Looking Northwest

Noise Measurement Photographs

LT02.01 Looking Northeast

LT02.01 Looking Southeast

LT02.01 Looking Southwest

LT02.01 Looking Northwest

Noise Measurement Photographs

ST03.01 Looking Southwest

ST03.01 Looking Northwest

ST03.01 Looking Northeast

ST03.01 Looking Southeast

Noise Measurement Photographs

ST03.02 Looking Southwest

ST03.02 Looking Northwest

ST03.02 Looking Northeast

ST03.02 Looking Southeast

Noise Measurement Photographs

ST03.03 Looking Southeast

ST03.03 Looking Northeast

ST03.03 Looking Northwest

ST03.03 Looking East

Noise Measurement Photographs

ST03.04 Looking Southwest

ST03.04 Looking Northwest

ST03.04 Looking Northeast

ST03.04 Looking Southeast

Noise Measurement Photographs

ST03.05 (LT03.01) Looking Southwest

ST03.05 (LT03.01) Looking Northwest

ST03.05 (LT03.01) Looking Northeast

ST03.05 (LT03.01) Looking Southeast

Noise Measurement Photographs

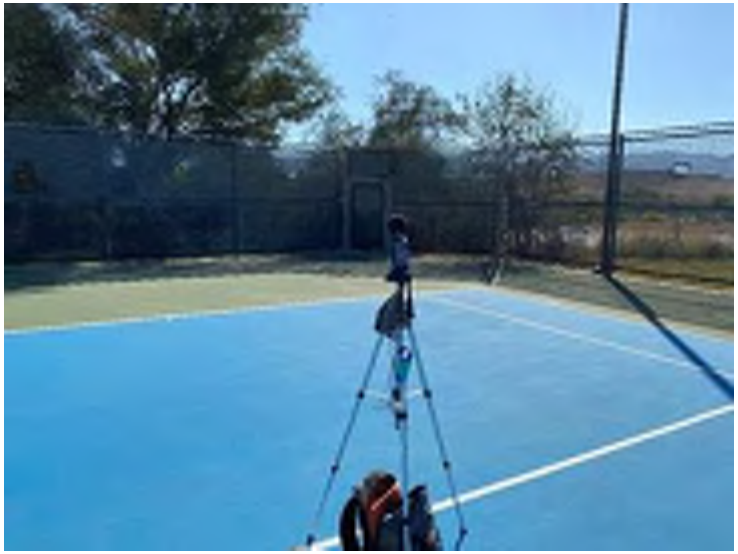
ST03.06 Looking Southwest

ST03.06 Looking Northwest

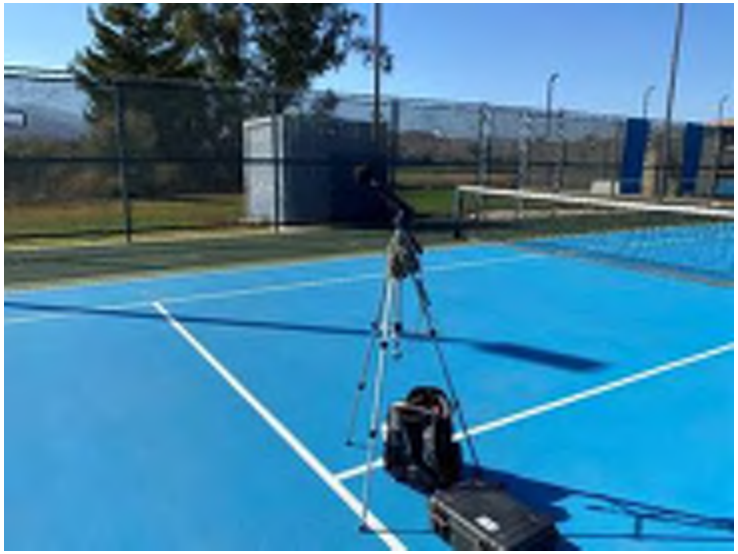
ST03.06 Looking Northeast

ST03.06 Looking Southeast

Noise Measurement Photographs



ST03.07 Looking Southwest



ST03.07 Looking Northwest

ST03.07 Looking Northeast

ST03.07 Looking Southeast

Noise Measurement Photographs

ST03.08 Looking Southwest

ST03.08 Looking Northwest

ST03.08 Looking Northeast

ST03.08 Looking Southeast

Noise Measurement Photographs

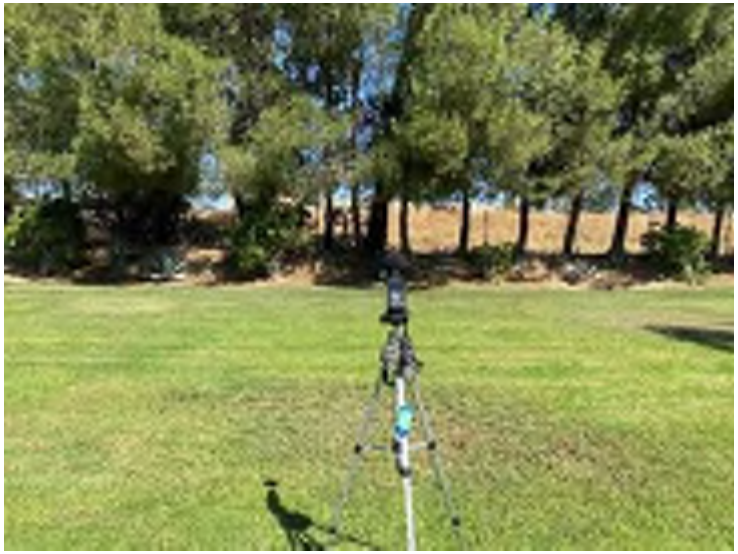
ST03.09 Looking West

ST03.09 Looking North

ST03.09 Looking East

ST03.09 Looking South

Noise Measurement Photographs



ST04.01 Looking Northeast

ST04.01 Looking Southeast

ST04.01 Looking Southwest

ST04.01 Looking Northwest

Noise Measurement Photographs

ST04.02 Looking Northeast

ST04.02 Looking Southeast

ST04.02 Looking Southwest

ST04.02 Looking Northwest

Noise Measurement Photographs

ST04.03 Looking Northeast

ST04.03 Looking Southeast

ST04.03 Looking Southwest

ST04.03 Looking Northwest

Noise Measurement Photographs

ST04.04 Looking Northeast

ST04.04 Looking Southeast

ST04.04 Looking Southwest

ST04.04 Looking Northwest

Noise Measurement Photographs

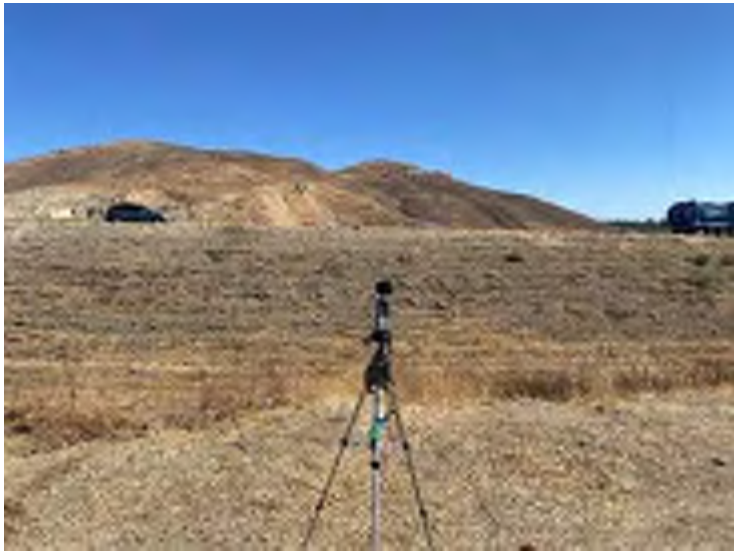
ST04.05 Looking Northeast

ST04.05 Looking Southeast

ST04.05 Looking Southwest

ST04.05 Looking Northwest

Noise Measurement Photographs



ST04.06 Looking Northeast

ST04.06 Looking Southeast

ST04.06 Looking Southwest

ST04.06 Looking Northwest

Noise Measurement Photographs

LT04.01 Looking North

LT04.01 Looking East

LT04.01 Looking South

LT04.01 Looking West

Noise Measurement Photographs

ST05.01 Looking Southwest

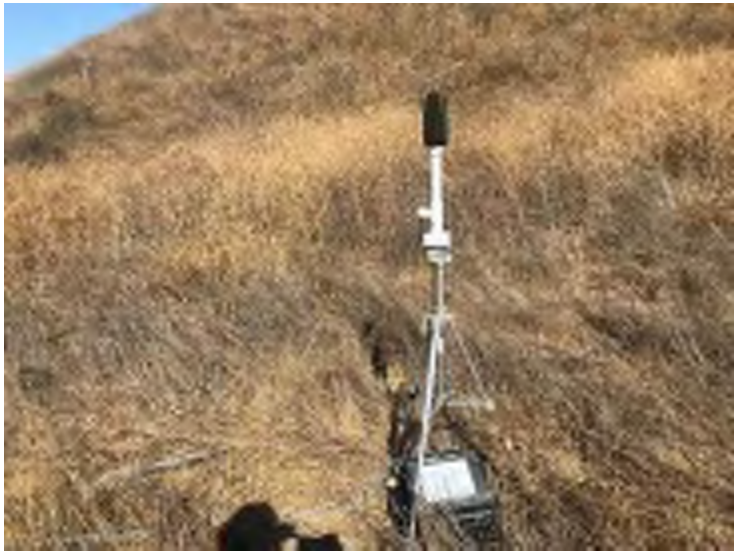
ST05.01 Looking Northwest

ST05.01 Looking Northeast

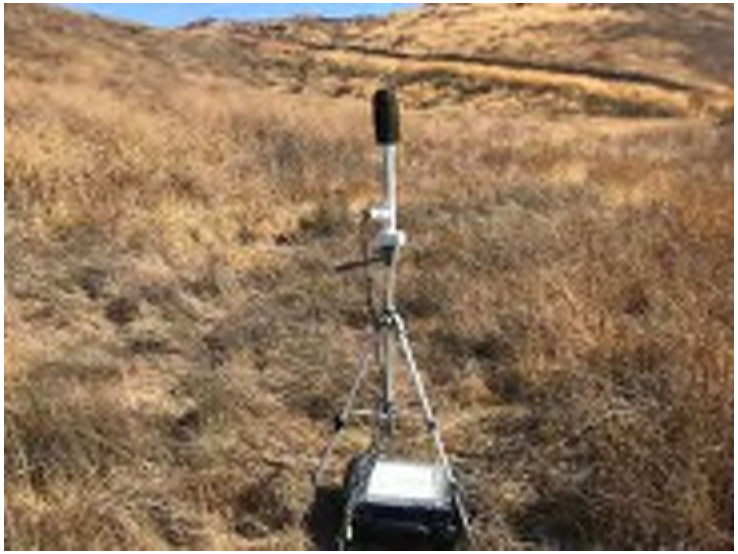
ST05.01 Looking Southeast

Noise Measurement Photographs

ST05.02 (LT05.01) Looking Southwest



ST05.02 (LT05.01) Looking Northwest



ST05.02 (LT05.01) Looking Northeast

ST05.02 (LT05.01) Looking Southeast

Noise Measurement Photographs

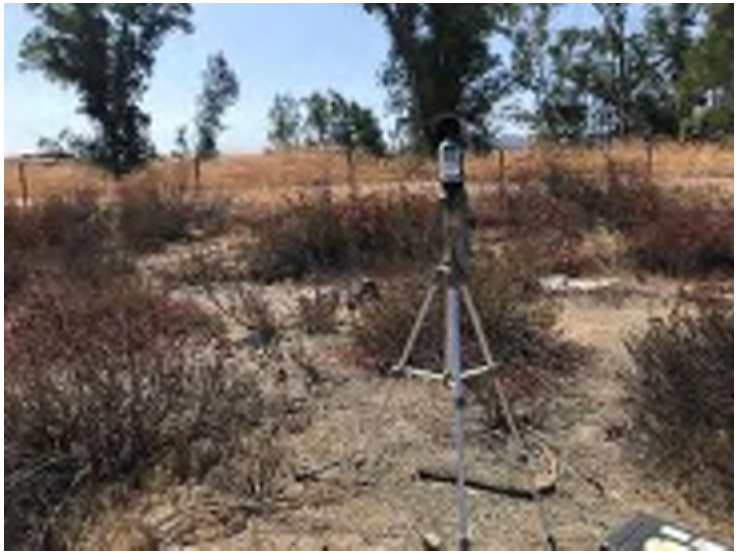
ST05.03 Looking South

ST05.03 Looking West

ST05.03 Looking North

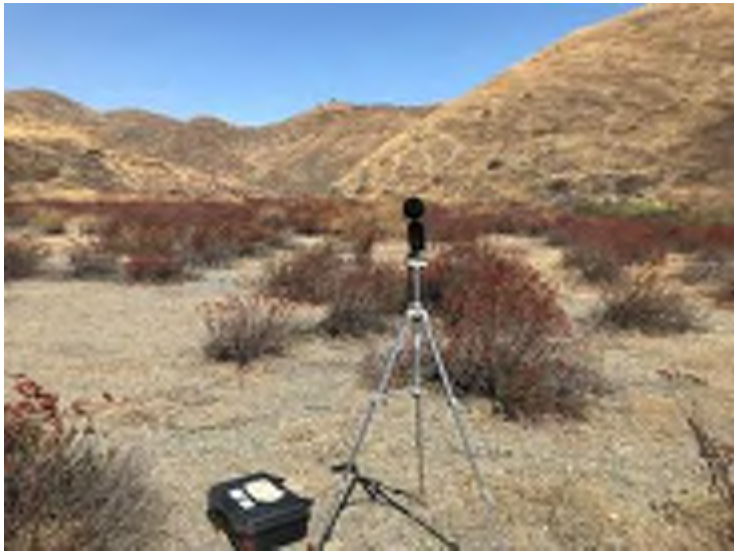
ST05.03 Looking East

Noise Measurement Photographs



ST05.04 Looking South

ST05.04 Looking West



ST05.04 Looking North

ST05.04 Looking East

Noise Measurement Photographs

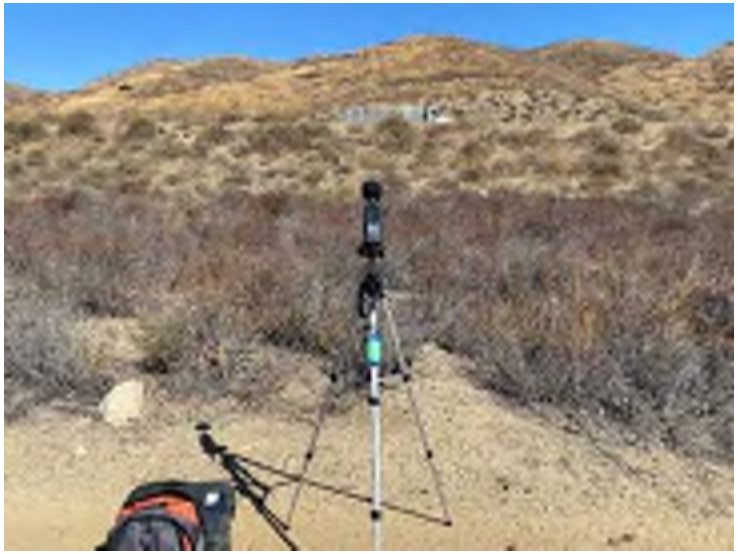
ST06.01 Looking East

ST06.01 Looking South

ST06.01 Looking West

ST06.01 Looking North

Noise Measurement Photographs



ST06.02 Looking Northeast

ST06.02 Looking Southeast

ST06.02 Looking Southwest

ST06.02 Looking Northwest

Noise Measurement Photographs

ST06.03 (LT06.01) Looking Northeast

ST06.03 (LT06.01) Looking Southeast

ST06.03 (LT06.01) Looking Southwest

ST06.03 (LT06.01) Looking Northwest

Noise Measurement Photographs

ST06.04 Looking North

ST06.04 Looking East

ST06.04 Looking South

ST06.04 Looking West

Noise Measurement Photographs

ST07.01 Looking Southwest

ST07.01 Looking Northwest

ST07.01 Looking Northeast

ST07.01 Looking Southeast

Noise Measurement Photographs

ST07.02 Looking South

ST07.02 Looking West

ST07.02 Looking North

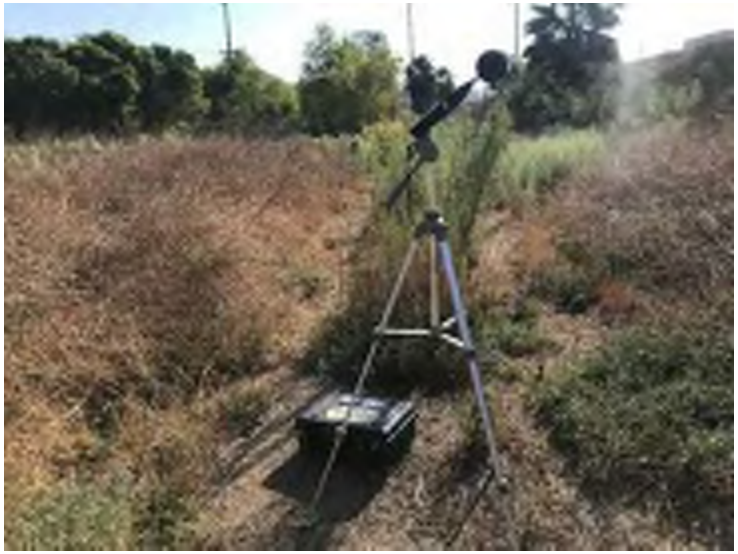
ST07.02 Looking East

Noise Measurement Photographs

ST07.03 Looking South

ST07.03 Looking West

ST07.03 Looking North



ST07.03 Looking East

Noise Measurement Photographs

ST07.04 Looking Southwest

ST07.04 Looking Northwest

ST07.04 Looking Northeast

ST07.04 Looking Southeast

Noise Measurement Photographs

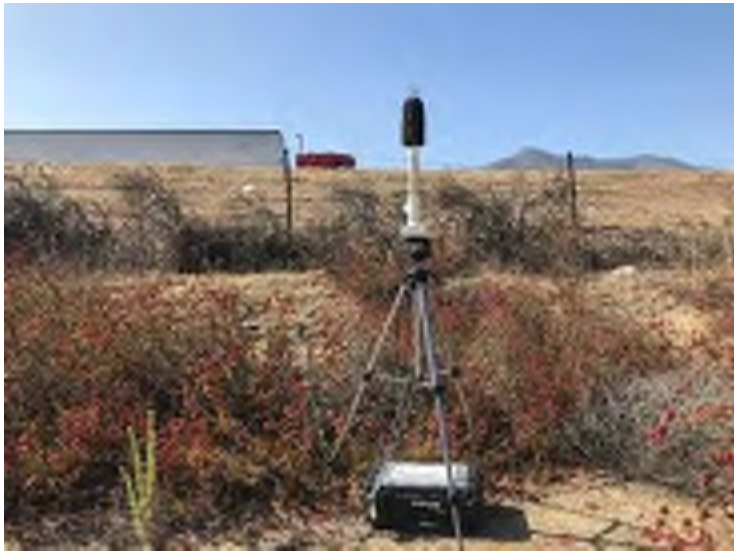
ST07.05 Looking South

ST07.05 Looking West

ST07.05 Looking North

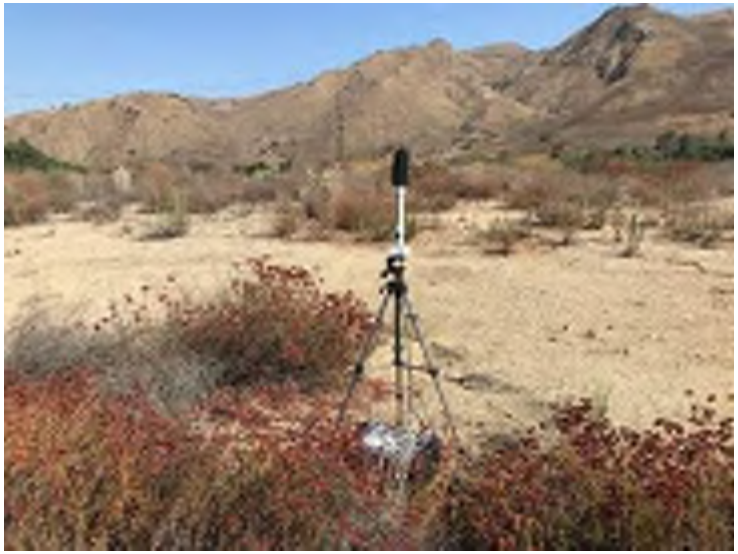
ST07.05 Looking East

Noise Measurement Photographs



ST07.06 (LT07.01) Looking South

ST07.06 (LT07.01) Looking West



ST07.06 (LT07.01) Looking North

ST07.06 (LT07.01) Looking East

Noise Measurement Photographs

ST07.07 Looking South

ST07.07 Looking West

ST07.07 Looking North

ST07.07 Looking East

Noise Measurement Photographs

ST07.08 Looking Southwest

ST07.08 Looking Northwest

ST07.08 Looking Northeast

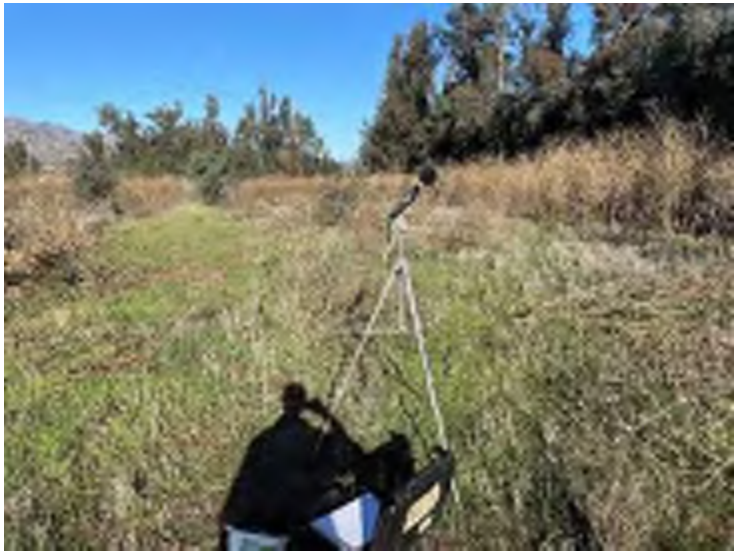
ST07.08 Looking Southeast

Noise Measurement Photographs

ST08.01 Looking North

ST08.01 Looking East

ST08.01 Looking South



ST08.01 Looking West

Noise Measurement Photographs

ST08.02 Looking North

ST08.02 Looking East

ST08.02 Looking South

ST08.02 Looking West

Noise Measurement Photographs

ST08.03 Looking North

ST08.03 Looking East

ST08.03 Looking South

ST08.03 Looking West

Noise Measurement Photographs

ST08.04 Looking North

ST08.04 Looking East

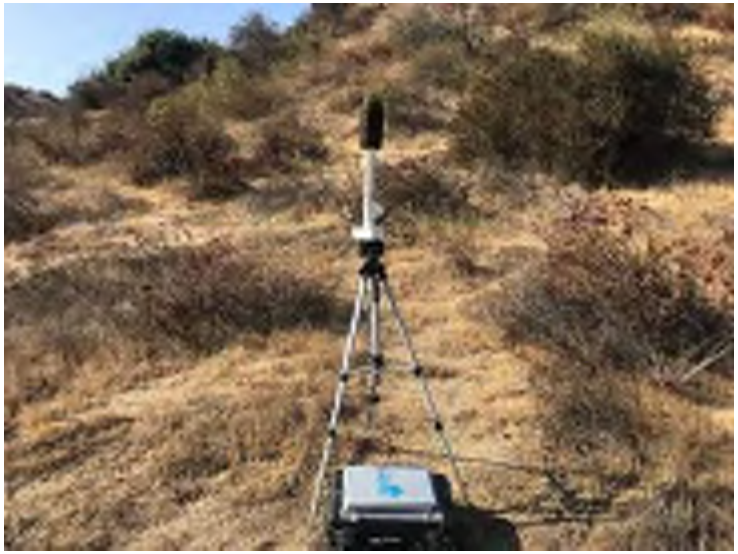
ST08.04 Looking South

ST08.04 Looking West

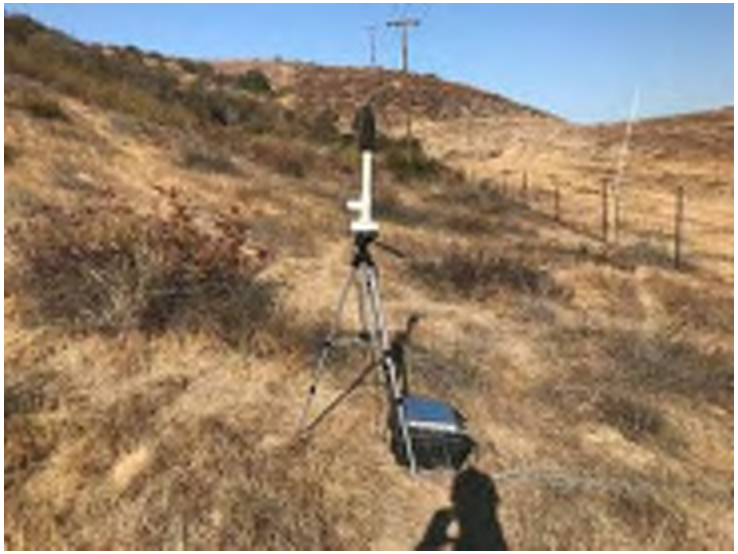
Noise Measurement Photographs

ST08.05 (LT08.01) Looking North

ST08.05 (LT08.01) Looking East



ST08.05 (LT08.01) Looking South



ST08.05 (LT08.01) Looking West

Noise Measurement Photographs

ST08.06 Looking Northeast

ST08.06 Looking Southeast

ST08.06 Looking Southwest

ST08.06 Looking Northwest

Noise Measurement Photographs

ST08.07 Looking North

ST08.07 Looking East

ST08.07 Looking South

ST08.07 Looking West

Noise Measurement Photographs

ST08.08 Looking North

ST08.08 Looking East

ST08.08 Looking South

ST08.08 Looking West

Noise Measurement Photographs

ST08.09 Looking Northeast

ST08.09 Looking Southeast

ST08.09 Looking Southwest

ST08.09 Looking Northwest

Noise Measurement Photographs

ST08.10 Looking Northeast

ST08.10 Looking Southeast

ST08.10 Looking Southwest

ST08.10 Looking Northwest

Noise Measurement Photographs

ST08.11 Looking Northeast

ST08.11 Looking Southeast

ST08.11 Looking Southwest

ST08.11 Looking Northwest

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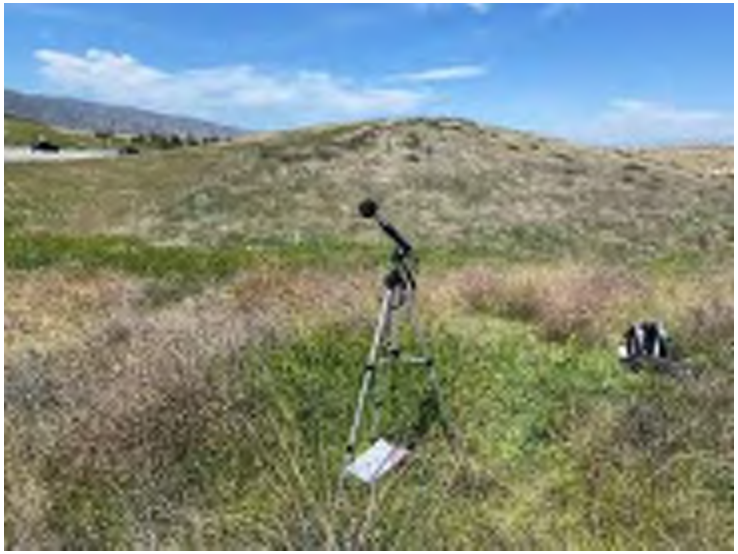
Noise Measurement Photographs

ST09.01 Looking Southwest



ST09.01 Looking Northwest

ST09.01 Looking Northeast

ST09.01 Looking Southeast

Noise Measurement Photographs

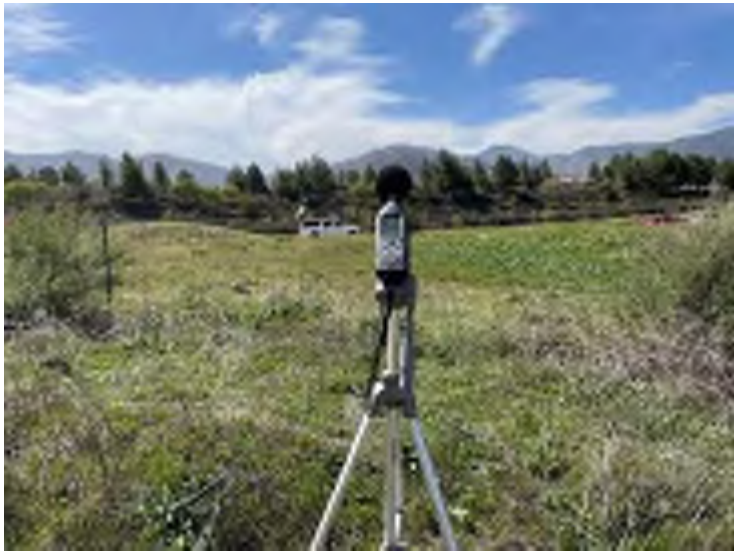
ST09.02 Looking Southwest

ST09.02 Looking Northwest

ST09.02 Looking Northeast

ST09.02 Looking Southeast

Noise Measurement Photographs



ST09.03 Looking Southwest

ST09.03 Looking Northwest

ST09.03 Looking Northeast

ST09.03 Looking Southeast

Noise Measurement Photographs

ST09.04 Looking South

ST09.04 Looking West

ST09.04 Looking North

ST09.04 Looking East

Noise Measurement Photographs

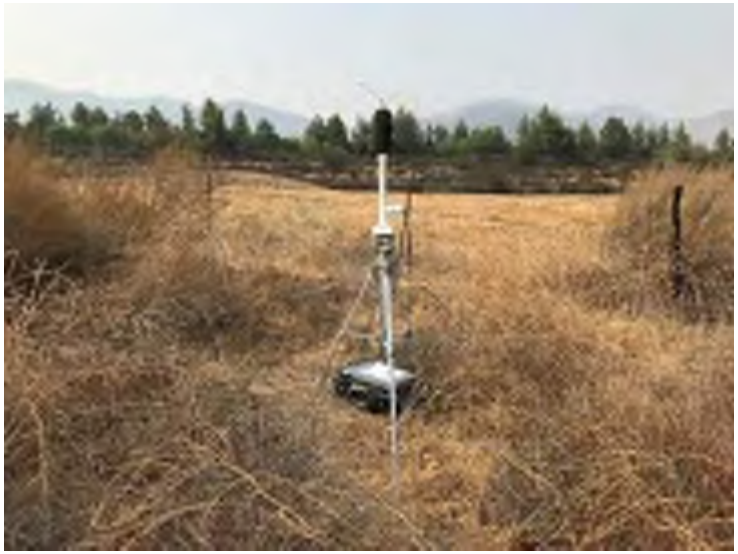
ST09.05 Looking South

ST09.05 Looking West

ST09.05 Looking North

ST09.05 Looking East

Noise Measurement Photographs



LT09.01 Looking Southwest

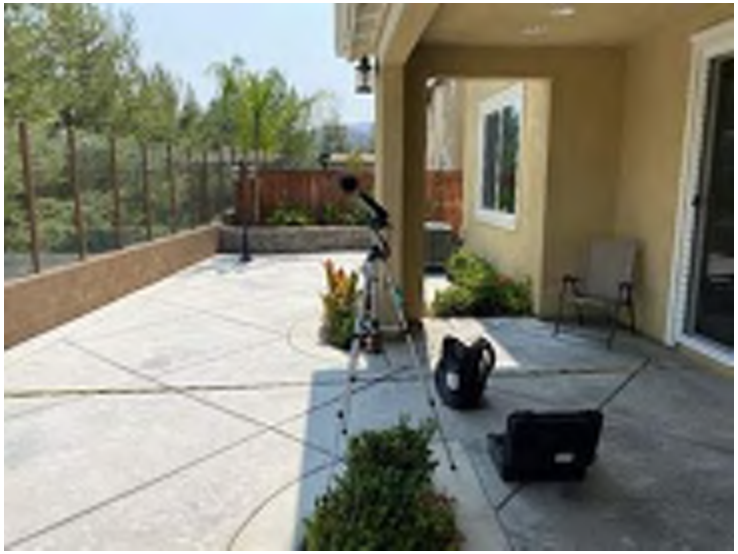
LT09.01 Looking Northwest

LT09.01 Looking Northeast

LT09.01 Looking Southeast

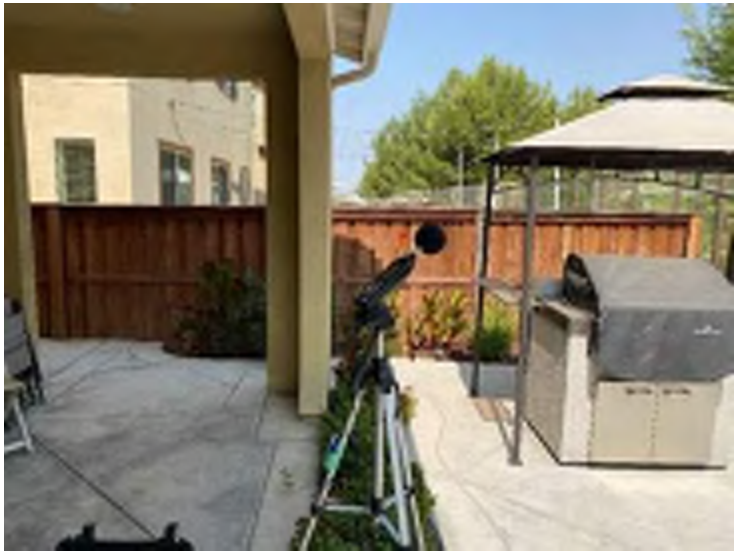
Noise Measurement Photographs

ST10.01 Looking Northeast



ST10.01 Looking Southeast

ST10.01 Looking Southwest



ST10.01 Looking Northwest

Noise Measurement Photographs

ST10.02 Looking Northeast

ST10.02 Looking Southeast

ST10.02 Looking Southwest

ST10.02 Looking Northwest

Noise Measurement Photographs

ST10.03 Looking Northeast

ST10.03 Looking Southeast

ST10.03 Looking Southwest

ST10.03 Looking Northwest

Noise Measurement Photographs

ST10.04 Looking Northeast

ST10.04 Looking Southeast

ST10.04 Looking Southwest

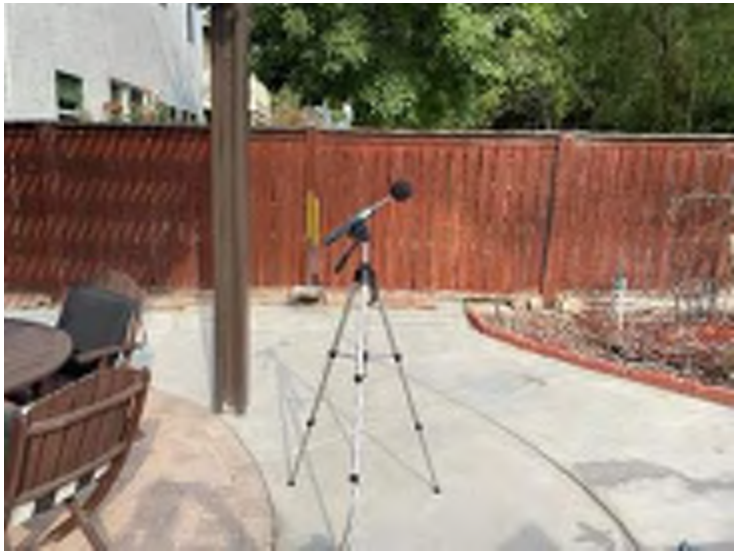
ST10.04 Looking Northwest

Noise Measurement Photographs

ST10.05 Looking Northeast

ST10.05 Looking Southeast

ST10.05 Looking Southwest



ST10.05 Looking Northwest

Noise Measurement Photographs

ST10.06 Looking Northeast

ST10.06 Looking Southeast

ST10.06 Looking Southwest

ST10.06 Looking Northwest

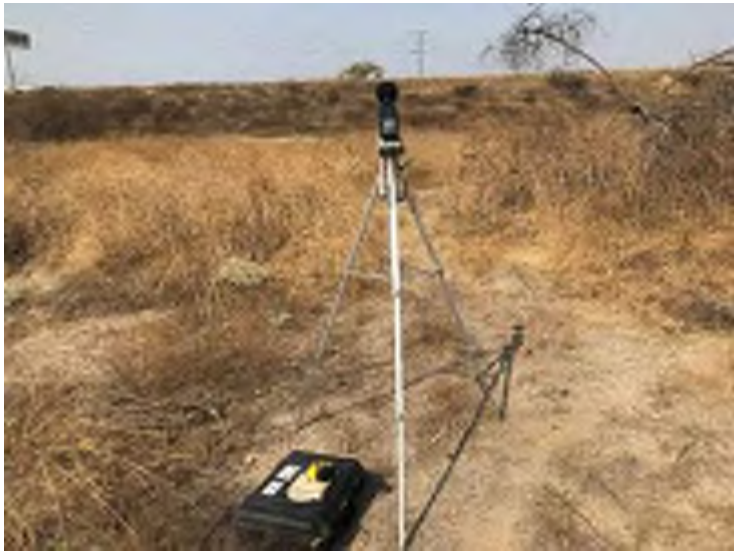
Noise Measurement Photographs

ST10.07 Looking North

ST10.07 Looking East

ST10.07 Looking West

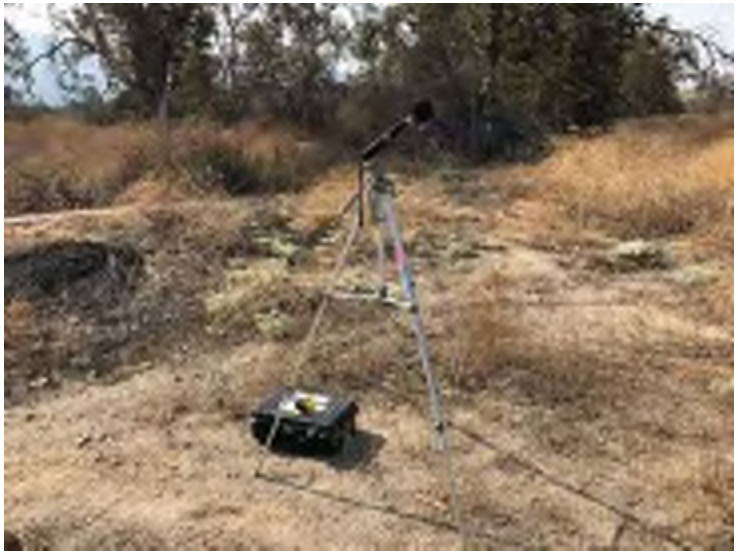
Noise Measurement Photographs



ST10.08 Looking Northeast

ST10.08 Looking Southeast

ST10.08 Looking Southwest



ST10.08 Looking Northwest

Noise Measurement Photographs

ST11.02 Looking Southwest

ST11.02 Looking Northwest

ST11.02 Looking Northeast

ST11.02 Looking Southeast

Noise Measurement Photographs

ST11.03 Looking Southwest

ST11.03 Looking Northwest

ST11.03 Looking Northeast

ST11.03 Looking Southeast

Noise Measurement Photographs

ST12.01 Looking East

ST12.01 Looking South

ST12.01 Looking West

ST12.01 Looking North

Noise Measurement Photographs

ST12.02 Looking Northeast

ST12.02 Looking Southeast

ST12.02 Looking Southwest

ST12.02 Looking Northwest

Noise Measurement Photographs

ST12.03 Looking Northeast

ST12.03 Looking Southeast

ST12.03 Looking Southwest

ST12.03 Looking Northwest

Noise Measurement Photographs

ST12.04 (LT12.01) Looking Northeast

ST12.04 (LT12.01) Looking Southeast

ST12.04 (LT12.01) Looking Southwest

ST12.04 (LT12.01) Looking Northwest

Noise Measurement Photographs

ST12.05 Looking Northeast

ST12.05 Looking Southeast

ST12.05 Looking Southwest

ST12.05 Looking Northwest

Noise Measurement Photographs

ST12.06 Looking North

ST12.06 Looking East

ST12.06 Looking South

ST12.06 Looking West

Noise Measurement Photographs

ST12.07 Looking East

ST12.07 Looking South

ST12.07 Looking West

ST12.07 Looking North

Noise Measurement Photographs

ST12.08 Looking East

ST12.08 Looking South

ST12.08 Looking West

ST12.08 Looking North

Noise Measurement Photographs

ST12.09 Looking Northeast

ST12.09 Looking Southeast

ST12.09 Looking Southwest

ST12.09 Looking Northwest

Noise Measurement Photographs

ST13.01 Looking Southwest

ST13.01 Looking Northwest

ST13.01 Looking Northeast

ST13.01 Looking Southeast

Noise Measurement Photographs

ST13.02 Looking Southwest

ST13.02 Looking Northwest

ST13.02 Looking Northeast

ST13.02 Looking Southeast

Noise Measurement Photographs

ST13.03 Looking Southwest

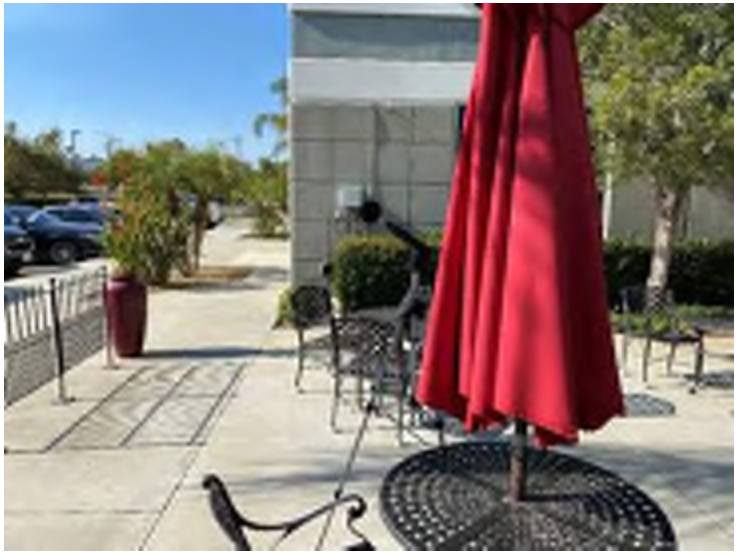
ST13.03 Looking Northwest

ST13.03 Looking Northeast

ST13.03 Looking Southeast

Noise Measurement Photographs

ST13.04 Looking Southwest



ST13.04 Looking Northwest

ST13.04 Looking Northeast

ST13.04 Looking Southeast

Noise Measurement Photographs

ST13.05 Looking West

ST13.05 Looking North

ST13.05 Looking East

ST13.05 Looking South

Noise Measurement Photographs

ST13.06 Looking West

ST13.06 Looking North

ST13.06 Looking East

ST13.06 Looking South

Noise Measurement Photographs

ST13.07 Looking West

ST13.07 Looking North

ST13.07 Looking East

ST13.07 Looking South

Noise Measurement Photographs

ST13.08 Looking West

ST13.08 Looking North

ST13.08 Looking East

ST13.08 Looking South

Noise Measurement Photographs

LT13.01 Looking Southwest

LT13.01 Looking Northwest

LT13.01 Looking Northeast

LT13.01 Looking Southeast

Noise Measurement Photographs

ST14.01 Looking Northeast

ST14.01 Looking Southeast

ST14.01 Looking Southwest

ST14.01 Looking Northwest

Noise Measurement Photographs

ST14.02 Looking East

ST14.02 Looking South

ST14.02 Looking West

ST14.02 Looking North

Noise Measurement Photographs

ST14.03 Looking Northeast

ST14.03 Looking Southeast

ST14.03 Looking Southwest

ST14.03 Looking Northwest

Noise Measurement Photographs

ST14.04 Looking Northeast

ST14.04 Looking Southeast

ST14.04 Looking Southwest

ST14.04 Looking Northwest

Noise Measurement Photographs

ST14.05 Looking East

ST14.05 Looking South

ST14.05 Looking West

ST14.05 Looking North

Noise Measurement Photographs

ST14.06 Looking East

ST14.06 Looking South

ST14.06 Looking West

ST14.06 Looking North

Noise Measurement Photographs

ST14.07 Looking Northeast

ST14.07 Looking Southeast

ST14.07 Looking Southwest

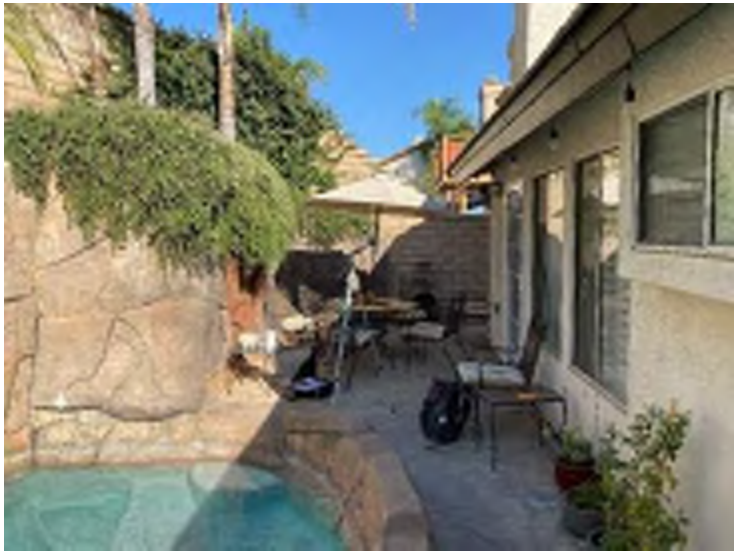
ST14.07 Looking Northwest

Noise Measurement Photographs

ST14.08 Looking Northeast

ST14.08 Looking Southeast

ST14.08 Looking Southwest



ST14.08 Looking Northwest

Noise Measurement Photographs

ST14.09 Looking Northeast

ST14.09 Looking Southeast

ST14.09 Looking Southwest

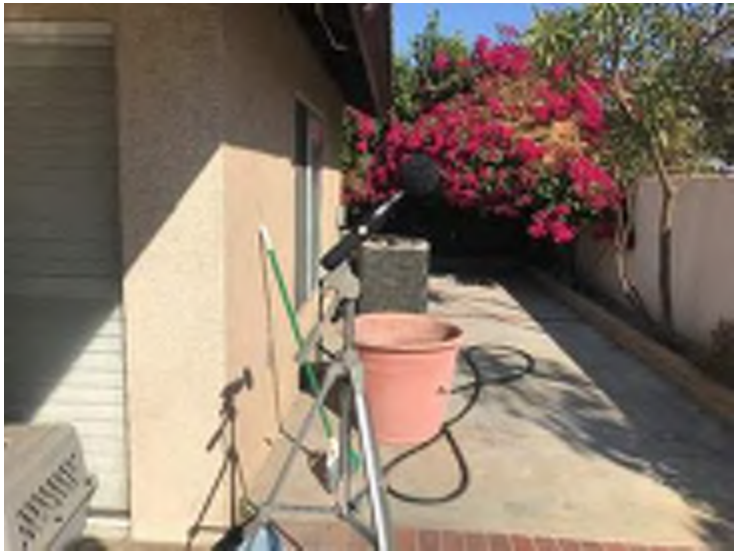
ST14.09 Looking Northwest

Noise Measurement Photographs

ST14.10 Looking Northeast

ST14.10 Looking Southeast

ST14.10 Looking Southwest



ST14.10 Looking Northwest

Noise Measurement Photographs

ST14.11 Looking Northeast

ST14.11 Looking Southeast

ST14.11 Looking Southwest

ST14.11 Looking Northwest

Noise Measurement Photographs

ST14.12 Looking East

ST14.12 Looking South

ST14.12 Looking West

ST14.12 Looking North

Noise Measurement Photographs

ST14.13 Looking Northeast


ST14.13 Looking Southeast


ST14.13 Looking Southwest


ST14.13 Looking Northwest

Noise Measurement Photographs

ST14.14 Looking East

ST14.14 Looking South

ST14.14 Looking West

ST14.14 Looking North

Noise Measurement Photographs

ST14.15 Looking Southeast

ST14.15 Looking Southwest

ST14.15 Looking Northwest

ST14.15 Looking Northeast

Noise Measurement Photographs

LT14.01 Looking Southwest

LT14.01 Looking Northwest

LT14.01 Looking Northeast

LT14.01 Looking Southeast

Noise Measurement Photographs

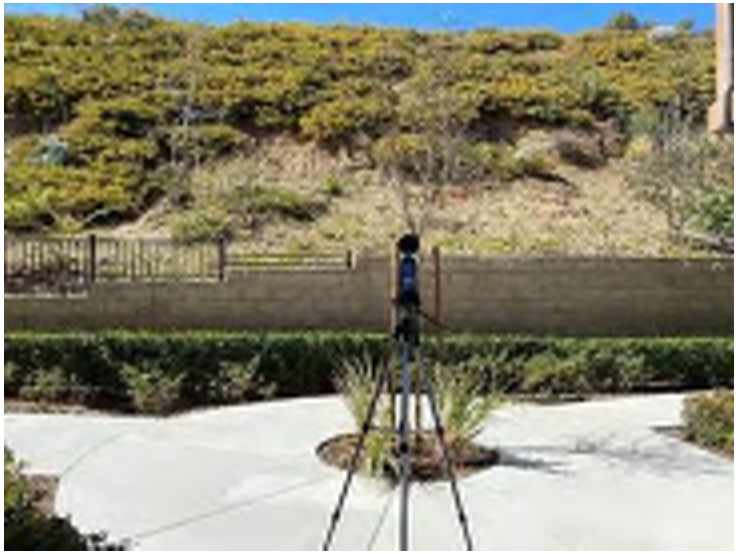
ST15.01 Looking Southwest

ST15.01 Looking Northwest

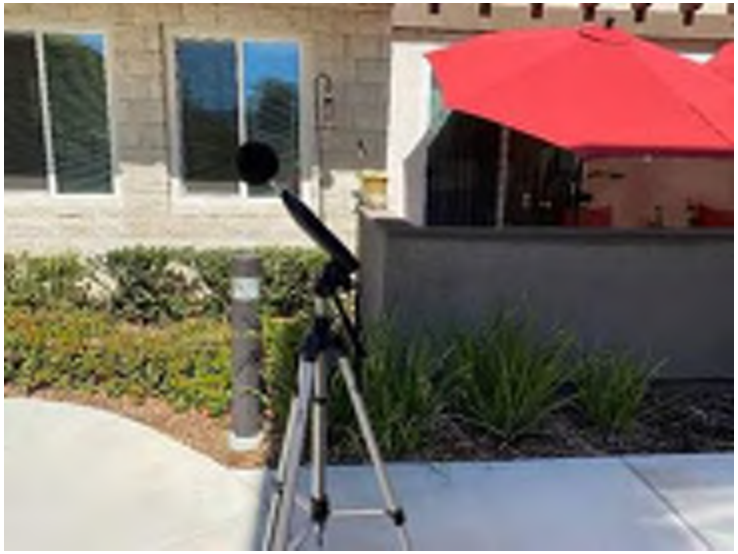
ST15.01 Looking Northeast

ST15.01 Looking Southeast

Noise Measurement Photographs



ST15.02 Looking West



ST15.02 Looking North

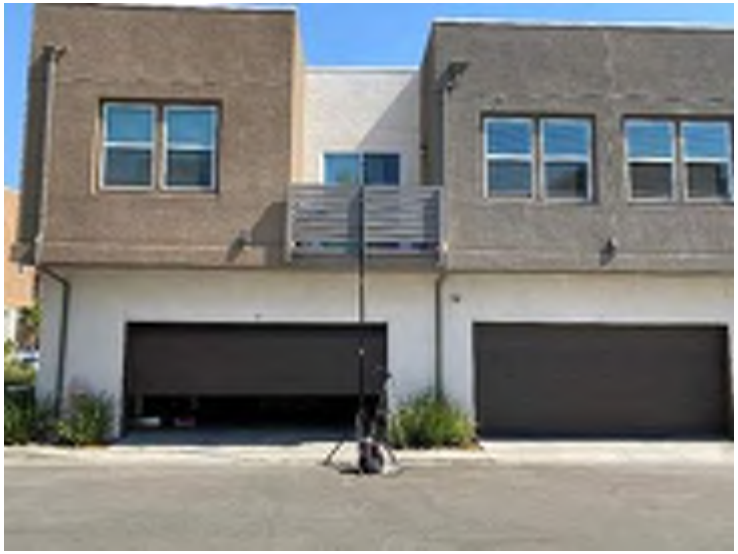
ST15.02 Looking East

ST15.02 Looking South

Noise Measurement Photographs

ST15.03 Looking Southwest

ST15.03 Looking Northwest



ST15.03 Looking Northeast

ST15.03 Looking Southeast

Noise Measurement Photographs

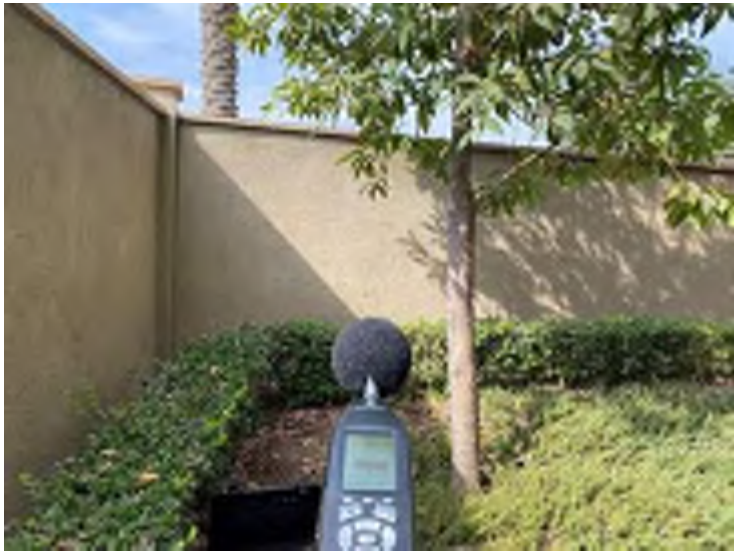
ST15.04 Looking West

ST15.04 Looking North

ST15.04 Looking East

ST15.04 Looking South

Noise Measurement Photographs



ST15.05 Looking West

ST15.05 Looking North

ST15.05 Looking East

ST15.05 Looking South

Noise Measurement Photographs

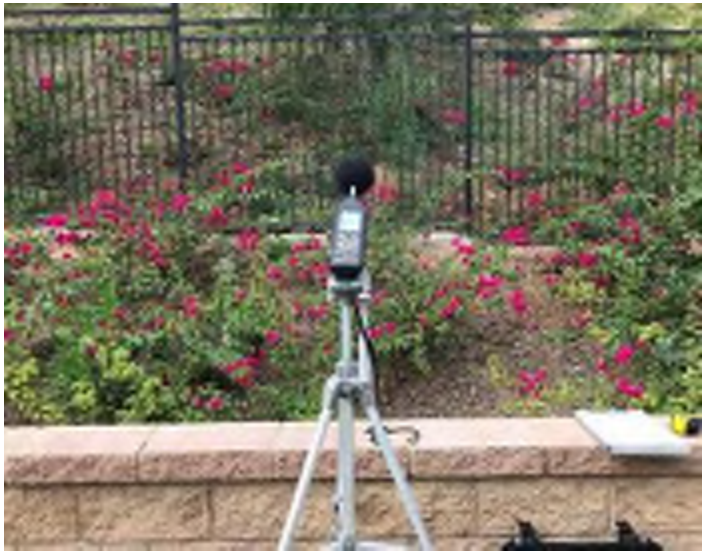
ST15.06 Looking West

ST15.06 Looking North

ST15.06 Looking East

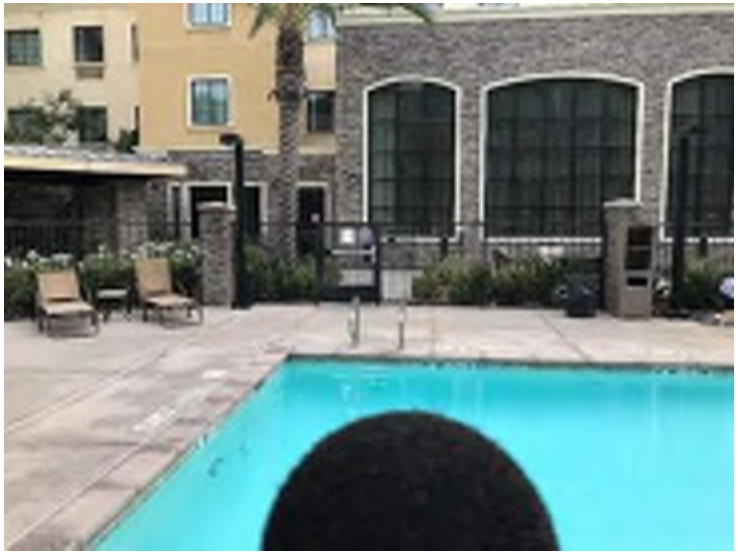
ST15.06 Looking South

Noise Measurement Photographs



ST15.07 Looking West

ST15.07 Looking North



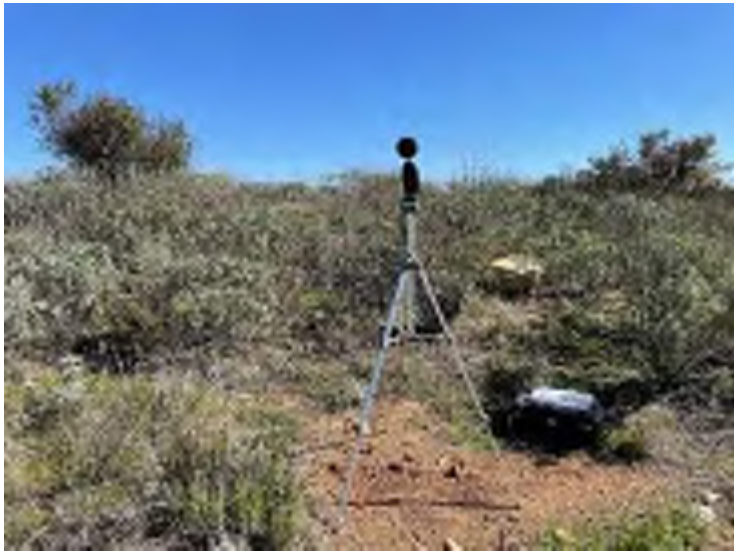
ST15.07 Looking East

ST15.07 Looking South

Noise Measurement Photographs

ST15.08 Looking Southwest

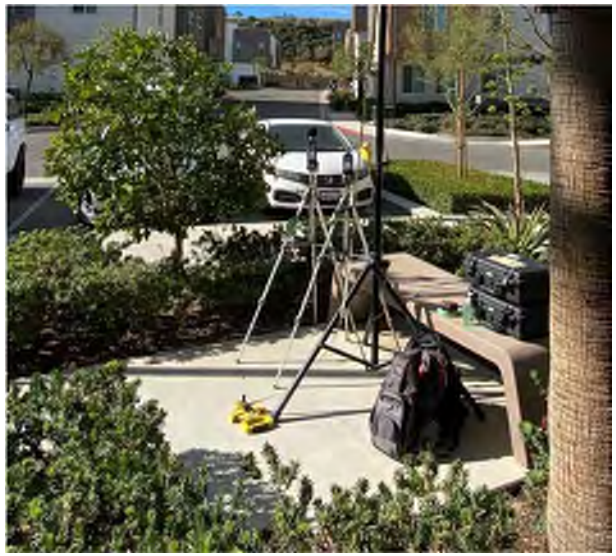
ST15.08 Looking Northwest



ST15.08 Looking Northeast

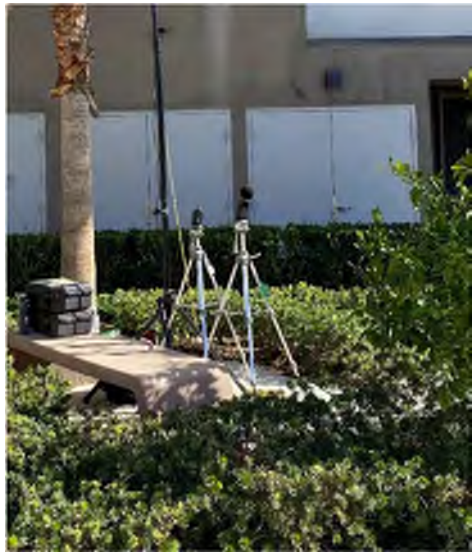
ST15.08 Looking Southeast

Noise Measurement Photographs



ST15.09 (First Floor) Looking West

ST15.09 (First Floor) Looking North



ST15.09 (First Floor) Looking East

ST15.09 (First Floor) Looking South

Noise Measurement Photographs

ST15.10 (Second Floor) Looking East

ST15.10 (Second Floor) Looking North

ST15.10 (Second Floor) Looking West

ST15.10 (Second Floor) Looking South

Noise Measurement Photographs

ST15.11 (Third Floor) Looking West

ST15.11 (Third Floor) Looking South

ST15.11 (Third Floor) Looking North

ST15.11 (Third Floor) Looking East

Noise Measurement Photographs

ST15.12 (Fourth Floor) Looking West

ST15.12 (Fourth Floor) Looking South

ST15.12 (Fourth Floor) Looking North

ST15.12 (Fourth Floor) Looking East

Noise Measurement Photographs

LT15.01 Looking West

LT15.01 Looking Northwest

LT15.01 Looking Northwest from Pool Area

Noise Measurement Photographs

ST16.01 Looking Northeast

ST16.01 Looking Southeast

ST16.01 Looking Southwest

ST16.01 Looking Northwest

Noise Measurement Photographs

ST16.02 Looking East

ST16.02 Looking South

ST16.02 Looking West

ST16.02 Looking North

Noise Measurement Photographs

ST16.03 Looking East

ST16.03 Looking South

ST16.03 Looking West

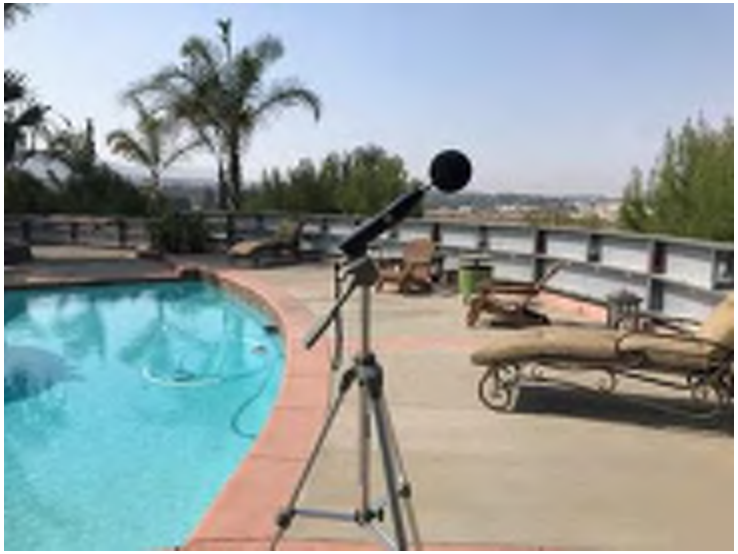
ST16.03 Looking North

Noise Measurement Photographs

ST16.04 Looking Northeast

ST16.04 Looking Southeast

ST16.04 Looking Southwest



ST16.04 Looking Northwest

Noise Measurement Photographs

ST16.05 Looking Northeast

ST16.05 Looking Southeast

ST16.05 Looking Southwest

ST16.05 Looking Northwest

Noise Measurement Photographs

ST16.06 Looking Northeast

ST16.06 Looking Southeast

ST16.06 Looking Southwest

ST16.06 Looking Northwest

Noise Measurement Photographs

LT16.01 Looking East

LT16.06 Looking South

LT16.06 Looking West

LT16.06 Looking North

Noise Measurement Photographs

ST17.01 Looking Northeast

ST17.01 Looking Southeast

ST17.01 Looking Southwest

ST17.01 Looking Northwest

Noise Measurement Photographs

ST17.02 Looking Northeast

ST17.02 Looking Southeast

ST17.02 Looking Southwest

ST17.02 Looking Northwest

Noise Measurement Photographs

ST17.03 Looking Northeast

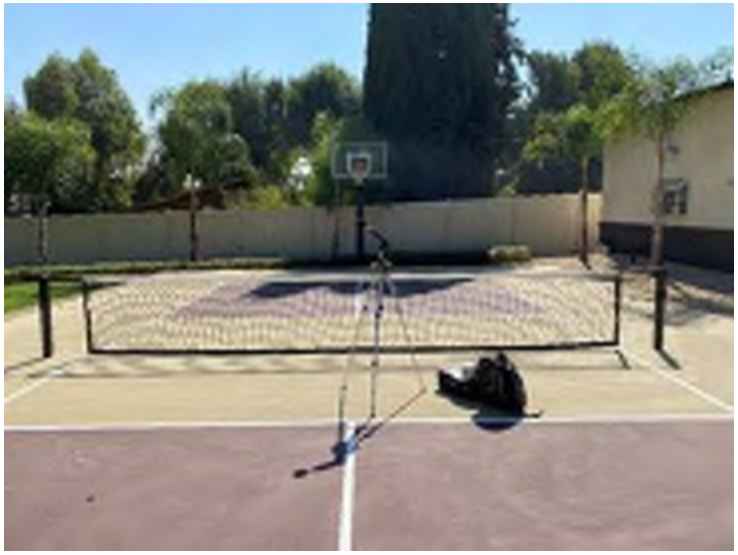
ST17.03 Looking Southeast

ST17.03 Looking Southwest

ST17.03 Looking Northwest

Noise Measurement Photographs

ST17.04 Looking Northeast



ST17.04 Looking Southeast

ST17.04 Looking Southwest

ST17.04 Looking Northwest

Noise Measurement Photographs

LT17.01 Looking Northeast

LT17.01 Looking Southeast

LT17.01Looking Southwest

LT17.01 Looking Northwest

Noise Measurement Photographs

ST18.01 Looking Southwest

ST18.01 Looking Northwest

ST18.01 Looking Northeast

ST18.01 Looking Southeast

Noise Measurement Photographs

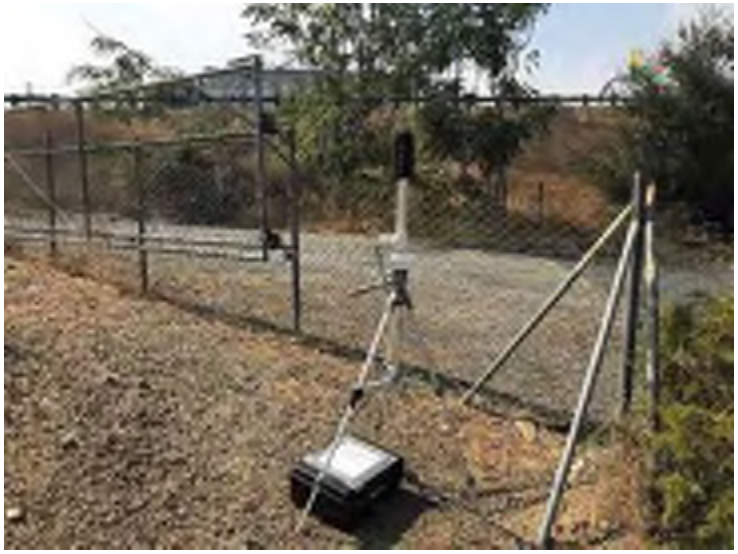
ST18.02 Looking Southwest

ST18.02 Looking Northwest

ST18.02 Looking Northeast

ST18.02 Looking Southeast

Noise Measurement Photographs



ST18.03 (LT18.01) Looking Southwest

ST18.03 (LT18.01) Looking Northwest

ST18.03 (LT18.01) Looking Northeast

ST18.03 (LT18.01) Looking Southeast

Noise Measurement Photographs

ST18.04 Looking Southwest

ST18.04 Looking Northwest

ST18.04 Looking Northeast

ST18.04 Looking Southeast

Noise Measurement Photographs

ST19.01 Looking Northeast

ST19.01 Looking Southeast

ST19.01 Looking Southwest

ST19.01 Looking Northwest

Noise Measurement Photographs

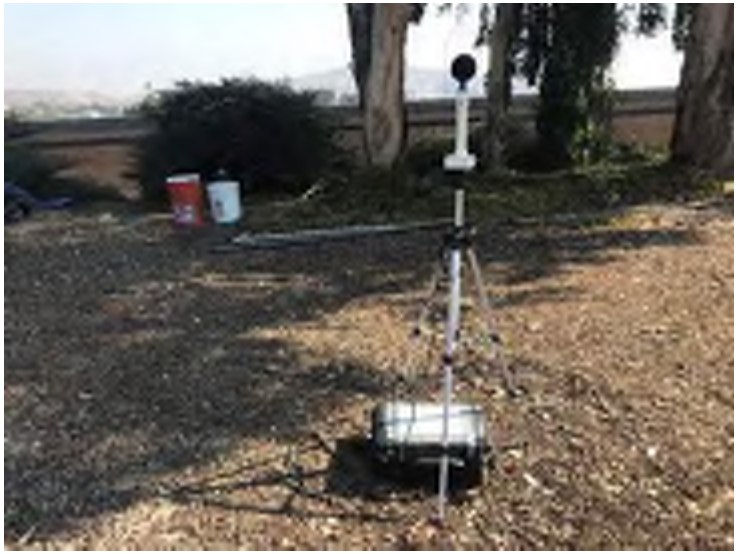
ST19.02 Looking East

ST19.02 Looking South

ST19.02 Looking West

ST19.02 Looking North

Noise Measurement Photographs



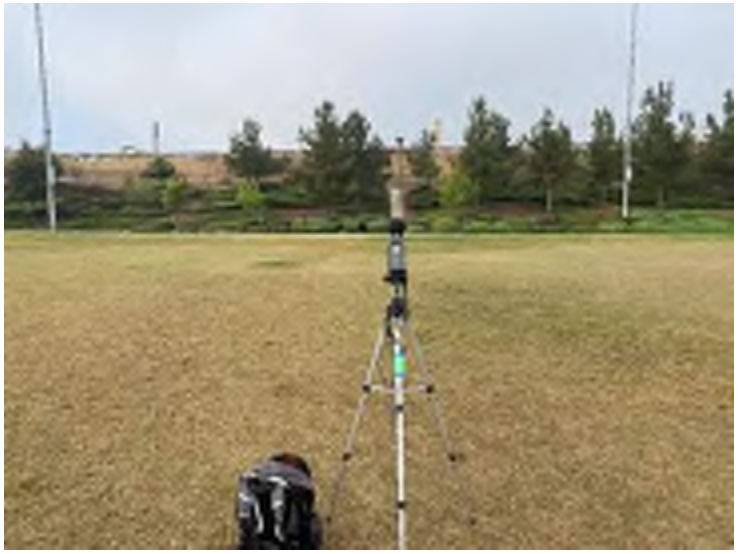
ST19.03 (LT19.01) Looking Northeast

ST19.03 (LT19.01) Looking Southeast

ST19.03 (LT19.01) Looking Southwest

ST19.03 (LT19.01) Looking Northwest

Noise Measurement Photographs



ST20.01 Looking Southwest

ST20.01 Looking Northwest

ST20.01 Looking Northeast

ST20.01 Looking Southeast

Noise Measurement Photographs

ST20.02 Looking Southwest

ST20.02 Looking Northwest

ST20.02 Looking Northeast

ST20.02 Looking Southeast

Noise Measurement Photographs

LT20.01 Looking Southwest

LT20.01 Looking Northwest

LT20.01 Looking Northeast

LT20.01 Looking Southeast

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Appendix D-3 Noise Measurement Equipment Calibration Certificates

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Calibration Certificate

Certificate Number 2020003020

Customer:
ICF
Suite 250
49 Discovery
Irvine, CA 92618, United States

Model Number	824	***Procedure Number***	D0001.8442		
Serial Number	A3536	***Technician***	Sean Childs		
Test Results	**Pass**	***Calibration Date***	5 Mar 2020		
Initial Condition	AS RECEIVED same as shipped	***Calibration Due***	5 Mar 2021		
		Temperature	23.8	°C	± 0.01 °C
Description	Larson Davis Model 824	***Humidity***	50.6	%RH	± 0.5 %RH
	Firmware Revision: 4.290	***Static Pressure***	86.91	kPa	± 0.03 kPa

Evaluation Method Tested electrically using Larson Davis PRM902 S/N 3837 and an ADP005 input adaptor substituted for the microphone.
Data reported in dB re 20 µPa assuming a microphone sensitivity of 44.5 mV/Pa.

Compliance Standards Compliant to Manufacturer Specifications and the following standards:

IEC 61672:2002 Class 1	ANSI S1.4-1983 Type 1
IEC 61260:2001 Class 1	ANSI S1.11-1986 Type 1D
IEC 60651:2001 Type 1	IEC 60804:2000 Type 1

Issuing lab certifies that the instrument described above meets or exceeds all specifications as stated in the referenced procedure (unless otherwise noted). It has been calibrated using measurement standards traceable to the International System of Units (SI) through the National Institute of Standards and Technology (NIST), or other national measurement institutes, and meets the requirements of ISO/IEC 17025:2005.
Test points marked with a ‡ in the uncertainties column do not fall within this laboratory's scope of accreditation.

The quality system is registered to ISO 9001:2015.

This calibration is a direct comparison of the unit under test to the listed reference standards and did not involve any sampling plans to complete. No allowance has been made for the instability of the test device due to use, time, etc. Such allowances would be made by the customer as needed.

The uncertainties were computed in accordance with JCGM 100:2008 (ISO/IEC Guide 98-3:2008) Evaluation of measurement data - Guide to the expression of uncertainty in measurement. A coverage factor of approximately 2 sigma (k=2) has been applied to the standard uncertainty to express the expanded uncertainty at approximately 95% confidence level.

Standards Used

Description	Cal Date	Cal Due	Cal Standard
Hart Scientific 2626-S Humidity/Temperature Sensor	07/18/2019	07/18/2020	006946
SRS DS360 Ultra Low Distortion Generator	03/05/2020	03/05/2021	007635

Calibration Certificate

Certificate Number 2020004408
Customer:
ICF
27401 Via Caudaloso
Mission Viejo,CA 92692,United States

Model Number	831	***Procedure Number***	D0001.8384
Serial Number	0003786	***Technician***	Ron Harris
Test Results	**Pass**	***Calibration Date***	1 Apr 2020
Initial Condition	AS RECEIVED same as shipped	***Calibration Due***	1 Apr 2021
Description	Larson Davis Model 831 Class 1 Sound Level Meter Firmware Revision: 2.402	***Temperature***	23.64 °C ± 0.25 °C
		Humidity	47.4 %RH ± 2.0 %RH
		Static Pressure	85.32 kPa ± 0.13 kPa

Evaluation Method ***Tested with:*** ***Data reported in dB re 20 µPa.***

Larson Davis PRM831. S/N 029611
PCB 377B02. S/N 312026
Larson Davis CAL200. S/N 9079
Larson Davis CAL291. S/N 0108

Compliance Standards Compliant to Manufacturer Specifications and the following standards when combined with Calibration Certificate from procedure D0001.8378:

IEC 60651:2001 Type 1	ANSI S1.4-2014 Class 1
IEC 60804:2000 Type 1	ANSI S1.4 (R2006) Type 1
IEC 61252:2002	ANSI S1.11 (R2009) Class 1
IEC 61260:2001 Class 1	ANSI S1.25 (R2007)
IEC 61672:2013 Class 1	ANSI S1.43 (R2007) Type 1

Issuing lab certifies that the instrument described above meets or exceeds all specifications as stated in the referenced procedure (unless otherwise noted). It has been calibrated using measurement standards traceable to the International System of Units (SI) through the National Institute of Standards and Technology (NIST), or other national measurement institutes, and meets the requirements of ISO/IEC 17025:2005.
Test points marked with a ‡ in the uncertainties column do not fall within this laboratory's scope of accreditation.

The quality system is registered to ISO 9001:2015.

This calibration is a direct comparison of the unit under test to the listed reference standards and did not involve any sampling plans to complete. No allowance has been made for the instability of the test device due to use, time, etc. Such allowances would be made by the customer as needed.

The uncertainties were computed in accordance with the ISO Guide to the Expression of Uncertainty in Measurement (GUM). A coverage factor of approximately 2 sigma (k=2) has been applied to the standard uncertainty to express the expanded uncertainty at approximately 95% confidence level.

Correction data from Larson Davis Model 831 Sound Level Meter Manual, I831.01 Rev O, 2016-09-19

For 1/4" microphones, the Larson Davis ADP024 1/4" to 1/2" adaptor is used with the calibrators and the Larson Davis ADP043 1/4" to

Calibration Certificate

Certificate Number 2021004325

Customer:

ICF
Suite 250
49 Discovery
Irvine, CA 92618, United States

Model Number	831		***Procedure Number***	D0001.8384	
Serial Number	0003786		***Technician***	Ron Harris	
Test Results	**Pass**		***Calibration Date***	15 Apr 2021	
Initial Condition	AS RECEIVED same as shipped		***Calibration Due***	15 Apr 2022	
Description	Larson Davis Model 831 Class 1 Sound Level Meter Firmware Revision: 2.403		***Temperature***	23.13 °C	± 0.25 °C
			Humidity	54.4 %RH	± 2.0 %RH
			Static Pressure	85.5 kPa	± 0.13 kPa

Evaluation Method ***Tested with:*** ***Data reported in dB re 20 µPa.***

Larson Davis PRM831. S/N 029611
PCB 377B02. S/N 312026
Larson Davis CAL200. S/N 9079
Larson Davis CAL291. S/N 0108

Compliance Standards Compliant to Manufacturer Specifications and the following standards when combined with Calibration Certificate from procedure D0001.8378:

IEC 60651:2001 Type 1	ANSI S1.4-2014 Class 1
IEC 60804:2000 Type 1	ANSI S1.4 (R2006) Type 1
IEC 61252:2002	ANSI S1.11 (R2009) Class 1
IEC 61260:2001 Class 1	ANSI S1.25 (R2007)
IEC 61672:2013 Class 1	ANSI S1.43 (R2007) Type 1

Issuing lab certifies that the instrument described above meets or exceeds all specifications as stated in the referenced procedure (unless otherwise noted). It has been calibrated using measurement standards traceable to the International System of Units (SI) through the National Institute of Standards and Technology (NIST), or other national measurement institutes, and meets the requirements of ISO/IEC 17025:2017.
Test points marked with a ‡ in the uncertainties column do not fall within this laboratory's scope of accreditation.

The quality system is registered to ISO 9001:2015.

This calibration is a direct comparison of the unit under test to the listed reference standards and did not involve any sampling plans to complete. No allowance has been made for the instability of the test device due to use, time, etc. Such allowances would be made by the customer as needed.

The uncertainties were computed in accordance with the ISO Guide to the Expression of Uncertainty in Measurement (GUM). A coverage factor of approximately 2 sigma (k=2) has been applied to the standard uncertainty to express the expanded uncertainty at approximately 95% confidence level.

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Correction data from Larson Davis Model 831 Sound Level Meter Manual, I831.01 Rev O, 2016-09-19

For 1/4" microphones, the Larson Davis ADP024 1/4" to 1/2" adaptor is used with the calibrators and the Larson Davis ADP043 1/4" to

Calibration Certificate

Certificate Number 2020003190

Customer:

ICF
Suite 250
49 Discovery
Irvine, CA 92618, United States

Model Number	LxT1	***Procedure Number***	D0001.8384		
Serial Number	0004005	***Technician***	Ron Harris		
Test Results	**Pass**	***Calibration Date***	9 Apr 2020		
Initial Condition	AS RECEIVED same as shipped	***Calibration Due***	9 Apr 2021		
		Temperature	23.84	°C	± 0.25 °C
Description	SoundTrack LxT Class 1 Class 1 Sound Level Meter Firmware Revision: 2.402	***Humidity***	50.9	%RH	± 2.0 %RH
		Static Pressure	86.26	kPa	± 0.13 kPa

Evaluation Method ***Tested with:*** ***Data reported in dB re 20 µPa.***

Larson Davis PRMLxT1L. S/N 029341
PCB 377B02. S/N 147979
Larson Davis CAL200. S/N 9079
Larson Davis CAL291. S/N 0108

Compliance Standards Compliant to Manufacturer Specifications and the following standards when combined with Calibration Certificate from procedure D0001.8378:

IEC 60651:2001 Type 1	ANSI S1.4-2014 Class 1
IEC 60804:2000 Type 1	ANSI S1.4 (R2006) Type 1
IEC 61252:2002	ANSI S1.11 (R2009) Class 1
IEC 61260:2001 Class 1	ANSI S1.25 (R2007)
IEC 61672:2013 Class 1	ANSI S1.43 (R2007) Type 1

Issuing lab certifies that the instrument described above meets or exceeds all specifications as stated in the referenced procedure (unless otherwise noted). It has been calibrated using measurement standards traceable to the International System of Units (SI) through the National Institute of Standards and Technology (NIST), or other national measurement institutes, and meets the requirements of ISO/IEC 17025:2005.
Test points marked with a ‡ in the uncertainties column do not fall within this laboratory's scope of accreditation.

The quality system is registered to ISO 9001:2015.

This calibration is a direct comparison of the unit under test to the listed reference standards and did not involve any sampling plans to complete. No allowance has been made for the instability of the test device due to use, time, etc. Such allowances would be made by the customer as needed.

The uncertainties were computed in accordance with the ISO Guide to the Expression of Uncertainty in Measurement (GUM). A coverage factor of approximately 2 sigma (k=2) has been applied to the standard uncertainty to express the expanded uncertainty at approximately 95% confidence level.

Correction data from Larson Davis LxT Manual for SoundTrack LxT & SoundExpert Lxt, I770.01 Rev J Supporting Firmware Version 2.301, 2015-04-30

Calibration Certificate

Certificate Number 2021004324

Customer:

ICF
Suite 250
49 Discovery
Irvine, CA 92618, United States

Model Number	LxT1	***Procedure Number***	D0001.8384		
Serial Number	0004005	***Technician***	Ron Harris		
Test Results	**Pass**	***Calibration Date***	15 Apr 2021		
Initial Condition	AS RECEIVED same as shipped	***Calibration Due***	15 Apr 2022		
		Temperature	23.34	°C	± 0.25 °C
Description	SoundTrack LxT Class 1 Class 1 Sound Level Meter Firmware Revision: 2.404	***Humidity***	51.6	%RH	± 2.0 %RH
		Static Pressure	85.5	kPa	± 0.13 kPa

Evaluation Method ***Tested with:*** ***Data reported in dB re 20 µPa.***

Larson Davis PRMLxT1L. S/N 029341
PCB 377B02. S/N 147979
Larson Davis CAL200. S/N 9079
Larson Davis CAL291. S/N 0108

Compliance Standards Compliant to Manufacturer Specifications and the following standards when combined with Calibration Certificate from procedure D0001.8378:

IEC 60651:2001 Type 1	ANSI S1.4-2014 Class 1
IEC 60804:2000 Type 1	ANSI S1.4 (R2006) Type 1
IEC 61252:2002	ANSI S1.11 (R2009) Class 1
IEC 61260:2001 Class 1	ANSI S1.25 (R2007)
IEC 61672:2013 Class 1	ANSI S1.43 (R2007) Type 1

Issuing lab certifies that the instrument described above meets or exceeds all specifications as stated in the referenced procedure (unless otherwise noted). It has been calibrated using measurement standards traceable to the International System of Units (SI) through the National Institute of Standards and Technology (NIST), or other national measurement institutes, and meets the requirements of ISO/IEC 17025:2017.
Test points marked with a ‡ in the uncertainties column do not fall within this laboratory's scope of accreditation.

The quality system is registered to ISO 9001:2015.

This calibration is a direct comparison of the unit under test to the listed reference standards and did not involve any sampling plans to complete. No allowance has been made for the instability of the test device due to use, time, etc. Such allowances would be made by the customer as needed.

The uncertainties were computed in accordance with the ISO Guide to the Expression of Uncertainty in Measurement (GUM). A coverage factor of approximately 2 sigma (k=2) has been applied to the standard uncertainty to express the expanded uncertainty at approximately 95% confidence level.

Correction data from Larson Davis LxT Manual for SoundTrack LxT & SoundExpert Lxt, I770.01 Rev J Supporting Firmware Version 2.301, 2015-04-30

Scantek, Inc.
CALIBRATION LABORATORY

ISO 17025: 2005, ANSI/NCSL Z540:1994 Part 1
ACCREDITED by NVLAP (an ILAC MRA signatory)

NVLAP®
CALIBRATION
NVLAP Lab Code: 200625-0

Calibration Certificate No.44633

Instrument: **Sound Level Meter**
Model: **NL21**
Manufacturer: **Rion**
Serial number: **00676771**
Tested with: **Microphone UC52 s/n 113476**
Preamplifier NH21 s/n 23983
Type (class): **2**
Customer: **ICF International**
Tel/Fax: **949-333-6619 /**

Date Calibrated: **4/1/2020** *Cal Due:* **4/1/2021**

Status:	Received	Sent
In tolerance:	X	X
Out of tolerance:		
See comments:		

Contains non-accredited tests: __Yes X No
Calibration service: __ Basic X Standard
Address: **49 Discovery, Suite 250**
Irvine, CA 92618

Tested in accordance with the following procedures and standards:
Calibration of Sound Level Meters, Scantek Inc., Rev. 6/26/2015
SLM & Dosimeters – Acoustical Tests, Scantek Inc., Rev. 7/6/2011

Instrumentation used for calibration: Nor-1504 Norsonic Test System:

Instrument - Manufacturer	Description	S/N	Cal. Date	Traceability evidence Cal. Lab / Accreditation	Cal. Due
483B-Norsonic	SME Cal Unit	31052	Oct 31, 2019	Scantek, Inc./ NVLAP	Oct 31, 2020
DS-360-SRS	Function Generator	33584	Oct 23, 2019	ACR Env./ A2LA	Oct 23, 2021
34401A-Agilent Technologies	Digital Voltmeter	MY47011118	Oct 22, 2019	ACR Env. / A2LA	Oct 22, 2020
HM30-Thommen	Meteo Station	1040170/39633	Oct 24, 2019	ACR Env./ A2LA	Oct 24, 2020
PC Program 1019 Norsonic	Calibration software	v.6.1T	Validated Nov 2014	Scantek, Inc.	-
1251-Norsonic	Calibrator	30878	Oct 23, 2019	Scantek, Inc./ NVLAP	Oct 23, 2020
4226-Brüel&Kjær	Multifunction calibrator	2305103	Sep 25, 2019	B&K / DANAK	Sep 25, 2020

Instrumentation and test results are traceable to SI (International System of Units) through standards maintained by NIST (USA) and NPL (UK).

Environmental conditions:

Temperature (°C)	Barometric pressure (kPa)	Relative Humidity (%)
24.0	99.29	39.2

Calibrated by:	Lydon Dawkins	**Authorized signatory:**	Steven E. Marshall
Signature	Lydon Dawkins	Signature	Steven E Marshall
Date	4/01/2020	Date	4/3/2020

Scantek, Inc.
CALIBRATION LABORATORY

ISO 17025: 2005, ANSI/NCSL Z540:1994 Part 1
ACCREDITED by NVLAP (an ILAC MRA signatory)

NVLAP®
CALIBRATION
NVLAP Lab Code: 200625-0

Calibration Certificate No.44635

Instrument:	**Sound Level Meter**	*Date Calibrated:* **4/1/2020**	*Cal Due:* **4/1/2021**
Model:	**NL21**	*Status:*	**Received** / **Sent**
Manufacturer:	**Rion**	*In tolerance:*	X / X
Serial number:	**00776887**	*Out of tolerance:*	
Tested with:	**Microphone UC52 s/n 114985**	*See comments:*	
	Preamplifier NH21 s/n 24692	*Contains non-accredited tests:*	**__Yes X No**
Type (class):	**2**	*Calibration service:*	**__ Basic X Standard**
Customer:	**ICF International**	*Address:*	**49 Discovery, Suite 250**
Tel/Fax:	**949-333-6619 /**		**Irvine, CA 92618**

Tested in accordance with the following procedures and standards:
Calibration of Sound Level Meters, Scantek Inc., Rev. 6/26/2015
SLM & Dosimeters – Acoustical Tests, Scantek Inc., Rev. 7/6/2011

Instrumentation used for calibration: Nor-1504 Norsonic Test System:

Instrument - Manufacturer	Description	S/N	Cal. Date	Traceability evidence Cal. Lab / Accreditation	Cal. Due
483B-Norsonic	SME Cal Unit	31052	Oct 31, 2019	Scantek, Inc./ NVLAP	Oct 31, 2020
DS-360-SRS	Function Generator	33584	Oct 23, 2019	ACR Env./ A2LA	Oct 23, 2021
34401A-Agilent Technologies	Digital Voltmeter	MY47011118	Oct 22, 2019	ACR Env. / A2LA	Oct 22, 2020
HM30-Thommen	Meteo Station	1040170/39633	Oct 24, 2019	ACR Env./ A2LA	Oct 24, 2020
PC Program 1019 Norsonic	Calibration software	v.6.1T	Validated Nov 2014	Scantek, Inc.	-
1251-Norsonic	Calibrator	30878	Oct 23, 2019	Scantek, Inc./ NVLAP	Oct 23, 2020
4226-Brüel&Kjær	Multifunction calibrator	2305103	Sep 25, 2019	B&K / DANAK	Sep 25, 2020

Instrumentation and test results are traceable to SI (International System of Units) through standards maintained by NIST (USA) and NPL (UK).

Environmental conditions:

Temperature (°C)	Barometric pressure (kPa)	Relative Humidity (%)
23.1	99.29	39.1

Calibrated by:	Lydon Dawkins	**Authorized signatory:**	Steven E. Marshall
Signature	Lydon Dawkins	Signature	Steven E. Marshall
Date	4/01/2020	Date	4/3/2020

Scantek, Inc.
CALIBRATION LABORATORY

ISO 17025: 2005, ANSI/NCSL Z540:1994 Part 1
ACCREDITED by NVLAP (an ILAC MRA signatory)

NVLAP®
CALIBRATION
NVLAP Lab Code: 200625-0

Calibration Certificate No.44634

Instrument:	**Sound Level Meter**	*Date Calibrated:* **4/1/2020**	*Cal Due:* **4/1/2021**
Model:	**NL22**	*Status:*	**Received** / **Sent**
Manufacturer:	**Rion**	*In tolerance:*	X / X
Serial number:	**00773232**	*Out of tolerance:*	
Tested with:	**Microphone UC52 s/n 114862**	*See comments:*	
	Preamplifier NH21 s/n 24296	*Contains non-accredited tests:*	__Yes X No
Type (class):	**2**	*Calibration service:*	__ Basic X Standard
Customer:	**ICF International**	*Address:*	**49 Discovery, Suite 250**
Tel/Fax:	**949-333-6619 /**		**Irvine, CA 92618**

Tested in accordance with the following procedures and standards:
Calibration of Sound Level Meters, Scantek Inc., Rev. 6/26/2015
SLM & Dosimeters – Acoustical Tests, Scantek Inc., Rev. 7/6/2011

Instrumentation used for calibration: Nor-1504 Norsonic Test System:

Instrument - Manufacturer	Description	S/N	Cal. Date	Traceability evidence Cal. Lab / Accreditation	Cal. Due
483B-Norsonic	SME Cal Unit	31052	Oct 31, 2019	Scantek, Inc./ NVLAP	Oct 31, 2020
DS-360-SRS	Function Generator	33584	Oct 23, 2019	ACR Env./ A2LA	Oct 23, 2021
34401A-Agilent Technologies	Digital Voltmeter	MY47011118	Oct 22, 2019	ACR Env. / A2LA	Oct 22, 2020
HM30-Thommen	Meteo Station	1040170/39633	Oct 24, 2019	ACR Env./ A2LA	Oct 24, 2020
PC Program 1019 Norsonic	Calibration software	v.6.1T	Validated Nov 2014	Scantek, Inc.	-
1251-Norsonic	Calibrator	30878	Oct 23, 2019	Scantek, Inc./ NVLAP	Oct 23, 2020
4226-Brüel&Kjær	Multifunction calibrator	2305103	Sep 25, 2019	B&K / DANAK	Sep 25, 2020

Instrumentation and test results are traceable to SI (International System of Units) through standards maintained by NIST (USA) and NPL (UK).

Environmental conditions:

Temperature (°C)	Barometric pressure (kPa)	Relative Humidity (%)
22.8	99.29	39.9

Calibrated by:	Lydon Dawkins	**Authorized signatory:**	Steven E. Marshall
Signature	Lydon Dawkins	Signature	Steven E Marshall
Date	4/01/2020	Date	4/3/2020

CERTIFICATE OF CALIBRATION
OM20200818-1
FOR BRÜEL & KJÆR
SOUND LEVEL METER

Model **2238** Serial No. **2106267**
ID No. **N/A**

With Microphone Model **4188** Serial No. **1891268**

Customer: **Odin Metrology, Inc.**
Thousand Oaks, CA 91320 P.O. No. **N/A**

was tested and met factory specifications at the points tested and as outlined in ANSI S1.4-1983 Type 1; IEC 651-1979 Type 1; IEC-61672-3:2006 Class 1

on **18 AUG 2020** **BY** **HAROLD LYNCH**
Service Manager

As received and as left condition: Within Specification.
Re-calibration due on: **18 AUG 2021**

Certified References*

Mfg.	Type	Serial No.	Cal Date	Due Date
B&K	1051	1777523	30 SEP 2019	30 SEP 2020
B&K	2636	1423390	02 JAN 2020	02 JAN 2021
B&K	4226	1774068	17 MAR 2020	17 MAR 2021
B&K	4231	1770857	11 SEP 2019	11 SEP 2020
HP	34401A	MY45023668	05 FEB 2020	05 FEB 2021
HP	3458A	2823A07179	21 JUL 2020	21 JUL 2021

Performed in Compliance with ANSI, NCSL Z-540-1, 1994
and ISO 17025, ISO 9001:2015 Certification NQA No. 11252
*References are traceable to NIST (National Institute of Standards and Technology).

Note: For calibration data see enclosed pages.
The data represent both "as found" and "as left" condition.

Reference Test Procedure: **ACCT Procedure 2238 Version 2.1.0.** (Rev. Aug 2013)
Brüel & Kjær Factory Service Instructions: **2238**

Temperature	Relative Humidity	Barometric Pressure
23°C	**35 %**	**987.71** hPa

Signed: Harold Lynch

ODIN METROLOGY, INC.
CALIBRATION OF BRÜEL & KJÆR INSTRUMENTS
3533 OLD CONEJO ROAD, SUITE 125 THOUSAND OAKS CA 91320
PHONE: (805) 375-0830 FAX: (805) 375-0405

CERTIFICATE OF CALIBRATION
26539-2
FOR LARSON DAVIS
PRECISION INTEGRATING AND LOGGING SOUND LEVEL METER

Model **812** Serial No. **0638**
ID No. **N/A**

With Microphone Model **2560** Serial No. **3378**
With Preamplifier Model **PRM828** Serial No. **1901**

Customer: **Parsons**
Pasadena, CA 91124 P.O. No. **Verbal/M. Sharp**

was tested and met Larson Davis specifications at the points tested and as outlined in ANSI S1.4-1983 Type 1; IEC 651-1979 Type 1

on **10 AUG 2021** **BY HAROLD LYNCH**
Service Manager

As received and as left condition: Within Specification.
Re-calibration due on: **10 AUG 2022**

Certified References*

Mfg.	Type	Serial No.	Cal Date	Due Date
B&K	1051	1846829	26 AUG 2020	26 AUG 2021
B&K	2636	1601487	12 MAY 2021	12 MAY 2022
B&K	4226	3274134	30 NOV 2020	30 NOV 2021
B&K	4231	2094472	12 FEB 2021	12 FEB 2022
HP	34401A	US36071531	26 MAY 2021	26 MAY 2022
HP	3458A	2823A17713	01 SEP 2020	01 SEP 2021

Performed in Compliance with ANSI, NCSL Z-540-1, 1994
and ISO 17025, ISO 9001:2015 Certification NQA No. 11252
*References are traceable to NIST (National Institute of Standards and Technology).

Note: For calibration data see enclosed pages.
The data represent both "as found" and "as left" condition.

Reference Test Procedure: **ACCT Procedure 812-820 Version 3.5.1.**

Temperature	Relative Humidity	Barometric Pressure
23°C	**41** %	**987.63** hPa

Signed: Harold Lynch

ODIN METROLOGY, INC.
CALIBRATION OF SOUND & VIBRATION INSTRUMENTATION
3533 OLD CONEJO ROAD, SUITE 125 THOUSAND OAKS CA 91320
PHONE: (805) 375-0830 FAX: (805) 375-0405

CERTIFICATE OF CALIBRATION
26539-3
FOR LARSON DAVIS
PRECISION INTEGRATING AND LOGGING SOUND LEVEL METER

Model **812** Serial No. **0639**
ID No. **N/A**

With Microphone Model **2560** Serial No. **3159**
With Preamplifier Model **PRM828** Serial No. **1629**

Customer: **Parsons**
Pasadena, CA 91124 P.O. No. **Verbal/M. Sharp**

was tested and met Larson Davis specifications at the points tested and as outlined in ANSI S1.4-1983 Type 1; IEC 651-1979 Type 1

on **09 AUG 2021** **BY HAROLD LYNCH**
Service Manager

As received and as left condition: Within Specification.
Re-calibration due on: **09 AUG 2022**

Certified References*

Mfg.	Type	Serial No.	Cal Date	Due Date
B&K	1051	1846829	26 AUG 2020	26 AUG 2021
B&K	2636	1601487	12 MAY 2021	12 MAY 2022
B&K	4226	3274134	30 NOV 2020	30 NOV 2021
B&K	4231	2094472	12 FEB 2021	12 FEB 2022
HP	34401A	US36071531	26 MAY 2021	26 MAY 2022
HP	3458A	2823A17713	01 SEP 2020	01 SEP 2021

Performed in Compliance with ANSI, NCSL Z-540-1, 1994
and ISO 17025, ISO 9001:2015 Certification NQA No. 11252
*References are traceable to NIST (National Institute of Standards and Technology).

Note: For calibration data see enclosed pages.
The data represent both "as found" and "as left" condition.

Reference Test Procedure: **ACCT Procedure 812-820 Version 3.5.1.**

Temperature	Relative Humidity	Barometric Pressure
23°C	**42** %	**987.07** hPa

Signed: Harold Lynch

ODIN METROLOGY, INC.
CALIBRATION OF SOUND & VIBRATION INSTRUMENTATION
3533 OLD CONEJO ROAD, SUITE 125 THOUSAND OAKS CA 91320
PHONE: (805) 375-0830 FAX: (805) 375-0405

CERTIFICATE OF CALIBRATION
26539-1
FOR LARSON DAVIS
PRECISION INTEGRATING AND LOGGING SOUND LEVEL METER

Model **812** Serial No. **0659**
ID No. **N/A**
With Microphone Model **2560** Serial No. **3155**
With Preamplifier Model **PRM828** Serial No. **1891**

Customer: **Parsons**
Pasadena, CA 91124 P.O. No. **Verbal/M. Sharp**

was tested and met Larson Davis specifications at the points tested and as outlined in ANSI S1.4-1983 Type 1; IEC 651-1979 Type 1

on **10 AUG 2021** **BY HAROLD LYNCH**
Service Manager

As received and as left condition: Within Specification.
Re-calibration due on: **10 AUG 2022**

Certified References*

Mfg.	Type	Serial No.	Cal Date	Due Date
B&K	1051	1846829	26 AUG 2020	26 AUG 2021
B&K	2636	1601487	12 MAY 2021	12 MAY 2022
B&K	4226	3274134	30 NOV 2020	30 NOV 2021
B&K	4231	2094472	12 FEB 2021	12 FEB 2022
HP	34401A	US36071531	26 MAY 2021	26 MAY 2022
HP	3458A	2823A17713	01 SEP 2020	01 SEP 2021

Performed in Compliance with ANSI, NCSL Z-540-1, 1994
and ISO 17025, ISO 9001:2015 Certification NQA No. 11252
*References are traceable to NIST (National Institute of Standards and Technology).

Note: For calibration data see enclosed pages.
The data represent both "as found" and "as left" condition.

Reference Test Procedure: **ACCT Procedure 812-820 Version 3.5.1.**

Temperature	Relative Humidity	Barometric Pressure
23°C	**41** %	**987.63** hPa

Signed: Harold Lynch

ODIN METROLOGY, INC.
CALIBRATION OF SOUND & VIBRATION INSTRUMENTATION
3533 OLD CONEJO ROAD, SUITE 125 THOUSAND OAKS CA 91320
PHONE: (805) 375-0830 FAX: (805) 375-0405

Calibration Certificate

Certificate Number 2020004419

Customer:
ICF
27401 Via Caudaloso
Mission Viejo, CA 92692, United States

Model Number	CAL200	***Procedure Number***	D0001.8386
Serial Number	6645	***Technician***	Scott Montgomery
Test Results	**Pass**	***Calibration Date***	1 Apr 2020
Initial Condition	AS RECEIVED same as shipped	***Calibration Due***	1 Apr 2021
Description	Larson Davis CAL200 Acoustic Calibrator	***Temperature***	24 °C ± 0.3 °C
		Humidity	31 %RH ± 3 %RH
		Static Pressure	101.1 kPa ± 1 kPa

Evaluation Method The data is aquired by the insert voltage calibration method using the reference microphone's open circuit sensitivity. Data reported in dB re 20 µPa.

Compliance Standards Compliant to Manufacturer Specifications per D0001.8190 and the following standards:
IEC 60942:2017 ANSI S1.40-2006

Issuing lab certifies that the instrument described above meets or exceeds all specifications as stated in the referenced procedure (unless otherwise noted). It has been calibrated using measurement standards traceable to the SI through the National Institute of Standards and Technology (NIST), or other national measurement institutes, and meets the requirements of ISO/IEC 17025:2005.
Test points marked with a ‡ in the uncertainties column do not fall within this laboratory's scope of accreditation.

The quality system is registered to ISO 9001:2015.

This calibration is a direct comparison of the unit under test to the listed reference standards and did not involve any sampling plans to complete. No allowance has been made for the instability of the test device due to use, time, etc. Such allowances would be made by the customer as needed.

The uncertainties were computed in accordance with the ISO Guide to the Expression of Uncertainty in Measurement (GUM). A coverage factor of approximately 2 sigma (k=2) has been applied to the standard uncertainty to express the expanded uncertainty at approximately 95% confidence level.

Standards Used

Description	Cal Date	Cal Due	Cal Standard
Agilent 34401A DMM	08/15/2019	08/15/2020	001021
Larson Davis Model 2900 Real Time Analyzer	04/02/2019	04/02/2020	001051
Microphone Calibration System	03/03/2020	03/03/2021	005446
1/2" Preamplifier	09/17/2019	09/17/2020	006506
Larson Davis 1/2" Preamplifier 7-pin LEMO	08/06/2019	08/06/2020	006507
1/2 inch Microphone - RI - 200V	05/21/2019	05/21/2020	006510
Pressure Transducer	06/24/2019	06/24/2020	007310

Calibration Certificate

Certificate Number 2021004318

Customer:
ICF
Suite 250
49 Discovery
Irvine, CA 92618, United States

Model Number	CAL200	***Procedure Number***	D0001.8386		
Serial Number	6645	***Technician***	Scott Montgomery		
Test Results	**Pass**	***Calibration Date***	14 Apr 2021		
Initial Condition	Adjusted	***Calibration Due***	14 Apr 2022		
		Temperature	24	°C	± 0.3 °C
Description	Larson Davis CAL200 Acoustic Calibrator	***Humidity***	31	%RH	± 3 %RH
		Static Pressure	101.3	kPa	± 1 kPa

Evaluation Method The data is aquired by the insert voltage calibration method using the reference microphone's open circuit sensitivity. Data reported in dB re 20 µPa.

Compliance Standards Compliant to Manufacturer Specifications per D0001.8190 and the following standards:
IEC 60942:2017 ANSI S1.40-2006

Issuing lab certifies that the instrument described above meets or exceeds all specifications as stated in the referenced procedure (unless otherwise noted). It has been calibrated using measurement standards traceable to the SI through the National Institute of Standards and Technology (NIST), or other national measurement institutes, and meets the requirements of ISO/IEC 17025:2017.
Test points marked with a ‡ in the uncertainties column do not fall within this laboratory's scope of accreditation.

The quality system is registered to ISO 9001:2015.

This calibration is a direct comparison of the unit under test to the listed reference standards and did not involve any sampling plans to complete. No allowance has been made for the instability of the test device due to use, time, etc. Such allowances would be made by the customer as needed.

The uncertainties were computed in accordance with the ISO Guide to the Expression of Uncertainty in Measurement (GUM). A coverage factor of approximately 2 sigma (k=2) has been applied to the standard uncertainty to express the expanded uncertainty at approximately 95% confidence level.

Standards Used

Description	Cal Date	Cal Due	Cal Standard
Agilent 34401A DMM	08/04/2020	08/04/2021	001021
Larson Davis Model 2900 Real Time Analyzer	04/01/2021	04/01/2022	001051
Microphone Calibration System	02/24/2021	02/24/2022	005446
1/2" Preamplifier	08/27/2020	08/27/2021	006506
Larson Davis 1/2" Preamplifier 7-pin LEMO	08/06/2020	08/06/2021	006507
1/2 inch Microphone - RI - 200V	06/04/2020	06/04/2021	006510
Pressure Transducer	07/17/2020	07/17/2021	007368

Calibration Certificate

Certificate Number 2020002835

Customer:
ICF
49 Discovery
Irvine, CA 92618, United States

Model Number	CAL200		***Procedure Number***	D0001.8386	
Serial Number	2916		***Technician***	Scott Montgomery	
Test Results	**Pass**		***Calibration Date***	2 Apr 2020	
Initial Condition	AS RECEIVED same as shipped		***Calibration Due***	2 Apr 2021	
			Temperature	23 °C	± 0.3 °C
Description	Larson Davis CAL200 Acoustic Calibrator		***Humidity***	34 %RH	± 3 %RH
			Static Pressure	101.1 kPa	± 1 kPa

Evaluation Method The data is aquired by the insert voltage calibration method using the reference microphone's open circuit sensitivity. Data reported in dB re 20 µPa.

Compliance Standards Compliant to Manufacturer Specifications per D0001.8190 and the following standards:
IEC 60942:2017 ANSI S1.40-2006

Issuing lab certifies that the instrument described above meets or exceeds all specifications as stated in the referenced procedure (unless otherwise noted). It has been calibrated using measurement standards traceable to the SI through the National Institute of Standards and Technology (NIST), or other national measurement institutes, and meets the requirements of ISO/IEC 17025:2005.
Test points marked with a ‡ in the uncertainties column do not fall within this laboratory's scope of accreditation.

The quality system is registered to ISO 9001:2015.

This calibration is a direct comparison of the unit under test to the listed reference standards and did not involve any sampling plans to complete. No allowance has been made for the instability of the test device due to use, time, etc. Such allowances would be made by the customer as needed.

The uncertainties were computed in accordance with the ISO Guide to the Expression of Uncertainty in Measurement (GUM). A coverage factor of approximately 2 sigma (k=2) has been applied to the standard uncertainty to express the expanded uncertainty at approximately 95% confidence level.

Standards Used

Description	Cal Date	Cal Due	Cal Standard
Agilent 34401A DMM	08/15/2019	08/15/2020	001021
Larson Davis Model 2900 Real Time Analyzer	04/04/2019	04/04/2020	001051
Microphone Calibration System	04/04/2019	04/04/2020	005446
1/2" Preamplifier	09/17/2019	09/17/2020	006506
Larson Davis 1/2" Preamplifier 7-pin LEMO	08/06/2019	08/06/2020	006507
1/2 inch Microphone - RI - 200V	05/21/2019	05/21/2020	006510
Pressure Transducer	06/24/2019	06/24/2020	007310

Odin Metrology, Inc.
Calibration of Sound & Vibration Instruments

Certificate Number: **25450-2**

Certificate of Calibration for Rion Sound Level Calibrator

This calibration is performed by comparison with measurement reference standard pistonphones:

Type No.	4228	4228
Serial No.	1681331	2127028
Calibrated by	TE	TE
Cal Date	06 JUN 2019	06 JUN 2019
Due Date	06 JUN 2020	06 JUN 2020

a) Estimated uncertainty of comparison: ± **0.05** dB
b) Estimated uncertainty of calibration service for standard pistonphone: ± **0.06** dB
c) Total uncertainty: $\sqrt{a^2 + b^2}$ = ± **0.08** dB
d) Expanded uncertainty (coverage factor k = 2 for 95% confidence level): = ± **0.16** dB

This acoustic calibrator has been calibrated using standards with values traceable to the National Institute of Standards and Technology. This calibration is traceable to NIST Test Number **TN-683/286992-15.**

CONDITION OF TEST		
Ambient Pressure	**992.85**	hPa
Temperature	**23**	°C
Relative Humidity	**30**	%
Date of Calibration	**04 MAR 2020**	
Re-calibration due on	**04 MAR 2021**	

The calibration of this acoustic calibrator was performed using a test system conforming to the requirements of ANSI/NCSLZ540-1, 1994, ISO 17025, and ISO 9001:2015, Certification NQA No. 11252.

Calibration procedure: **OM-P-1001-Acoustic_Calibrator, Rev. 1.0 20130522**

Calibration performed by

Harold Lynch, Service Manager

Calibrator type **NC-74**
Serial no. **35157442**
Submitted by **A/E Tech**
Irvine, CA 92620
Purchase order no. **Credit Card**
Asset no. **N/A**

This calibrator has been found to perform **within** the specifications listed below at the normalized conditions stated.

SPL produced in coupler terminated by a loading volume of 1.333 cm^3	94.0 ± 0.3 dB
Frequency	1,000 Hz ± 20 Hz
Distortion	No manufacturer specs
At 1,013 hPa, 20°C, and 65% relative humidity	

PERFORMANCE AS RECEIVED		
Frequency	**1001.1**	Hz
SPL	**93.96**	dB
Distortion	**1.0**	%
Battery Voltage	**1.59**	V

Was adjustment performed? **No**
Were batteries replaced? **No**

FINAL PERFORMANCE		
Frequency	**1001.1**	Hz
SPL	**93.96**	dB
Distortion	**1.0**	%

Following the final calibration measurements, a quality test with a Brüel & Kjær 1/2" microphone type 4134 was inserted into a Rion ½"" adapter. The test measured the SPL as: **94.01 dB**.

Note: This calibrator was **within** manufacturer's specifications as received.

ODIN METROLOGY, INC.
3533 OLD CONEJO ROAD, SUITE 125
THOUSAND OAKS, CA 91320
PHONE: (805) 375-0830; FAX: (805) 375-0405

Odin Metrology, Inc.
Calibration of Sound & Vibration Instruments

Certificate Number: **26128-12**

Certificate of Calibration for Larson Davis Acoustic Calibrator

This calibration is performed by comparison with the following reference standards:

Type No.	4228	4228
Serial No.	1793011	1504084
Calibrated by	TE	TE
Cal Date	24 NOV 2020	24 NOV 2020
Due Date	24 NOV 2021	24 NOV 2021

a) Estimated uncertainty of comparison: ± **0.05** dB
b) Estimated uncertainty of calibration service for standard pistonphone: ± **0.06** dB
c) Total uncertainty: $\sqrt{a^2+b^2}$ = ± **0.08** dB
d) Expanded uncertainty (coverage factor k = 2 for 95% confidence level): = ± **0.16** dB

This acoustic calibrator has been calibrated using standards with values traceable to the National Institute of Standards and Technology. This calibration is traceable to NIST Test Number **683/289533-17.**

CONDITION OF TEST		
Ambient Pressure	**988.55**	hPa
Temperature	**23**	°C
Relative Humidity	**36**	%
Date of Calibration	**16 FEB 2021**	
Re-calibration due on	**16 FEB 2022**	

The calibration of this acoustic calibrator was performed using a test system conforming to the requirements of ANSI/NCSLZ540-1, 1994, ISO 17025, and ISO 9001:2015, Certification NQA No. 11252.

Calibration procedure: **OM-P-1001-Acoustic_Calibrator, Rev. 1.0 20130522.**

Calibration performed by Harold Lynch

Harold Lynch, Service Manager

Calibrator type	**CA250**
Serial no.	**2127**
Submitted by	**Parsons**
	Pasadena, CA 91124
Purchase order no.	**Verbal/Matthew Sharp**
Asset no.	**N/A**

This calibrator has been found to perform **within** the specifications listed below at the normalized conditions stated.

SPL produced in coupler terminated by a loading volume of a ½" microphone	114 ± 0.2 dB
Frequency	250 Hz ± 1%
Distortion	< 3%
At 1,013 hPa, 23°C, and 65% relative humidity	

PERFORMANCE AS RECEIVED		
Frequency	**251.1**	Hz
SPL	**114.03**	dB
Distortion	**0.6**	%
Battery Voltage	**9.4**	V

Was adjustment performed? **No**
Were batteries replaced? **No**

FINAL PERFORMANCE		
Frequency	**251.1**	Hz
SPL	**114.03**	dB
Distortion	**0.6**	%

Note: This calibrator was **within** manufacturer's specifications as received.

ODIN METROLOGY, INC.
3533 OLD CONEJO ROAD, SUITE 125
THOUSAND OAKS, CA 91320
PHONE: (805) 375-0830; FAX: (805) 375-0405

Odin Metrology, Inc.
Calibration of Sound & Vibration Instruments

Certificate Number: **26539-4**

Certificate of Calibration for Larson Davis Acoustic Calibrator

This calibration is performed by comparison with the following reference standards:

Type No.	4228	4228
Serial No.	1793011	1504084
Calibrated by	TE	TE
Cal Date	24 NOV 2020	24 NOV 2020
Due Date	24 NOV 2021	24 NOV 2021

a) Estimated uncertainty of comparison: ± 0.05 dB
b) Estimated uncertainty of calibration service for standard pistonphone: ± 0.06 dB
c) Total uncertainty: $\sqrt{a^2 + b^2}$ = ± 0.08 dB
d) Expanded uncertainty (coverage factor k = 2 for 95% confidence level): = ± 0.16 dB

This acoustic calibrator has been calibrated using standards with values traceable to the National Institute of Standards and Technology. This calibration is traceable to NIST Test Number **683/289533-17.**

CONDITION OF TEST		
Ambient Pressure	**987.63**	hPa
Temperature	**23**	°C
Relative Humidity	**41**	%
Date of Calibration	**10 AUG 2021**	
Re-calibration due on	**10 AUG 2022**	

The calibration of this acoustic calibrator was performed using a test system conforming to the requirements of ANSI/NCSLZ540-1, 1994, ISO 17025, and ISO 9001:2015, Certification NQA No. 11252.

Calibration procedure: **OM-P-1001-Acoustic_Calibrator, Rev. 1.0 20130522.**

Calibration performed by Harold Lynch

Harold Lynch, Service Manager

Calibrator type **CA250**
Serial no. **2479**
Submitted by **Parsons**
Pasadena, CA 91124
Purchase order no. **Verbal/Matthew Sharp**
Asset no. **N/A**

This calibrator has been found to perform **within** the specifications listed below at the normalized conditions stated.

SPL produced in coupler terminated by a loading volume of a ½" microphone	114 ± 0.2 dB
Frequency	250 Hz ± 1%
Distortion	< 3%
At 1,013 hPa, 23°C, and 65% relative humidity	

PERFORMANCE AS RECEIVED		
Frequency	**251.3**	Hz
SPL	**114.04**	dB
Distortion	**0.7**	%
Battery Voltage	**9.3**	V

Was adjustment performed? **No**
Were batteries replaced? **No**

FINAL PERFORMANCE		
Frequency	**251.3**	Hz
SPL	**114.04**	dB
Distortion	**0.7**	%

Note: This calibrator was **within** manufacturer's specifications as received.

ODIN METROLOGY, INC.
3533 OLD CONEJO ROAD, SUITE 125
THOUSAND OAKS, CA 91320
PHONE: (805) 375-0830; FAX: (805) 375-0405

Appendix D-4 Engineer's Memo Regarding Future Improvement Elevation Correction Factors

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Memo

Date:	Tuesday, October 03, 2023
Project:	I-15 Express Lanes Project Southern Extension (ELPSE) – EA 08-0J0820
To:	Jonathan Higginson, ICF
From:	Brian Smith, PE – HDR Engineering, Inc.
Subject:	Noise Model – Future Improvement Elevation Correction Factors

This memorandum is to document elevation correction factors to be applied to future improvement plans received from third parties and to be utilized in the development in the I-15 ELPSE (Project) noise modelling. These future improvement plans are located within the influence of the Project noise modelling and were referenced from supplemental plan information created not utilizing the State Plane Coordinate System. As a result, the plans received were evaluated for common reference features and known elevation points and adjusted as appropriate for consistency with the topographic information utilized by the Project. The table below summarizes the future improvement plans received and the elevation correction factor applied.

Development	**Elevation Correction Factor**	**Notes**
Latitude Business Park	+2.5 feet	Located NE of I-15, Location if north of the Cajalco Road IC
Nichols Residential	+2.8 feet	Located on the SE corner of the Nichols Road IC
RV Storage	+1.55 feet	Located SE corner of Temescal Canyon Road at I-15, Location is north of the Lake Street IC
Woodsprings Suites Hotel	+2.7 feet	Located NE of I-15, Location if north of the Cajalco Road IC
Serrano Community	+2.5 feet	Located NW of I-15 and Temescal Canyon Road, Location is across from corner of Temescal Canyon Road and Campbell Ranch Road

Please contact Brian Smith, PE at brian.smith@hdrinc.com or 951.750.4038 for any questions or for additional information.

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Appendix D-5 City of Lake Elsinore Letter Regarding the Locally Preferred Alternative for the I-15/SR-74 (Central Avenue) Improvement Project

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CITY OF LAKE ELSINORE
DREAM EXTREME

November 1, 2022

Olufemi Odufalu
Senior Transportation Engineer
Environmental Engineering "Unit B"
Division of Environmental Planning
Caltrans, District 8
464 W. 4th Street, MS 826
San Bernardino, CA 92401-1400

Subject: Noise Model Coordination between City of Lake Elsinore Interstate 15 / State Route 74 Interchange Improvement Project and Riverside County Transportation Commission (RCTC) Interstate 15 Express Lane Project - Southern Extension

Mr. Odufalu,

The City of Lake Elsinore is proposing interchange improvements at I-15 & SR-74 (Central Avenue) Interchange as part of our capital improvement projects to alleviate congestion within the Business District in the City of Lake Elsinore along Central Avenue. The City, in conjunction with Caltrans District 8, has identified three alternatives for the interchange improvement project. Alternatives considered include Alternative 1 (No-Build), Alternative 2 (two NB hook ramps in the NE quadrant), and Alternative 3 (the two NB hook ramps from Alt 2 plus a NB loop off-ramp within the NE quadrant). Alternative 3 has been identified as the Locally Preferred Alternative (LPA) by the Project Delivery Team (PDT). Additionally, supporting this recommendation for noise model analysis planning purposes, the City has recently received concurrence on the Geometric Approval Drawings (GADs) as of September 13, 2022 for Alternative 3 furthering the teams support of the LPA.

The City of Lake Elsinore is moving forward with completion of the Noise Study Report for I-15/SR-74 (Central Avenue) Interchange Improvement Project (EA: 0F310) as the final technical study for PA&ED and is evaluating all proposed interchange alternatives based on a horizon year of 2050 which is consistent with the horizon year related to I-15 ELPSE (EA: 0J0820) for its ongoing noise analysis. Given the fact that the Locally Preferred Alternative (LPA) has been selected for the interchange by the City Team, and that all interchange alternatives are being modeled by the City, it is recommended by RCTC that only the LPA be modeled for I-15 ELPSE. This approach remains consistent with project programming since the I-15 ELPSE project opening year is forecast as 2030, the I-15/SR-74 IC is programmed to open as early as

2025, and this IC configuration is being evaluated in collaboration with the I-15 ELPSE improvements being modeled to the same horizon year (2050).

The City of Lake Elsinore acknowledges that RCTC is undergoing engineering and environmental studies for their Interstate 15 Express Lanes Project – Southern Extension Project (15 ELPSE), of which the City is a stakeholder. As part of the effort, RCTC is undergoing a noise study analysis. The City understands that RCTC is including the city's LPA Alternative 3 configuration for the I-15/SR-74 Interchange in the 15 ELPSE noise modeling and noise study. Circulation of the I-15/SR-74 Interchange Draft Environmental Document in early 2023, after which the PDT will then select the Preferred Alternative. If the Preferred Alternative is different from the LPA Alternative 3, the City of Lake Elsinore will inform RCTC so they can take appropriate actions on their 15 ELPSE project.

This letter will be enclosed in the I-15 ELPSE Noise Study Report Appendix until which time the Public Circulation of the I-15/SR-74 IC Draft Environmental Document occurs and the subsequent Selection of the Preferred Alternative is made by the City of Lake Elsinore I-15/SR-74 Interchange PDT.

If you have any questions, please contact Remon Habib, City Engineer at (951) 674-3124 x213

Sincerely,

Jason Simpson
City Manager

951-674-3124
130 S. MAIN STREET
LAKE ELSINORE, CA 92530
WWW.LAKE-ELSINORE.ORG

Appendix D-6 TNM Noise Modeling Files

(Included on CD only)

The TNM files include an impact criterion noise level for each receiver. This is a mandatory input value required by the TNM software that cannot be left blank. It has been set as the value at which the traffic noise level *approaches* the NAC for the modeled activity category (e.g., 66 dBA for residential land uses). However, the modeled Activity Category F and G land uses have no NAC so an arbitrary value must be entered in the model. A value of 100 dBA was entered as the criterion for Activity Category F and G receivers. 100 dB was selected as an easily identifiable round number that is high enough to ensure that no noise impacts are identified by the software at Activity Category F and G receivers. This workaround is necessary because the internal functioning of the software cannot be changed. The selected value does not imply any actual or proposed impact criteria for Activity Category F and G land uses.

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Appendix D-7 Highway Capacity and Traffic Congestion in the Study Area

Historically, freeway congestion has been defined as when traffic demand on a freeway segment exceeds that segment's capacity. When this happens, the segment is over capacity and congestion occurs. The theoretical capacity traditionally utilized for assessing an isolated freeway segment is typically between 2,000 and 2,200 vphpl for general-purpose lanes. It is noted, based on the analysis in the TOAR (Fehr and Peers 2022b), that many freeway segments in the noise study area are shown to operate under congested conditions even though traffic volumes are below the theoretical limit of 2,000 to 2,200 vehicles. This may result in a perceived discrepancy between the traffic volumes stated in the TOAR (and subsequently used in the noise analysis) and a traditional understanding of how freeway capacity is defined. The following paragraphs explain how freeway capacity for the Project was analyzed using more detailed simulation techniques and how that can result in capacity being exceeded at lower traffic volumes.

The traditional volume-to-capacity approach is only effective when looking at a freeway segment in isolation—or looking at the segment without consideration of how upstream or downstream conditions affect traffic operations. Specifically, a downstream bottleneck may be present such that congestion spills back through additional segments and, even though the traffic demand (number of vehicles) does not exceed the individual segment(s) theoretical capacity, congestion and poor operations still result on that segment due to the downstream bottleneck. The same could occur upstream, where a bottleneck could restrict the traffic volumes that can be delivered to a specific segment on the network. In this latter example, a segment could have a demand that exceeds capacity in isolation, but the segment could operate better than expected because the actual throughput is lower than demand.

These bottleneck conditions occur along the I-15 corridor today and are predicted to continue into the future. As such, using simplistic analysis tools, like a volume-to-capacity analysis, does not provide accurate information related to operational characteristics that predict congestion. As such, the TOAR utilized microsimulation, which accounts for how congestion and traffic queues build over space and time and utilizes that information to assess freeway traffic density and operations along the corridor. The TOAR approach is consistent with state-of-the-practice methodologies and is consistent with methodologies as outlined in the Highway Capacity Manual (TRB 2016).

In addition to the simulation utilized in the TOAR, additional FHWA publications for express lane projects (FHWA 2022) specifically identify that "Vehicle 'throughput' on a freeway is the

number of vehicles that get through over a short period, such as an hour. Once freeway traffic exceeds a certain threshold level, both vehicle speed and vehicle throughput drop precipitously. Data show that maximum vehicle throughput occurs at free flow speeds ranging from 45 mph to 65 mph. The number of vehicles that get through per hour can drop by as much as 50 percent when severe congestion sets in. At high traffic levels, the freeway is kept in this condition of 'collapse' for several hours after the rush of commuters has stopped…. This causes further unnecessary delay for off-peak motorists who arrive after rush hour." This empirical data indicates that, in congestion conditions, the theoretical capacity typically utilized for isolated freeway segment assessment (i.e., 2,000 to 2,200 vphpl for general purpose lanes) should be reduced by 50 percent under heavily congested conditions. As such, a demand-to-theoretical-capacity assessment should not be utilized to identify congestion along the corridor; rather, the microsimulation assessment should be used to evaluate corridor capacity, as it can account for these upstream and downstream bottlenecks and accurately estimate LOS under these conditions. On the I-15 corridor, the simulation model provides an accurate understanding of corridor operations. Additional information can be found in the Project TOAR. This includes speed contour plots illustrating various bottleneck conditions and how the resulting congestion can spill into neighboring segments up and down the freeway corridor. For reference, the following pages show the speed contour plots from the TOAR for existing, No-Build, and Build conditions.

Exhibit D1 - Southbound I-15 Weekday Speed Contour Plot (Existing Conditions - AM)

Source: INRIX (Representative of September 19, 2019)

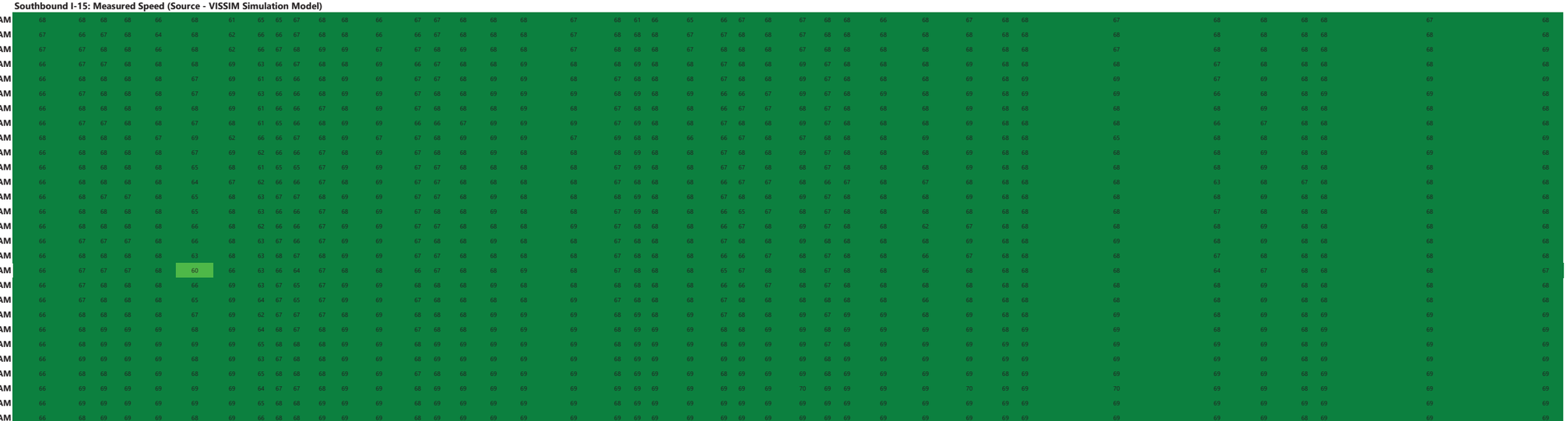
VISSIM Post-Processor
Average Results from 5 Runs
Average Link Speed

Legend

60 - 75 mph	40 - 50 mph	20 - 30 mph	0 - 10 mph
50 - 60 mph	30 - 40 mph	10 - 20 mph	

I-15 Express Lanes Southern Extension
Existing Conditions
AM Peak Hour

Southbound I-15: Measured Speed (Source - VISSIM Simulation Model)



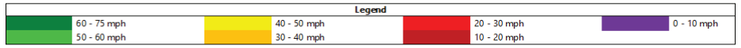
	Hidden Valley Pkwy On	WB SR-91 Off	EB SR-91 Off	EB SR-91 On	WB SR-91 On	Magnolia Ave Off	Magnolia Ave On	EB-91 Express Lane On	Ontario Ave Off	Ontario Ave On	Foothill Pkwy/ El Cerrito Rd Off	Foothill Pkwy/ El Cerrito Rd On	Cajalco Rd Off	Cajalco Rd On	Weirick Rd/ Dos Lagos Dr Off	Weirick Rd/ Dos Lagos Dr On	Temescal Canyon Rd Off	Temescal Canyon Rd On	Indian Truck Trail Off
Length (miles)		0.8	0.3	0.3	0.3	0.4	0.5	1		0.5	0.4	0.4	0.5	0.3	1	0.4	2	0.5	2.3
Cumulative Distance (miles)		0.8	1.1	1.4	1.7	2.1	2.6	3.6		4.1	4.6	5	5.5	5.8	6.8	7.2	9.2	9.7	12

Southbound I-15: Measured Speed: (Source - Inrix)

Exhibit D1 - Southbound I-15 Weekday Speed Contour Plot (Existing Conditions - AM)

Source: INRIX (Representative of September 19, 2019)

VISSIM Post-Processor
Average Results from 5 Runs
Average Link Speed



I-15 Express Lanes Southern Extension
Existing Conditions
AM Peak Hour

Southbound I-15: Measured Speed (Source - VISSIM Simulation Model)

68	68	68	68	68	68	68	68	68	67	67	68	67	68	65	66	66	67	68	67	67	67	68	11:45 AM
68	68	68	67	68	68	68	68	68	68	68	68	67	69	66	68	67	68	68	67	68	68	68	11:30 AM
68	68	68	68	69	69	69	69	69	69	67	68	69	68	69	64	67	68	68	68	67	67	67	11:15 AM
68	68	68	68	68	68	68	68	68	68	68	67	68	68	68	69	65	67	67	68	68	68	68	11:00 AM
69	68	69	69	68	69	68	68	68	68	69	67	68	68	68	69	66	68	67	68	69	68	68	10:45 AM
69	68	68	68	68	69	68	68	69	68	69	68	69	69	68	69	66	67	67	66	68	67	68	10:30 AM
69	68	68	68	68	68	68	68	68	68	69	67	68	68	68	69	66	68	68	68	69	68	68	10:15 AM
69	68	68	69	68	68	69	69	68	67	68	67	68	68	68	69	65	67	67	68	68	67	68	10:00 AM
68	68	69	68	69	68	68	69	69	69	68	68	69	67	69	66	67	67	68	68	68	68	68	9:45 AM
69	68	68	68	68	68	68	68	68	68	69	68	68	68	68	69	66	67	67	68	68	68	68	9:30 AM
69	68	68	68	67	68	68	68	69	68	68	67	68	68	68	69	66	67	67	68	68	68	68	9:15 AM
68	68	68	68	68	69	68	68	68	68	68	67	68	68	68	68	65	67	67	68	68	68	68	9:00 AM
69	68	68	68	67	68	68	68	68	68	68	67	68	68	68	68	66	67	67	68	68	67	67	8:45 AM
68	68	68	68	67	68	68	68	68	68	68	67	68	68	68	68	65	67	67	68	68	67	68	8:30 AM
69	68	68	69	67	69	68	68	68	68	68	67	68	68	68	69	66	67	67	68	68	67	68	8:15 AM
68	68	68	68	68	68	68	68	68	68	66	67	68	67	68	65	66	67	67	68	67	67	67	8:00 AM
68	68	68	68	68	68	68	68	68	68	67	67	68	68	68	65	66	66	67	67	66	66	67	7:45 AM
68	68	68	68	68	68	68	68	68	68	66	67	68	63	68	63	65	66	67	68	66	66	67	7:30 AM
68	68	68	68	68	67	68	68	68	68	66	68	68	68	69	65	67	67	68	68	67	67	67	7:15 AM
69	68	68	68	68	68	67	68	68	68	67	68	68	68	69	65	68	68	68	69	67	68	68	7:00 AM
69	68	69	69	69	69	68	69	69	69	68	69	69	69	69	66	68	68	69	69	67	68	68	6:45 AM
69	68	69	69	68	69	68	69	69	69	67	68	69	69	69	67	68	69	69	69	67	68	68	6:30 AM
69	68	69	69	69	69	68	69	69	69	67	69	69	68	69	67	68	68	68	69	68	68	68	6:15 AM
69	68	69	69	69	69	69	69	69	68	69	69	69	69	69	68	69	69	69	69	68	69	69	6:00 AM
69	68	69	69	69	69	69	69	69	68	69	69	69	69	69	67	69	69	69	69	68	69	69	5:45 AM
69	68	69	69	69	69	68	69	69	68	69	69	69	69	69	66	68	69	69	69	68	69	69	5:30 AM
69	68	69	69	69	69	68	69	69	67	69	69	69	69	67	69	69	69	69	69	69	69	69	5:15 AM
69	69	69	69	69	69	69	69	70	70	70	68	69	69	69	70	66	69	69	69	68	69	69	5:00 AM

Indian Truck Trail On	Lake St Off	Lake St On	Nichols Rd Off	Nichols Rd On	Central Ave Off	Central Ave On	Main St Off	Main St On
0.6	3.1	0.6	2.2	0.6	1	0.6	0.7	0.7
12.6	15.7	16.3	18.5	19.1	20.1	20.7	21.4	22.1

Southbound I-15: Measured Speed: (Source - Inrix)

71	73	75	74	75	74	75	75	73	74	74	73	69	12:45 PM
71	73	72	71	72	72	72	73	72	71	72	72	69	12:30 PM
70	71	72	72	73	73	75	75	75	74	73	72	71	12:15 PM
70	72	73	72	72	74	74	75	74	74	74	74	72	12:00 PM
70	73	73	72	72	73	72	74	74	74	74	74	71	11:45 AM
70	73	72	73	73	73	73	75	74	73	76	72	70	11:30 AM
72	74	74	73	73	74	74	76	76	76	75	72	69	11:15 AM
70	72	72	72	72	72	72	73	72	72	74	71	67	11:00 AM
69	72	72	71	71	71	71	72	72	70	71	70	68	10:45 AM
70	73	73	73	73	73	74	75	75	74	73	73	69	10:30 AM
71	74	74	73	74	74	73	74	73	72	73	71	71	10:15 AM
72	74	74	73	74	74	73	72	73	73	73	72	69	10:00 AM
70	71	73	74	74	74	75	75	73	74	76	75	72	9:45 AM
73	74	75	74	74	73	73	74	73	76	76	74	72	9:30 AM
72	73	74	76	75	75	77	77	76	76	74	72	69	9:15 AM
73	73	74	75	75	75	77	77	75	76	75	74	72	9:00 AM
71	72	74	74	73	73	75	75	74	76	75	73	71	8:45 AM
72	73	75	74	73	72	73	73	73	72	72	71	70	8:30 AM
68	69	71	72	71	72	74	75	73	72	72	72	71	8:15 AM
72	74	75	73	72	72	74	75	74	74	73	72	71	8:00 AM
72	74	75	74	73	71	73	72	72	74	73	73	71	7:45 AM
71	72	74	74	74	73	73	75	76	76	76	75	72	7:30 AM
70	69	70	69	71	69	73	73	73	71	70	71	68	7:15 AM
70	72	74	73	73	72	73	75	74	74	75	74	71	7:00 AM
71	73	75	76	77	77	78	78	76	77	78	74	72	6:45 AM
72	74	74	72	71	72	72	73	73	71	74	71	71	6:30 AM
66	67	68	69	68	69	69	68	67	68	68	68	68	6:15 AM
71	74	75	76	76	77	76	74	76	77	77	76	74	6:00 AM
77	77	77	78	78	77	79	79	78	77	77	75	76	5:45 AM
72	75	77	78	78	78	80	78	76	76	77	75	76	5:30 AM
73	74	75	74	73	75	74	73	76	74	72	71	70	5:15 AM
67	68	69	69	68	69	72	71	69	68	68	69	68	5:00 AM

Exhibit D2 - Northbound I-15 Weekday Speed Contour Plot (Existing Conditions - AM)

Source: INRIX (Representative of September 19, 2019)

VISSIM Post-Processor
Average Results from 5 Runs
Average Link Speed

I-15 Express Lanes Southern Extension
Existing Conditions
AM Peak Hour

Legend				
60 - 75 mph	40 - 50 mph	20 - 30 mph	0 - 10 mph	
50 - 60 mph	30 - 40 mph	10 - 20 mph		

Northbound I-15: Measured Speed (Source - VISSIM Simulation Model)

	Main St Off	Main St On	Central Ave Off	Central Ave On	Nichols Rd Off	Nichols Rd On	Lake St Off	Lake St On	Indian Truck Trail Off	Indian Truck Trail On
Length (miles)	0	0	0	0	0	0	0	0	0	0
Cumulative Distance (miles)	0	0	0	0	0	0	0	0	0	0
11:45 AM	69	67	68	69	68	68	62	67	65	67
11:30 AM	69	67	68	69	68	68	61	68	67	68
11:15 AM	69	67	69	69	69	68	67	69	67	68
11:00 AM	68	67	68	69	68	68	67	69	67	68
10:45 AM	69	68	68	69	68	68	67	69	63	67
10:30 AM	69	65	68	68	68	68	67	69	66	68
10:15 AM	68	66	68	69	68	68	67	69	67	68
10:00 AM	68	68	68	69	68	68	62	67	66	67
9:45 AM	69	68	68	69	68	68	67	69	66	68
9:30 AM	69	68	68	69	68	68	68	69	66	68
9:15 AM	69	68	68	69	68	68	67	68	66	68
9:00 AM	68	68	68	69	68	68	67	69	66	68
8:45 AM	69	68	69	69	69	68	68	69	66	68
8:30 AM	69	68	69	69	68	68	66	68	66	68
8:15 AM	69	67	68	69	68	68	67	69	66	68
8:00 AM	69	68	68	69	68	68	67	69	65	68
7:45 AM	68	68	68	69	68	68	67	69	67	68
7:30 AM	68	67	68	69	68	68	67	69	66	68
7:15 AM	68	66	68	69	68	68	66	69	66	41
7:00 AM	68	62	67	69	68	68	67	69	36	16
6:45 AM	68	68	68	69	68	68	66	68	61	30
6:30 AM	68	67	68	69	68	68	66	68	59	67
6:15 AM	68	65	67	68	68	68	67	68	63	67
6:00 AM	68	66	68	68	68	68	68	68	65	67
5:45 AM	68	67	68	68	68	67	66	68	63	66
5:30 AM	68	68	68	69	68	68	67	68	66	67
5:15 AM	69	69	69	69	68	68	68	69	65	67
5:00 AM	69	69	69	69	68	68	68	69	66	67

Northbound I-15: Observed Speed (Source - Inrix)

	Main St Off	Main St On	Central Ave Off	Central Ave On	Nichols Rd Off	Nichols Rd On	Lake St Off	Lake St On	Indian Truck Trail Off	Indian Truck Trail On
12:45 PM	74	73	74	75	74	73	74	75	73	73
12:30 PM	73	70	73	74	74	72	73	73	74	75
12:15 PM	74	73	76	76	77	75	74	75	74	71
12:00 PM	74	72	74	74	74	73	75	75	74	73
11:45 AM	73	71	74	75	76	76	75	76	75	74
11:30 AM	73	71	74	75	76	74	74	74	72	70
11:15 AM	73	72	76	77	76	75	75	76	74	72
11:00 AM	72	70	71	72	73	70	70	72	74	72
10:45 AM	71	69	74	75	75	73	74	76	73	72
10:30 AM	69	68	71	72	73	72	72	72	73	72
10:15 AM	72	70	73	75	75	74	74	74	73	71
10:00 AM	71	69	73	74	74	73	72	73	75	72
9:45 AM	70	68	72	74	73	73	73	73	73	73
9:30 AM	72	72	75	76	76	75	75	74	74	73
9:15 AM	72	70	73	75	74	74	75	76	73	72
9:00 AM	74	72	74	76	76	75	77	77	75	70
8:45 AM	74	73	76	77	76	76	75	77	76	75
8:30 AM	75	73	75	78	77	76	75	77	75	70
8:15 AM	75	73	76	78	77	76	75	76	75	73
8:00 AM	74	73	75	76	74	75	75	77	75	76
7:45 AM	76	75	77	78	76	75	75	77	75	75
7:30 AM	72	71	74	76	75	76	76	77	76	73
7:15 AM	74	73	75	77	75	75	75	76	73	48
7:00 AM	74	73	75	77	76	76	76	76	62	34
6:45 AM	74	73	76	79	78	76	75	76	29	23
6:30 AM	74	73	74	75	74	75	74	75	33	23
6:15 AM	74	72	74	76	74	73	72	74	66	44
6:00 AM	74	73	75	76	74	73	73	74	71	73
5:45 AM	74	73	74	75	75	73	73	74	71	72
5:30 AM	75	74	76	77	77	75	75	75	72	73
5:15 AM	74	72	74	75	75	74	74	74	73	73
5:00 AM	76	74	75	75	75	74	75	75	74	74

Exhibit D2 - Northbound I-15 Weekday Speed Contour Plot (Existing Conditions - AM)

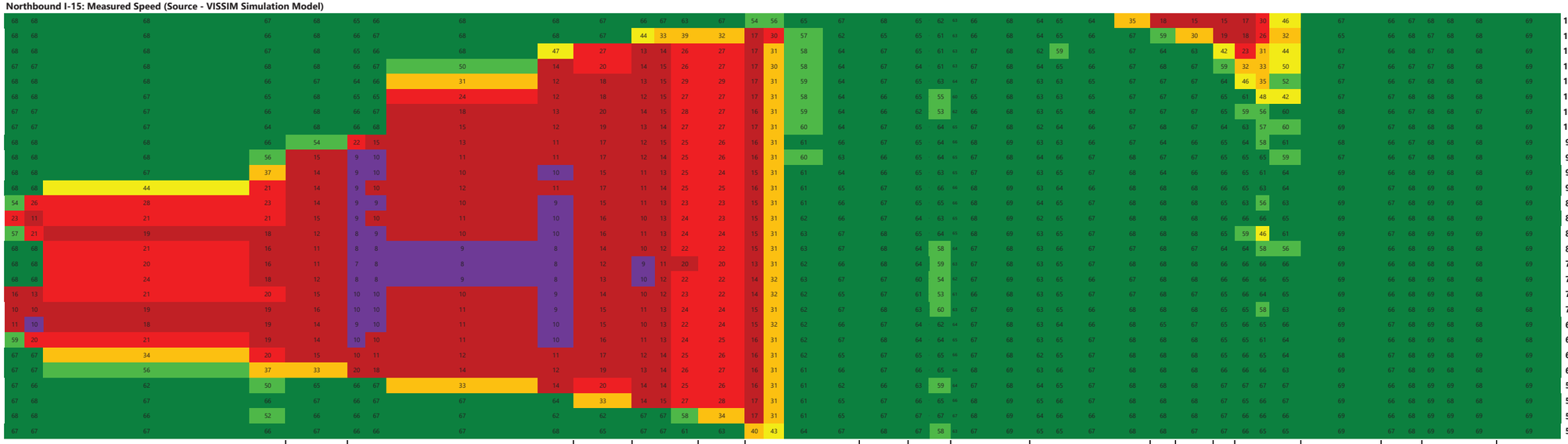
Source: INRIX (Representative of September 19, 2019)

VISSIM Post-Processor
Average Results from 5 Runs
Average Link Speed

Legend				
60 - 75 mph	50 - 60 mph	40 - 50 mph	30 - 40 mph	20 - 30 mph	10 - 20 mph	0 - 10 mph

I-15 Express Lanes Southern Extension
Existing Conditions
AM Peak Hour

Northbound I-15: Measured Speed (Source - VISSIM Simulation Model)



Temescal Canyon Rd Off	Temescal Canyon Rd On	Weirick Rd/ Dos Lagos Dr Off	Weirick Rd/ Dos Lagos Dr On	Cajalco Rd Off	Cajalco Rd On	Foothill Pkwy/ El Cerrito Rd Off	Foothill Pkwy/ El Cerrito Rd On	Ontario Ave Off	Ontario Ave On	WB-91 Express Lane Off	Magnolia Ave Off	Magnolia Ave Loop On	Magnolia Ave On	WB and EB SR-91 Off	WB SR-91 On	EB SR-91 On	Hidden Valley Pkwy Off
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Northbound I-15: Observed Speed (Source - Inrix)

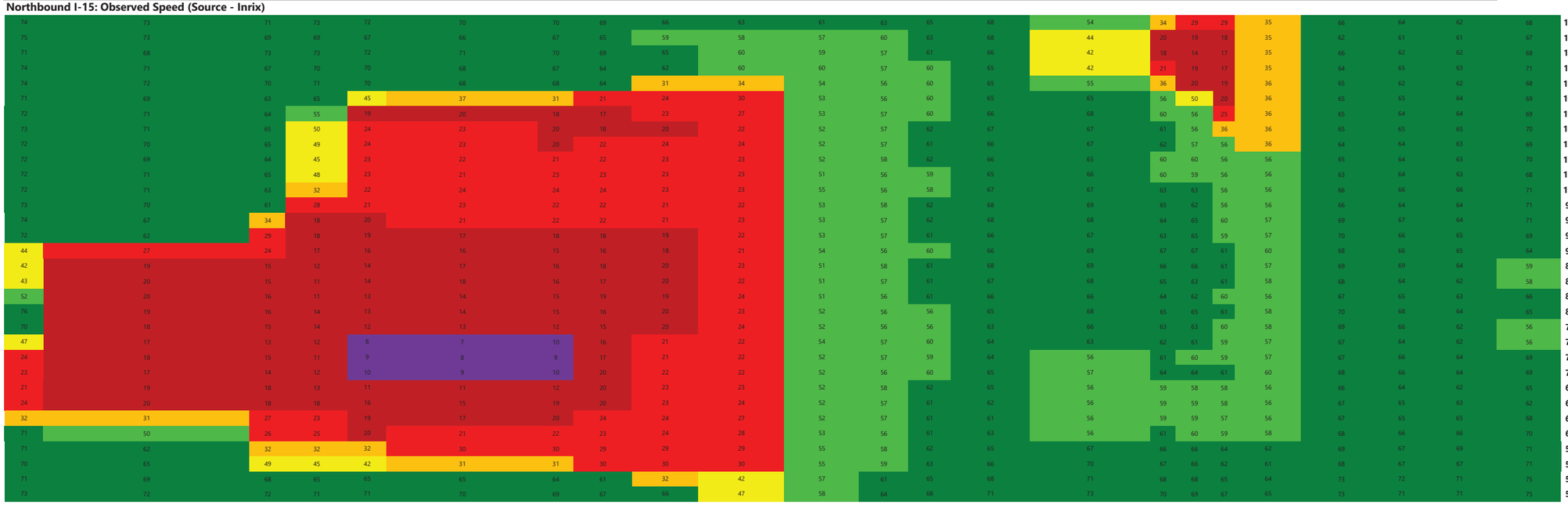


Exhibit E1 - Southbound I-15 Weekday Speed Contour Plot (Existing Conditions - PM)

Source: INRIX (Representative of September 19, 2019)

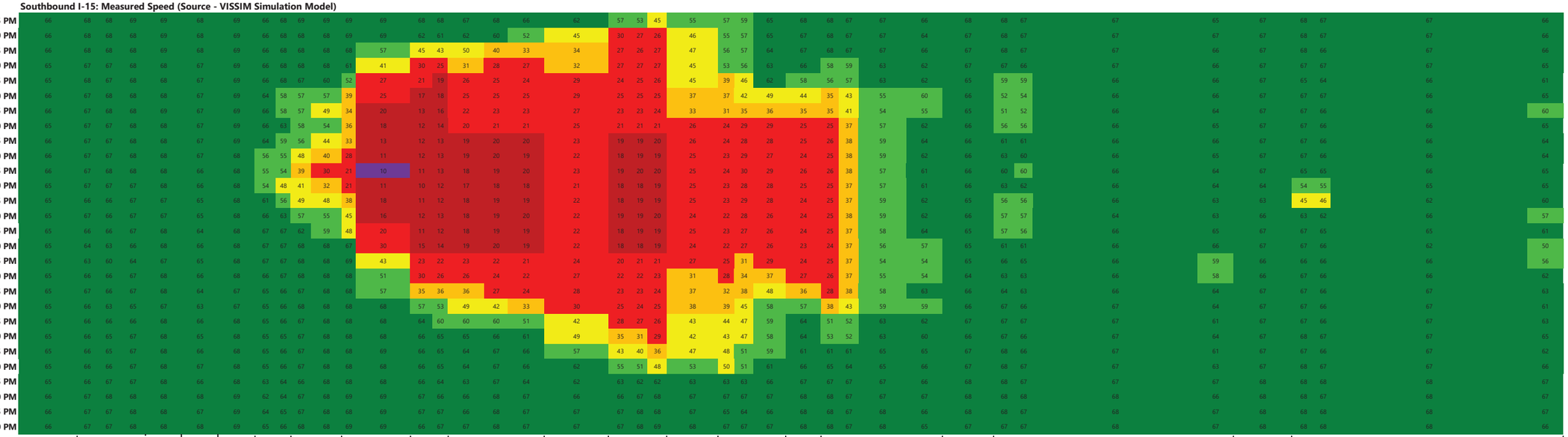
VISSIM Post-Processor
Average Results from 5 Runs
Average Link Speed

Legend

60 - 75 mph	40 - 50 mph	20 - 30 mph	0 - 10 mph
50 - 60 mph	30 - 40 mph	10 - 20 mph	

I-15 Express Lanes Southern Extension
Existing Conditions
PM Peak Hour

Southbound I-15: Measured Speed (Source - VISSIM Simulation Model)



	Hidden Valley Pkwy On	WB SR-91 Off	EB SR-91 Off	EB SR-91 On	WB SR-91 On	Magnolia Ave Off	Magnolia Ave On	EB-91 Express Lane On	Ontario Ave Off	Ontario Ave On	El Cerrito Rd Off	Foothill Pkwy/ El Cerrito Rd On	Cajalco Rd Off	Cajalco Rd On	Weirick Rd/ Dos Lagos Dr Off	Weirick Rd/ Dos Lagos Dr On	Temescal Canyon Rd Off	Temescal Canyon Rd On	Indian Truck Trail Off
Length (miles)	0.8		0.3	0.3	0.3	0.4	0.5	1		0.5	0.4	0.4	0.5	0.3	1	0.4	2	0.5	2.3
Cumulative Distance (miles)	0.8		1.1	1.4	1.7	2.1	2.6	3.6		4.1	4.6	5	5.5	5.8	6.8	7.2	9.2	9.7	12

Southbound I-15: Observed Speed (Source - Inrix)

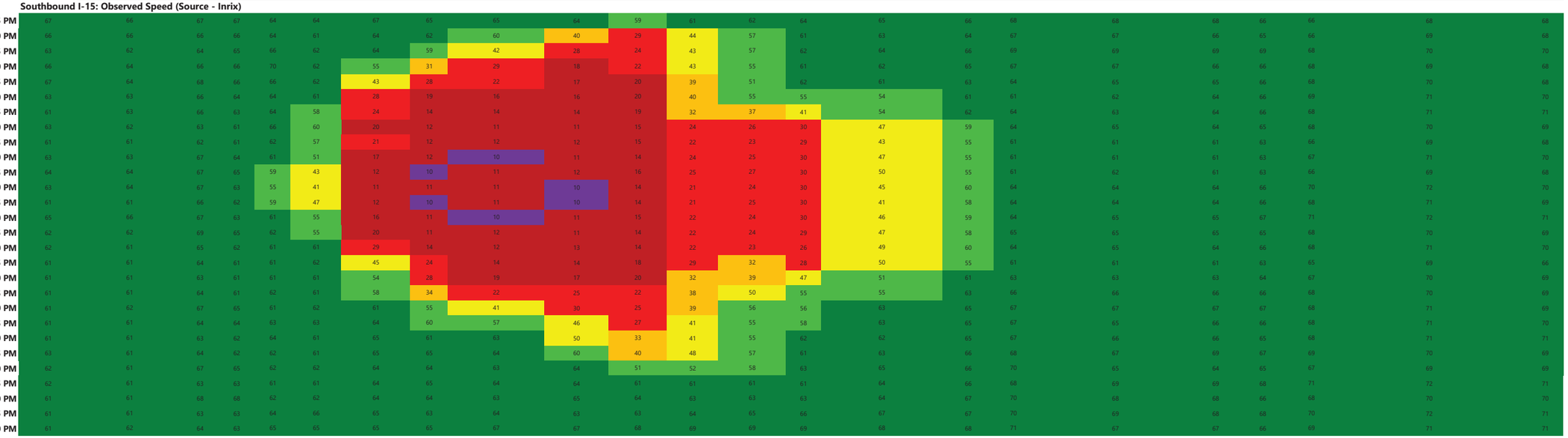
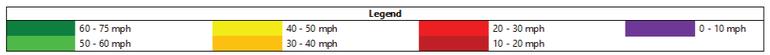


Exhibit E1 - Southbound I-15 Weekday Speed Contour Plot (Existing Conditions - PM)

Source: INRIX (Representative of September 19, 2019)

VISSIM Post-Processor
Average Results from 5 Runs
Average Link Speed



I-15 Express Lanes Southern Extension
Existing Conditions
PM Peak Hour

Southbound I-15: Measured Speed (Source - VISSIM Simulation Model)

Indian Truck Trail On		Lake St Off	Lake St On		Nichols Rd Off	Nichols Rd On		Central Ave Off	Central Ave On	Main St Off	Main St On	
0.6	3.1		0.6	2.2		0.6	1		0.6	0.7	0.7	
12.6	15.7		16.3	18.5		19.1	20.1		20.7	21.4	22.1	
68 68 67	67	67	68 69 68	67	67	67 67 67	67	67 68	68 67 66	67	68 68 67	67	7:45 PM
67 68 67	67	67	67 68 68	67	67	67 67 66	67	66 68	68 67 67	67	68 68 67	67	7:30 PM
67 68 67	67	66	68 68 68	67	67	67 67 66	67	67 68	67 65 65	66	67 68 67	67	7:15 PM
67 68 67	67	65	67 68 67	67	67	67 67 66	67	66 68	67 64 65	66	67 68 67	67	7:00 PM
67 68 67	67	63	67 68 67	67	67	66 66 67	64	67 67	66 65 66	66	67 68 67	66	6:45 PM
67 68 67	66	61	67 68 67	67	67	66 66 66	66	68 67	64 64 66	67	68 65 66	66	6:30 PM
67 68 67	67	64	67 68 67	67	67	66 66 66	65	67 64	62 63 65	67	68 66 66	66	6:15 PM
67 68 67	67	63	67 68 67	67	67	67 66 66	63	67 64	62 64 65	67	68 67 66	66	6:00 PM
67 68 66	67	61	67 68 67	67	67	67 66 67	66	68 64	58 63 66	67	68 66 66	66	5:45 PM
67 68 66	66	62	67 68 67	67	67	67 66 67	61	67 65	64 64 65	67	68 67 66	66	5:30 PM
67 65 62	66	65	67 68 67	67	66	67 66 65	66	65 67	66 61 62	63	66 66 64	66	5:15 PM
67 68 67	66	64	67 68 67	67	67	67 67 66	66	62 66	58 55 60	61	66 61 60	65	5:00 PM
66 64 63	66	63	67 68 67	67	67	67 67 66	66	66 67	58 56 62	64	67 66 65	66	4:45 PM
65 67 66	66	54	66 68 67	67	67	67 67 67	67	60 67	64 62 64	66	67 68 66	66	4:30 PM
66 68 67	66	60	67 68 67	67	67	66 67 67	66	67 65	67 65 64	66	67 68 66	67	4:15 PM
65 67 67	67	65	67 68 67	67	67	67 66 66	67	64 67	67 66 65	66	67 68 67	66	4:00 PM
66 65 64	67	64	67 68 67	67	66	67 67 67	67	65 67	67 65 64	65	67 68 66	66	3:45 PM
67 67 65	67	61	67 68 67	67	65	67 67 66	67	63 67	66 62 64	66	67 68 66	66	3:30 PM
67 68 67	67	62	67 68 67	67	67	67 67 66	67	63 67	67 66 65	66	67 68 67	67	3:15 PM
66 67 65	67	64	67 68 67	67	67	67 66 66	67	65 68	66 64 64	65	67 68 66	66	3:00 PM
67 67 64	67	63	67 68 67	67	67	67 66 66	67	63 67	66 65 64	66	67 68 65	66	2:45 PM
67 67 67	67	66	68 68 67	67	66	67 67 66	67	63 67	64 61 63	66	67 67 65	66	2:30 PM
67 68 67	67	62	67 68 67	67	67	67 67 67	67	66 68	67 66 65	66	67 68 66	67	2:15 PM
68 68 67	67	66	67 68 68	68	67	68 67 67	67	65 68	66 66 66	66	67 67 66	67	2:00 PM
68 68 68	68	67	68 69 68	68	68	68 67 67	68	67 68	67 67 66	67	68 68 67	68	1:45 PM
68 68 68	68	67	68 69 68	68	68	68 67 67	68	67 68	66 66 66	67	68 68 67	67	1:30 PM
68 68 68	68	68	68 69 68	68	68	68 68 68	68	68 68	66 67 67	68	68 68 67	68	1:15 PM
68 68 68	68	68	68 69 68	68	68	68 68 68	67	68 68	67 67 67	68	68 68 68	68	1:00 PM

Southbound I-15: Observed Speed (Source - Inrix)

68	71	72	71	71	72	73	72	72	72	72	71	68	7:45 PM
69	70	72	73	73	72	73	73	71	73	74	74	72	7:30 PM
69	71	72	71	72	74	75	74	74	74	74	73	71	7:15 PM
70	72	73	72	72	73	75	73	73	72	73	72	70	7:00 PM
68	70	70	71	72	74	75	75	74	74	75	75	74	6:45 PM
70	72	73	73	73	74	75	75	75	72	74	74	72	6:30 PM
71	74	73	73	74	76	75	75	75	73	73	72	71	6:15 PM
70	73	72	71	73	73	74	74	75	74	75	75	72	6:00 PM
68	71	71	72	72	73	73	74	73	72	74	73	71	5:45 PM
71	74	73	71	72	73	74	75	73	73	74	74	72	5:30 PM
69	71	72	71	72	73	74	75	73	72	72	72	70	5:15 PM
71	73	74	75	74	75	75	76	75	74	73	71	69	5:00 PM
70	73	73	73	74	74	74	75	73	70	72	71	70	4:45 PM
70	72	72	73	73	74	75	75	73	73	74	74	70	4:30 PM
70	72	73	74	74	75	75	75	73	72	73	73	71	4:15 PM
70	73	74	74	73	74	73	73	71	70	72	72	69	4:00 PM
66	69	70	71	73	73	74	74	73	73	74	74	72	3:45 PM
70	72	72	70	74	75	74	74	72	72	74	72	71	3:30 PM
70	73	72	71	73	73	72	73	71	70	71	72	70	3:15 PM
69	72	72	73	74	74	74	75	74	73	74	74	72	3:00 PM
71	74	74	74	74	75	74	74	74	73	73	72	69	2:45 PM
70	72	72	72	72	71	72	72	71	70	70	70	67	2:30 PM
69	72	72	72	72	72	72	73	72	72	74	74	69	2:15 PM
68	71	72	72	72	73	72	73	73	72	74	73	72	2:00 PM
71	74	74	72	73	74	74	73	73	72	72	71	69	1:45 PM
69	70	71	71	71	72	72	73	73	73	74	74	72	1:30 PM
70	72	73	72	73	74	74	74	74	73	74	72	69	1:15 PM
71	72	73	72	73	73	74	74	74	72	72	73	70	1:00 PM

Exhibit E2 - Northbound I-15 Weekday Speed Contour Plot (Existing Conditions - PM)

Source: INRIX (Representative of September 19, 2019)

VISSIM Post-Processor
Average Results from 5 Runs
Average Link Speed

I-15 Express Lanes Southern Extension
Existing Conditions
PM Peak Hour

Legend			
60 - 75 mph	40 - 50 mph	20 - 30 mph	0 - 10 mph
50 - 60 mph	30 - 40 mph	10 - 20 mph	

Northbound I-15: Measured Speed (Source - VISSIM Simulation Model)

7:45 PM	69	69	69	68	68	68	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
7:30 PM	69	69	69	68	68	68	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
7:15 PM	69	69	69	68	68	68	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
7:00 PM	69	69	69	69	68	68	68	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
6:45 PM	69	68	69	69	68	68	67	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
6:30 PM	69	68	69	69	68	68	68	69	69	69	69	69	69	69	69	69	69	69	69	68	69	69	69
6:15 PM	69	68	69	69	68	68	68	69	69	69	69	68	69	69	69	69	69	69	68	68	69	68	69
6:00 PM	69	68	68	69	68	68	67	69	68	68	69	68	69	69	69	69	68	68	68	68	68	68	68
5:45 PM	68	68	68	68	68	68	67	69	68	68	68	68	68	69	68	68	68	68	68	68	68	68	68
5:30 PM	68	68	68	68	68	68	67	69	68	68	68	68	68	69	68	68	68	68	68	68	68	68	68
5:15 PM	68	68	68	68	68	68	67	69	68	68	68	68	68	69	68	68	68	68	68	68	68	68	68
5:00 PM	68	68	68	68	68	68	67	68	68	68	68	68	68	69	68	68	68	68	68	68	68	68	68
4:45 PM	68	68	68	68	68	68	67	69	68	68	68	68	69	69	68	68	68	69	68	68	68	68	68
4:30 PM	68	68	68	69	68	68	67	69	68	68	68	68	69	69	68	68	68	68	68	68	68	68	68
4:15 PM	68	67	68	69	68	68	66	69	68	68	68	68	69	69	68	68	68	68	68	68	68	68	68
4:00 PM	69	68	68	69	68	68	67	69	68	68	69	68	69	69	68	68	68	68	68	68	68	68	68
3:45 PM	69	68	68	69	68	68	66	69	68	68	68	68	68	69	68	68	68	68	68	68	68	68	68
3:30 PM	68	67	68	69	68	68	67	69	68	68	68	68	69	69	68	68	68	68	68	68	68	68	68
3:15 PM	69	68	68	69	68	68	66	69	68	68	68	68	69	69	68	68	68	68	68	68	68	68	68
3:00 PM	68	67	68	68	67	67	66	68	68	68	68	68	69	69	68	68	68	68	68	68	68	68	68
2:45 PM	68	68	68	68	68	68	66	68	68	68	68	68	68	69	68	68	68	68	68	68	68	68	68
2:30 PM	68	66	68	68	67	67	65	68	68	68	68	68	69	69	68	68	68	68	68	67	68	68	68
2:15 PM	68	66	68	68	68	68	67	69	68	68	68	68	69	69	68	68	68	68	68	68	68	68	68
2:00 PM	68	67	68	68	68	68	66	69	68	68	68	68	68	69	68	68	68	68	68	68	68	67	68
1:45 PM	68	67	68	69	68	68	67	69	68	68	68	68	69	69	68	68	68	68	68	68	68	68	68
1:30 PM	69	68	68	69	68	68	67	69	68	68	68	68	69	69	68	68	68	68	68	68	68	68	68
1:15 PM	68	67	68	69	68	68	67	69	68	68	68	68	69	69	68	69	68	69	68	68	68	68	68
1:00 PM	69	68	69	69	68	68	68	69	68	68	69	68	69	69	68	69	68	69	68	68	68	68	68

	Main St Off – Main St On	Main St On – Central Ave Off	Central Ave Off – Central Ave On	Central Ave On – Nichols Rd Off	Nichols Rd Off – Nichols Rd On	Nichols Rd On – Lake St Off	Lake St Off – Lake St On	Lake St On – Indian Truck Trail Off	Indian Truck Trail Off – Indian Truck Trail On
Length (miles)	0.5	0.8	0.5	1	0.7	2.2	0.6	3.1	0.6
Cumulative Distance (miles)	0.5	1.3	1.8	2.8	3.5	5.7	6.3	9.4	10

Northbound I-15: Observed Speed (Source - Inrix)

7:45 PM	73	72	74	75	76	75	74	75	74	71	73	72	71	72
7:30 PM	71	67	69	72	72	70	69	70	70	68	69	69	70	69
7:15 PM	73	71	69	75	74	72	72	71	70	69	69	68	69	69
7:00 PM	73	70	72	76	76	75	75	76	74	72	73	73	74	73
6:45 PM	72	72	73	73	75	74	73	73	71	70	71	71	72	73
6:30 PM	71	70	74	74	75	75	75	75	74	72	73	73	74	75
6:15 PM	72	72	72	72	74	72	72	73	73	71	71	71	73	73
6:00 PM	75	74	74	75	75	76	77	76	75	73	75	74	77	77
5:45 PM	73	72	74	76	77	75	75	76	74	72	73	73	74	74
5:30 PM	73	73	73	73	74	73	73	74	74	72	73	73	74	74
5:15 PM	73	72	74	75	76	75	75	76	76	74	75	74	76	75
5:00 PM	74	74	75	77	76	74	74	74	74	73	74	74	74	75
4:45 PM	73	73	74	74	75	75	76	76	75	74	75	74	76	76
4:30 PM	71	71	73	75	76	75	76	76	75	74	75	75	75	74
4:15 PM	71	70	72	74	75	73	74	74	74	71	72	73	74	75
4:00 PM	70	70	73	74	74	74	74	76	75	72	74	74	74	75
3:45 PM	72	71	74	74	75	73	74	74	72	70	71	71	72	72
3:30 PM	70	70	73	74	75	74	75	74	73	70	72	71	72	72
3:15 PM	72	72	74	74	75	73	74	75	74	73	73	71	75	75
3:00 PM	72	72	74	75	78	76	74	74	73	73	73	74	75	73
2:45 PM	73	72	73	74	75	74	74	74	73	72	72	73	75	74
2:30 PM	71	71	75	76	76	75	75	76	75	74	73	74	76	74
2:15 PM	71	70	75	76	75	74	76	77	75	74	73	74	75	74
2:00 PM	70	69	71	73	73	71	71	72	71	69	70	69	69	68
1:45 PM	68	66	68	69	68	67	68	69	69	69	69	69	71	71
1:30 PM	72	72	73	74	74	73	73	73	72	72	71	72	74	72
1:15 PM	74	73	74	75	75	72	75	76	75	74	74	73	74	72
1:00 PM	72	70	72	74	73	72	71	72	71	70	71	71	73	73

Exhibit E2 - Northbound I-15 Weekday Speed Contour Plot (Existing Conditions - PM)

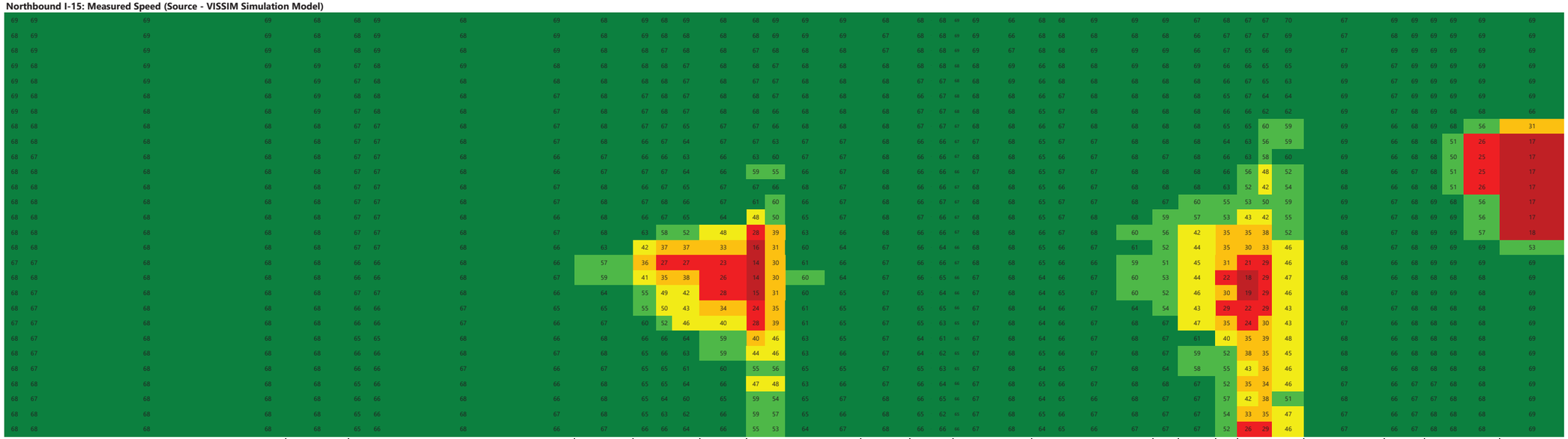
Source: INRIX (Representative of September 19, 2019)

VISSIM Post-Processor
Average Results from 5 Runs
Average Link Speed

Legend					
60 - 75 mph	50 - 60 mph	40 - 50 mph	30 - 40 mph	20 - 30 mph	10 - 20 mph	0 - 10 mph

I-15 Express Lanes Southern Extension
Existing Conditions
PM Peak Hour

Northbound I-15: Measured Speed (Source - VISSIM Simulation Model)



Temescal Canyon Rd Off	Temescal Canyon Rd On	Weirick Rd/ Dos Lagos Dr Off	Weirick Rd/ Dos Lagos Dr On	Cajalco Rd Off	Cajalco Rd On	Foothill Pkwy/ El Cerrito Rd Off	Foothill Pkwy/ El Cerrito Rd On	Ontario Ave Off	Ontario Ave On	WB-91 Express Lane Off	Magnolia Ave Off	Magnolia Ave Loop On	Magnolia Ave On	WB and EB SR-91 Off	WB SR-91 On	EB SR-91 On	Hidden Valley Pkwy Off
2.3	0.5	1.9	0.5	0.5	0.4	0.9	0.4	0.3	0.6	1.1	0.3	0.2	0.5	0.7	0.3	0.6	
12.3	12.8	14.7	15.2	15.7	16.1	17	17.4	17.7	18.3	19.4	19.7	19.9	20.4	21.1	21.4	22	

Northbound I-15: Observed Speed (Source - Inrix)

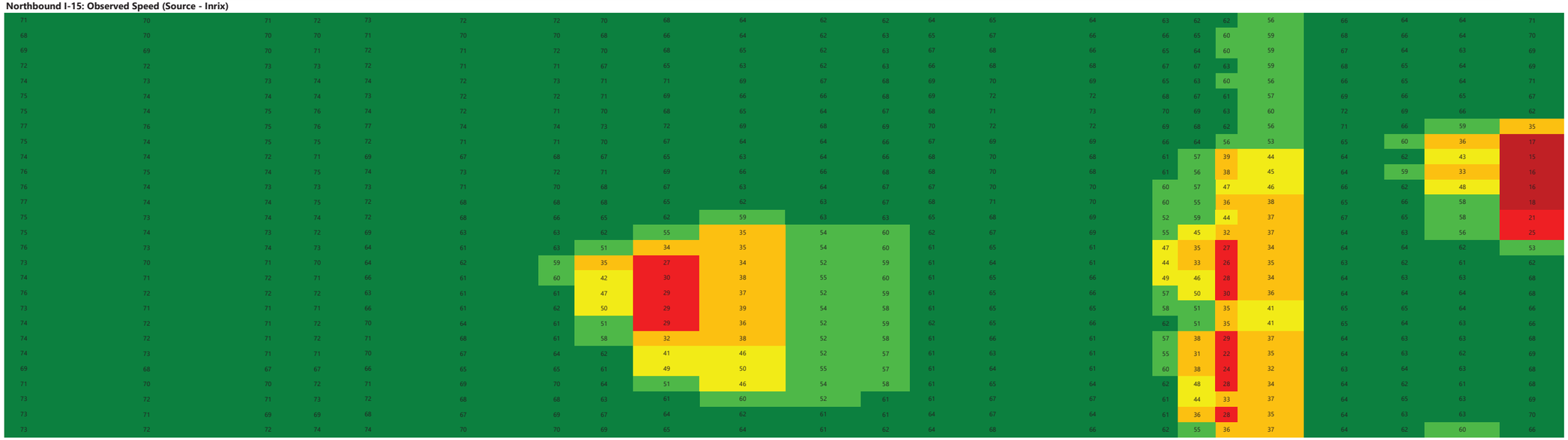


Exhibit M1 - Southbound I-15 Weekday Speed Contour Plot (Design Year No-Build Alternative - AM)

VISSIM Post-Processor
Average Results from 5 Runs
Average Link Speed

Legend

60 - 75 mph	40 - 50 mph	20 - 30 mph	0 - 10 mph
50 - 60 mph	30 - 40 mph	10 - 20 mph	

I-15 Express Lanes Southern Extension
Design Year No Build
AM Peak Hour

Southbound I-15 General Purpose Lanes: Measured Speed (Source - VISSIM Simulation Model)

	Hidden Valley Pkwy On	WB SR-91 Off	EB SR-91 Off	EB SR-91 On	WB SR-91 On	Magnolia Ave Off	Magnolia Ave On	Express Lane Access (Ingress/Egress)	Ontario Ave Off	Ontario Ave On	El Cerrito Rd Off	Express Lane Egress	El Cerrito Rd On	Cajalco Rd Off	Express Lane Egress	Cajalco Rd On	Weirick Rd/ Dos Lagos Dr Off	Weirick Rd/ Dos Lagos Dr On	Temescal Canyon Rd Off	Temescal Canyon Rd On	Indian Truck Trail Off
Length (miles)		0.8	0.3	0.3	0.3	0.4	0.5	1		0.5	0.4	0.4		0.5	0.5		0.8	0.4	2	0.5	2.3
Cumulative Distance (miles)		0.8	1.1	1.4	1.7	2.1	2.6	3.6		4.1	4.6	5		5.5	6		6.8	7.2	9.2	9.7	12
11:45 AM	63	61	63	64	59	63	29	32	32	33	32	32	28	22	22	19	26	29	29	30	32
11:30 AM	61	59	60	62	57	62	31	34	42	46	44	44	36	29	25	21	28	29	32	32	32
11:15 AM	62	61	61	63	56	62	41	42	44	46	46	46	44	35	31	24	28	30	31	31	34
11:00 AM	62	59	60	62	50	61	42	44	52	51	49	49	47	39	35	29	29	32	31	31	32
10:45 AM	62	61	61	63	56	62	36	41	50	54	55	55	52	45	39	37	39	41	40	39	38
10:30 AM	63	61	62	63	53	62	35	43	52	53	54	54	53	47	46	45	45	44	42	40	35
10:15 AM	63	62	64	64	60	64	37	45	55	51	49	49	47	46	47	46	44	42	39	38	39
10:00 AM	62	61	61	62	49	60	30	40	53	55	55	55	52	46	41	37	37	36	33	31	31
9:45 AM	63	62	62	62	46	60	31	40	53	54	55	55	53	38	32	27	28	30	29	29	33
9:30 AM	63	62	62	62	49	60	30	39	49	52	52	52	50	39	29	22	26	27	30	29	32
9:15 AM	63	61	58	48	38	58	28	38	48	52	51	51	49	31	30	27	30	30	31	29	30
9:00 AM	56	54	54	51	39	57	29	36	46	50	49	49	44	32	29	27	29	28	30	29	31
8:45 AM	58	51	47	47	38	60	46	44	52	54	53	53	50	39	36	33	33	30	30	29	30
8:30 AM	63	62	56	47	37	60	48	50	58	61	62	62	62	60	54	47	44	39	35	32	32
8:15 AM	64	62	53	44	35	60	48	47	56	60	60	60	61	62	61	59	54	51	49	46	38
8:00 AM	63	62	59	53	38	60	60	56	61	62	62	62	62	63	62	63	60	59	60	60	50
7:45 AM	64	63	63	63	55	63	60	58	61	63	64	64	64	64	63	64	61	60	60	60	55
7:30 AM	64	64	63	54	42	62	60	58	61	63	63	63	63	63	62	61	57	58	59	59	53
7:15 AM	64	63	62	57	36	61	57	54	60	62	63	63	63	63	63	63	62	60	60	60	53
7:00 AM	64	63	57	55	45	62	60	58	61	62	63	63	63	63	62	63	60	55	53	49	42
6:45 AM	64	63	59	57	47	62	60	59	61	62	62	62	62	63	62	63	61	59	57	55	48
6:30 AM	65	65	65	65	62	65	61	62	63	64	64	64	64	64	64	64	63	62	62	61	55
6:15 AM	65	65	65	65	60	65	61	62	64	64	64	64	64	64	64	65	64	63	63	63	60
6:00 AM	65	64	64	64	61	65	61	62	64	64	64	64	64	64	64	64	64	63	63	63	59
5:45 AM	64	64	64	65	63	65	61	62	64	64	64	64	65	65	64	65	64	64	64	64	60
5:30 AM	65	65	65	65	64	66	62	63	64	65	65	65	65	65	64	65	64	64	64	64	63
5:15 AM	65	65	65	65	64	65	62	63	64	65	65	65	65	65	64	65	65	65	65	64	64
5:00 AM	65	64	65	65	64	65	62	63	64	65	65	65	65	65	64	65	65	65	65	64	64

	38	41	48	49	49	55	61	62	64	65	65	64	62	63	64	64	64	63	63	59	63	64	64	63	61
	55	51	41	41	53	53	51	56	61	62	64	65	65	64	61	63	64	63	64	63	62	57	63	64	64	63	63
	54	51	44	43	52	54	52	56	61	61	63	65	65	64	61	63	64	64	64	63	62	60	63	64	64	63	61
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	48	46	41	44	54	58	55	58	62	60	63	65	65	64	62	63	64	63	64	63	62	58	64	64	64	63	61
	48	48	41	43	53	55	54	57	62	61	63	64	64	64	61	63	63	63	64	63	62	56	63	64	63	63	61
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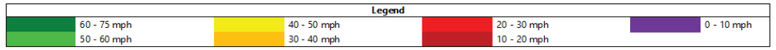
	64	65	64	64	64	64	64	65	65	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
	65	65	64	64	64	64	64	65	65	66	66	66	66	66	66	66	66	66	66	67	66	66	66	66	66	66	66

Southbound I-15 Express Lanes: Measured Speed (Source - VISSIM Simulation Model)

11:45 AM	70	70	70	69	69	69	66	65	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
11:30 AM	70	70	69	69	69	69	66	66	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
11:15 AM	70	70	70	69	69	69	67	66	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
11:00 AM	70	70	70	69	70	70	66	66	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
10:45 AM	70	70	70	70	70	70	68	67	69	70	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
10:30 AM	70	70	70	70	70	70	68	68	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
10:15 AM	70	70	70	69	69	70	68	68	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
10:00 AM	70	70	70	69	69	70	67	67	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
9:45 AM	70	70	70	69	70	70	66	66	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
9:30 AM	70	70	70	69	70	70	67	66	69	70	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
9:15 AM	70	70	70	69	70	70	66	66	70	69	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
9:00 AM	70	70	70	69	70	70	67	65	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
8:45 AM	70	70	70	69	70	70	67	65	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
8:30 AM	70	70	70	69	70	70	68	68	69	70	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
8:15 AM	70	70	70	70	70	70	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
8:00 AM	70	70	70	69	70	70	70	69	69	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
7:45 AM	70	70	70	70	70	70	70	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
7:30 AM	70	70	70	70	70	70	69	69	69	70	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
7:15 AM	70	70	70	70	70	70	70	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
7:00 AM	70	70	70	70	70	70	70	69	69	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
6:45 AM	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
6:30 AM	70	70	70	70	70	70	70	70	69	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
6:15 AM	70	70	70	70	70	70	70	70	69	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
6:00 AM	70	70	70	69	70	70	69	69	69	70	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
5:45 AM	70	70	70	69	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
5:30 AM	67	67	70	70	70	70	70	70	69	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
5:15 AM	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
5:00 AM	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70

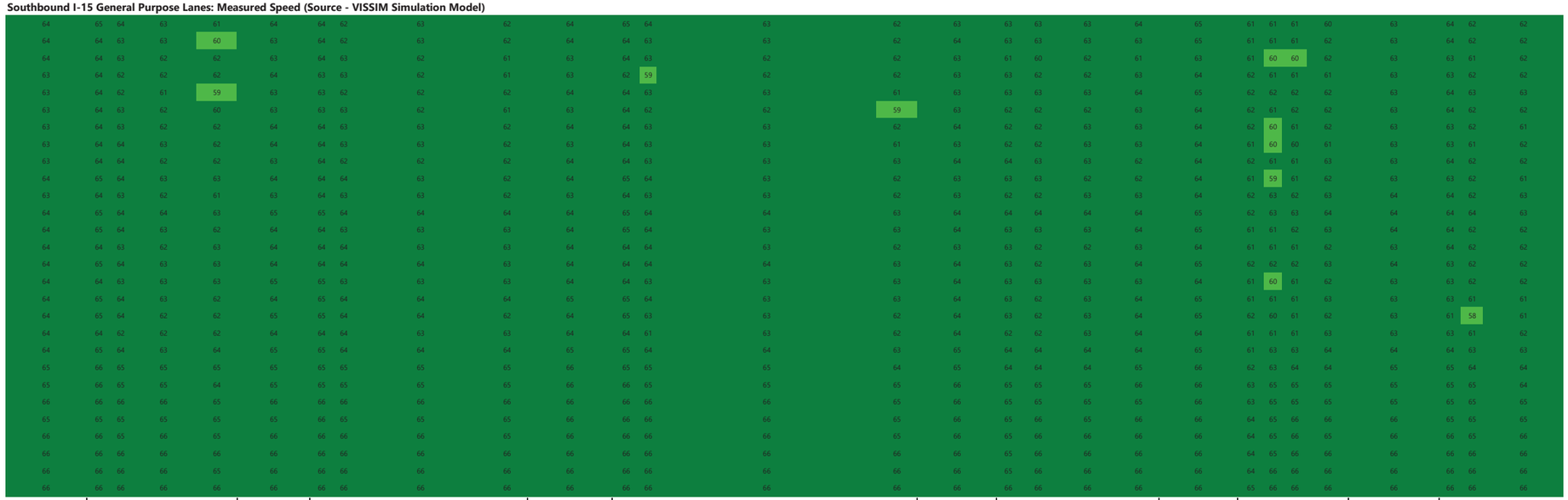
Exhibit M1 - Southbound I-15 Weekday Speed Contour Plot (Design Year No-Build Alternative - AM)

VISSIM Post-Processor
Average Results from 5 Runs
Average Link Speed



I-15 Express Lanes Southern Extension
Design Year No Build
AM Peak Hour

Southbound I-15 General Purpose Lanes: Measured Speed (Source - VISSIM Simulation Model)



Indian Truck Trail On	Horsetheif Off	Horsetheif On	Lake St Off	Lake St On	Nichols Rd Off	Nichols Rd On	Central Ave Off	Central Ave On	Main St Off	Main St On
0.6	1	0.5	1.6	0.6	2.2	0.6	1	0.6	0.7	0.7
12.6	13.6	14.1	15.7	16.3	18.5	19.1	20.1	20.7	21.4	22.1

Exhibit M2 - Northbound I-15 Weekday Speed Contour Plot (Design Year No-Build Alternative - AM)

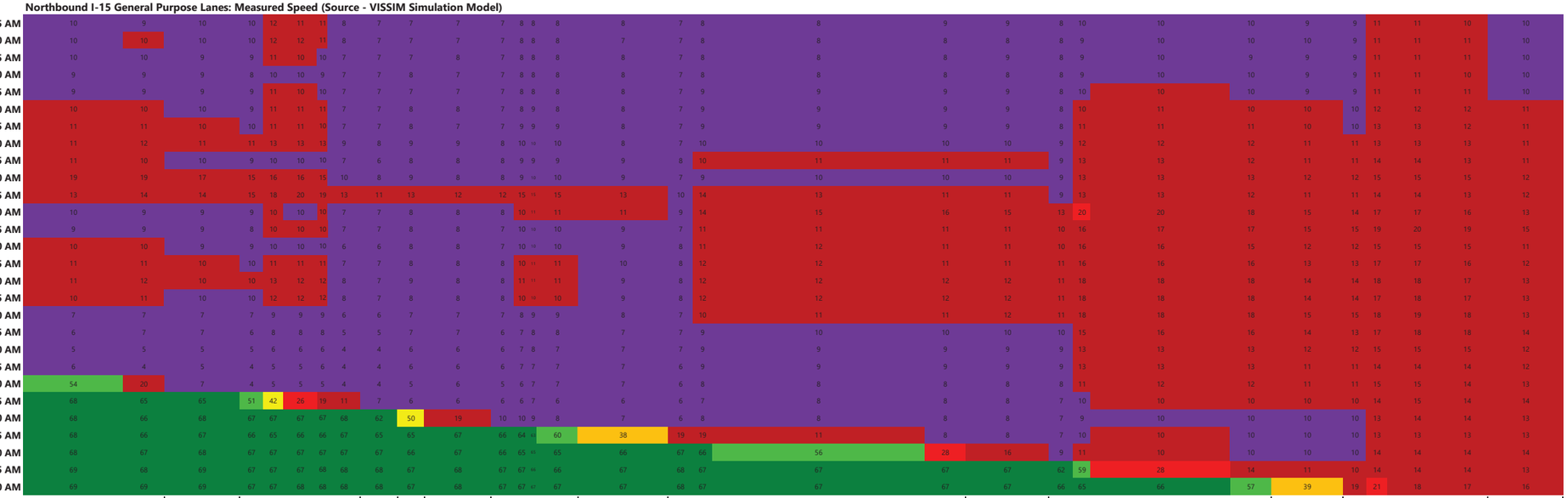
VISSIM Post-Processor
Average Results from 5 Runs
Average Link Speed

Legend

60 - 75 mph	40 - 50 mph	20 - 30 mph	0 - 10 mph
50 - 60 mph	30 - 40 mph	10 - 20 mph	

I-15 Express Lanes Southern Extension
Design Year No Build
AM Peak Hour

Northbound I-15 General Purpose Lanes: Measured Speed (Source - VISSIM Simulation Model)



	Main St Off	Main St On	EB Central Ave Off	WB Central Ave Off	Dexter Ave Off	Dexter Ave On	Nichols Rd Off	Nichols Rd On	Lake St Off	Lake St On	Horsethief Off	Horsethief On	Indian Truck Trail Off	Indian Truck Trail On
Length (miles)	0.5	0.8	0.3	0.2	0.5	0.6	0.7	2.2	0.6	1.6	0.5	1	0.6	
Cumulative Distance (miles)	0.5	1.3	1.6	1.8	2.3	2.9	3.6	5.8	6.4	8	8.5	9.5	10.1	

Exhibit M2 - Northbound I-15 Weekday Speed Contour Plot (Design Year No-Build Alternative - AM)

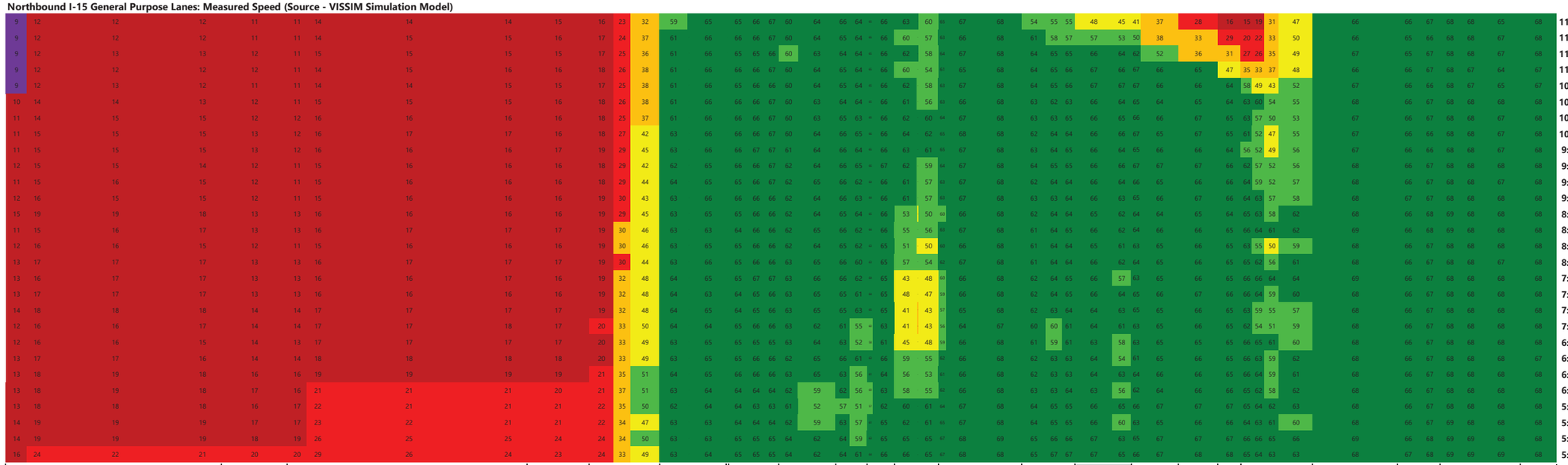
VISSIM Post-Processor
Average Results from 5 Runs
Average Link Speed

Legend

60 - 75 mph	40 - 50 mph	20 - 30 mph	0 - 10 mph
50 - 60 mph	30 - 40 mph	10 - 20 mph	

I-15 Express Lanes Southern Extension
Design Year No Build
AM Peak Hour

Northbound I-15 General Purpose Lanes: Measured Speed (Source - VISSIM Simulation Model)



Temescal Canyon Rd Off	Temescal Canyon Rd On	Weirick Rd/ Dos Lagos Dr Off	Weirick Rd/ Dos Lagos Dr On	Cajalco Rd Off	Express Lane Ingress	EB Cajalco Rd On	WB Cajalco Rd On	El Cerrito Rd Off	Express Lane Ingress	El Cerrito Rd On	Ontario Ave Off	Ontario Ave On	Express Lane Access (Ingress/Egress)	Magnolia Ave Off	EB Magnolia Ave On	WB Magnolia Ave On	WB and EB SR-91 Off	WB SR-91 On	EB SR-91 On	Hidden Valley Pkwy Off	Express Lane Ingress
2.3	0.5	1.9	0.5	0.5	0.5	0.3	0.4	0.4	0.3	0.6	1.1		0.3	0.2	0.5	0.7	0.3	0.6			
12.4	12.9	14.8	15.3	15.8	16.3	16.6	17	17.4	17.7	18.3	19.4		19.7	19.9	20.4	21.1	21.4	22			

Northbound I-15 Express Lanes: Measured Speed (Source - VISSIM Simulation Model)

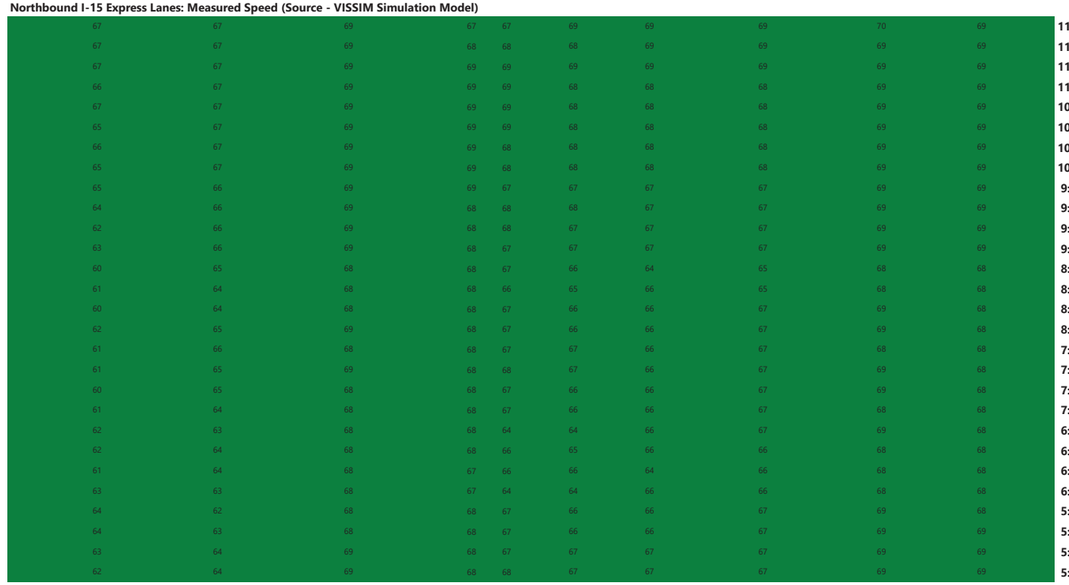


Exhibit N1 - Southbound I-15 Weekday Speed Contour Plot (Design Year No-Build Alternative - PM)

VISSIM Post-Processor
Average Results from 5 Runs
Average Link Speed

I-15 Express Lanes Southern Extension
Design Year No Build
PM Peak Hour

Legend

Color	Speed
Dark green	60 - 75 mph
Light green	50 - 60 mph
Yellow	40 - 50 mph
Orange	30 - 40 mph
Red	20 - 30 mph
Dark red	10 - 20 mph
Purple	0 - 10 mph

Southbound I-15 General Purpose Lanes: Measured Speed (Source - VISSIM Simulation Model)

7:45 PM	67	68	68	68	67	68	65	66	68	67	67	67	67	67	66	67	67
7:30 PM	67	67	68	68	67	68	65	66	67	67	67	67	67	67	66	67	66
7:15 PM	67	67	67	67	65	67	65	66	67	67	67	67	67	67	66	66	66
7:00 PM	67	66	67	67	64	67	65	66	67	67	67	67	67	67	66	67	67
6:45 PM	67	67	67	67	64	67	65	66	67	67	67	67	67	67	66	67	67
6:30 PM	67	67	67	67	66	68	64	66	67	67	67	67	67	67	66	67	67
6:15 PM	67	67	67	67	65	68	65	66	67	67	67	67	67	67	66	67	67
6:00 PM	66	66	67	67	65	67	65	66	67	67	67	67	67	67	66	66	66
5:45 PM	66	65	65	66	63	66	64	64	66	66	66	66	66	66	65	66	66
5:30 PM	66	66	66	66	63	66	64	65	66	67	66	66	66	66	65	66	66
5:15 PM	66	65	66	66	63	66	64	64	66	67	67	67	66	66	65	65	66
5:00 PM	65	65	65	66	61	65	64	64	66	66	66	66	66	66	64	65	65
4:45 PM	65	65	65	65	62	65	64	64	66	66	66	66	66	66	64	65	65
4:30 PM	65	65	65	65	63	66	64	64	66	67	67	67	67	67	65	66	66
4:15 PM	65	65	65	65	62	65	64	65	66	66	67	67	67	66	64	65	65
4:00 PM	65	65	65	65	61	65	64	64	65	66	66	66	66	66	64	65	65
3:45 PM	64	64	64	64	60	64	63	63	65	65	65	65	65	65	63	63	63
3:30 PM	63	63	63	63	61	64	63	62	65	65	65	65	65	63	56	55	55
3:15 PM	63	61	62	63	56	63	62	61	64	65	64	64	64	60	50	48	49
3:00 PM	64	63	63	64	57	63	52	55	55	50	47	47	43	40	39	37	39
2:45 PM	62	59	61	63	57	62	44	42	41	40	40	40	37	37	38	37	38
2:30 PM	63	63	63	64	61	63	37	39	37	35	34	34	31	30	28	23	24
2:15 PM	63	62	64	65	63	61	27	28	25	24	24	24	20	19	20	19	21
2:00 PM	63	63	64	65	58	60	17	18	16	19	20	20	16	17	18	17	18
1:45 PM	61	60	62	64	54	59	28	26	23	22	22	22	18	17	17	16	18
1:30 PM	64	64	65	65	63	65	33	31	28	29	30	30	26	25	23	18	18
1:15 PM	63	63	64	65	61	64	33	28	23	23	23	23	19	19	20	17	19
1:00 PM	63	62	63	63	52	63	33	35	33	31	31	31	27	27	27	24	23

7:45 PM	67	66	65	66	64	66	65	66	67	66	67	67	61	63	65	66	67
7:30 PM	66	65	65	65	62	65	65	66	67	65	66	66	60	62	64	65	67
7:15 PM	66	65	65	65	63	65	65	65	67	65	66	66	60	62	65	66	67
7:00 PM	67	66	66	66	65	66	65	66	66	64	66	66	60	62	64	66	67
6:45 PM	66	66	66	66	65	66	65	66	66	65	66	66	60	62	65	66	67
6:30 PM	66	66	66	66	66	66	65	66	67	65	66	66	62	63	65	66	67
6:15 PM	66	66	66	66	65	66	65	66	67	64	66	66	60	62	65	66	67
6:00 PM	66	66	66	66	64	65	64	65	66	63	65	66	60	61	64	65	66
5:45 PM	65	65	65	65	64	65	63	64	65	64	65	65	59	61	64	65	66
5:30 PM	66	65	65	65	64	65	63	65	66	65	65	65	61	62	64	65	66
5:15 PM	66	65	65	65	64	65	63	64	65	64	65	65	59	61	64	65	66
5:00 PM	65	64	64	65	64	65	63	64	65	64	65	65	59	61	63	64	66
4:45 PM	65	64	63	64	64	65	63	64	65	64	65	65	60	61	62	63	65
4:30 PM	66	65	65	65	65	65	63	64	65	64	65	65	59	61	63	64	66
4:15 PM	65	64	65	65	64	65	63	64	65	64	65	65	60	61	63	64	66
4:00 PM	65	64	64	65	63	61	56	56	58	57	60	56	51	57	59	56	57
3:45 PM	59	55	55	56	52	55	53	52	55	56	59	52	48	55	55	59	63
3:30 PM	55	54	54	54	47	50	42	41	42	43	51	38	39	51	55	59	63
3:15 PM	50	50	51	52	50	39	36	37	41	42	46	37	39	52	58	59	63
3:00 PM	41	41	45	45	43	49	43	42	41	43	55	51	49	55	56	60	64
2:45 PM	40	41	44	43	42	51	41	40	35	38	54	52	48	53	56	60	64
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2:15 PM	27	31	36	36	38	56	48	44	43	49	57	54	49	56	58	61	64
2:00 PM	23	26	33	33	36	58	56	52	52	56	61	63	58	59	61	63	66
1:45 PM	21	24	31	30	33	59	61	56	53	58	63	63	60	61	60	63	66
1:30 PM	22	24	29	29	32	59	61	58	54	54	61	63	60	61	62	64	66
1:15 PM	23	25	30	30	33	59	60	54	52	56	62	63	59	61	59	62	65
1:00 PM	27	29	30	29	32	53	44	40	37	41	56	60	59	60	59	61	63

7:45 PM	68	68	68	66	66	67	66	67	66	66	66	66	67	66	66	66
7:30 PM	68	68	68	66	66	67	67	67	67	66	66	67	67	66	66	65
7:15 PM	68	68	68	66	66	67	66	67	66	66	65	66	67	66	65	65
7:00 PM	68	68	68	66	66	67	66	67	66	66	64	66	65	64	65	64
6:45 PM	68	68	67	65	65	66	66	67	66	65	65	66	67	66	65	63
6:30 PM	68	67	66	62	65	66	66	66	65	65	64	66	66	65	64	64
6:15 PM	68	68	66	61	65	66	66	64	61	64	64	65	63	61	64	63
6:00 PM	67	67	66	62	64	66	65	61	58	63	63	64	61	57	62	60
5:45 PM	67	67	65	61	63	65	64	62	57	63	59	63	59	53	61	53
5:30 PM	67	67	66	61	63	65	65	65	62	63	61	64	59	54	62	61
5:15 PM	67	67	66	64	64	65	64	65	61	63	61	63	55	52	61	59
5:00 PM	67	67	66	62	62	64	64	62	59	62	58	63	49	47	60	51
4:45 PM	67	67	65	58	63	65	64	55	55	62	58	52	34	38	60	57
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4:00 PM	56	55	40	41	57	57	48	32	38	57	47	39	31	36	56	54
3:45 PM	59	56	44	41	53	52	41	31	38	57	46	46	35	38	53	48
3:30 PM	63	55	30	35	53	57	42	34	40	55	50	50	33	36	57	49
3:15 PM	65	64	44	39	56	62	55	45	46	58	52	57	43	45	58	49
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2:45 PM	66	66	62	53	62	64	64	64	61	63	61	64	64	62	62	56
2:30 PM	65	65	62	55	62	64	63	62	59	62	60	64	64	63	62	59
2:15 PM	66	66	66	62	63	65	64	65	63	63	59	64	65	62	63	62
2:00 PM	67	67	66	65	65	66	66	66	65	65	64	66	66	66	66	65
1:45 PM	67	67	67	66	66	66	66	66	66	66	65	67	66	66	66	66
1:30 PM	67	67	67	66	66	67	67	67	66	66	65	66	65	66	66	65
1:15 PM	67	67	67	66	66	66	66	66	66	66	65	67	66	66	66	65
1:00 PM	66	66	66	64	64	65	65	65	64	64	62	65	65	64	64	62

Locations	Length (miles)	Cumulative Distance (miles)
Hidden Valley Pkwy On / WB SR-91 Off	0.8	0.8
EB SR-91 Off	0.3	1.1
EB SR-91 On	0.3	1.4
WB SR-91 On	0.3	1.7
Magnolia Ave Off	0.4	2.1
Magnolia Ave On	0.5	2.6
Express Lane Access (Ingress/Egress) / Ontario Ave Off	1	3.6
Ontario Ave On	0.5	4.1
El Cerrito Rd Off	0.4	4.6
Express Lane Egress / El Cerrito Rd On	0.4	5
Cajalco Rd Off	0.5	5.5
Express Lane Egress / Cajalco Rd On	0.5	6
Weirick Rd/ Dos Lagos Dr Off	0.8	6.8
Weirick Rd/ Dos Lagos Dr On	0.4	7.2
Temescal Canyon Rd Off	2	9.2
Temescal Canyon Rd On	0.5	9.7
Indian Truck Trail Off	2.3	12

Southbound I-15 Express Lanes: Measured Speed (Source - VISSIM Simulation Model)

7:45 PM	69	69	69	68	69	68	69	69	68	67	67
7:30 PM	69	69	69	68	68	68	69	69	68	67	67
7:15 PM	69	69	68	67	68	68	69	69	68	67	66
7:00 PM	69	69	68	67	68	68	69	69	68	67	66
6:45 PM	69	69	69	68	68	68	69	68	68	66	66
6:30 PM	69	69	69	68	69	68	69	69	68	66	67
6:15 PM	69	69	69	68	68	68	69	69	68	66	67
6:00 PM	69	69	69	68	69	69	69	69	68	66	67
5:45 PM	69	69	68	68	68	68	69	69	68	66	66
5:30 PM	69	69	69	68	69	68	69	69	68	66	66
5:15 PM	69	69	69	68	69	69	69	69	68	65	66
5:00 PM	69	69	69	68	69	69	69	68	68	66	66
4:45 PM	69	69	68	67	68	68	69	69	68	65	66
4:30 PM	69	68	67	66	68	68	69	69	68	66	67
4:15 PM	69	68	67	66	68	68	69	69	68	66	66
4:00 PM	69	68	68	67	68	68	69	68	67	65	66
3:45 PM	69	68	68	66	68	68	69	68	67	66	66
3:30 PM	69	68	67	67	68	68	68	67	68	65	66
3:15 PM	69	68	68	67	68	68	67	66	68	65	66
3:00 PM	69	69	68	67	68	68	66	63	67	66	67
2:45 PM	69	69	68	67	68	68	66	64	68	66	67
2:30 PM	69	69	68	68	68	68	64	63	68	67	67
2:15 PM	69	69	69	68	69	68	63	62	68	67	67
2:00 PM	69	69	69	68	69	68	64	61	68	67	68
1:45 PM	69	69	69	68	69	69	64	62	69	69	69
1:30 PM	70	70	69	69	69	69	64	62	69	69	69
1:15 PM	69	69	69	69	69	69	65	63	69	69	69
1:00 PM	70	70	69	69	69	69	66	65	69	69	69

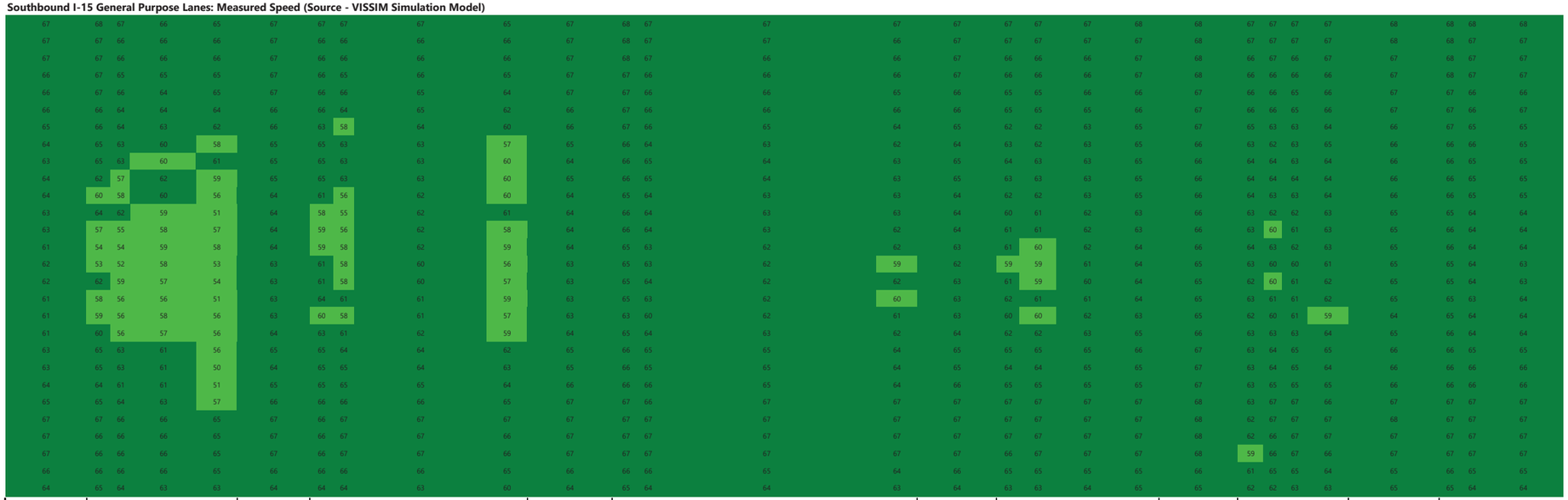
Exhibit N1 - Southbound I-15 Weekday Speed Contour Plot (Design Year No-Build Alternative - PM)

VISSIM Post-Processor
Average Results from 5 Runs
Average Link Speed

Legend			
60 - 75 mph	40 - 50 mph	20 - 30 mph	0 - 10 mph
50 - 60 mph	30 - 40 mph	10 - 20 mph	

I-15 Express Lanes Southern Extension
Design Year No Build
PM Peak Hour

Southbound I-15 General Purpose Lanes: Measured Speed (Source - VISSIM Simulation Model)



	7:45 PM	7:30 PM	7:15 PM	7:00 PM	6:45 PM	6:30 PM	6:15 PM	6:00 PM	5:45 PM	5:30 PM	5:15 PM	5:00 PM	4:45 PM	4:30 PM	4:15 PM	4:00 PM	3:45 PM	3:30 PM	3:15 PM	3:00 PM	2:45 PM	2:30 PM	2:15 PM	2:00 PM	1:45 PM	1:30 PM	1:15 PM	1:00 PM
Indian Truck Trail On	0.6	12.6
Horsetheif Off	1	13.6
Horsetheif On	0.5	14.1
Lake St Off	1.6	15.7
Lake St On	0.6	16.3
Nichols Rd Off	2.2	18.5
Nichols Rd On	0.6	19.1
Central Ave Off	1	20.1
Central Ave On	0.6	20.7
Main St Off	0.7	21.4
Main St On	0.7	22.1

Exhibit N2 - Northbound I-15 Weekday Speed Contour Plot (Design Year No-Build Alternative - PM)

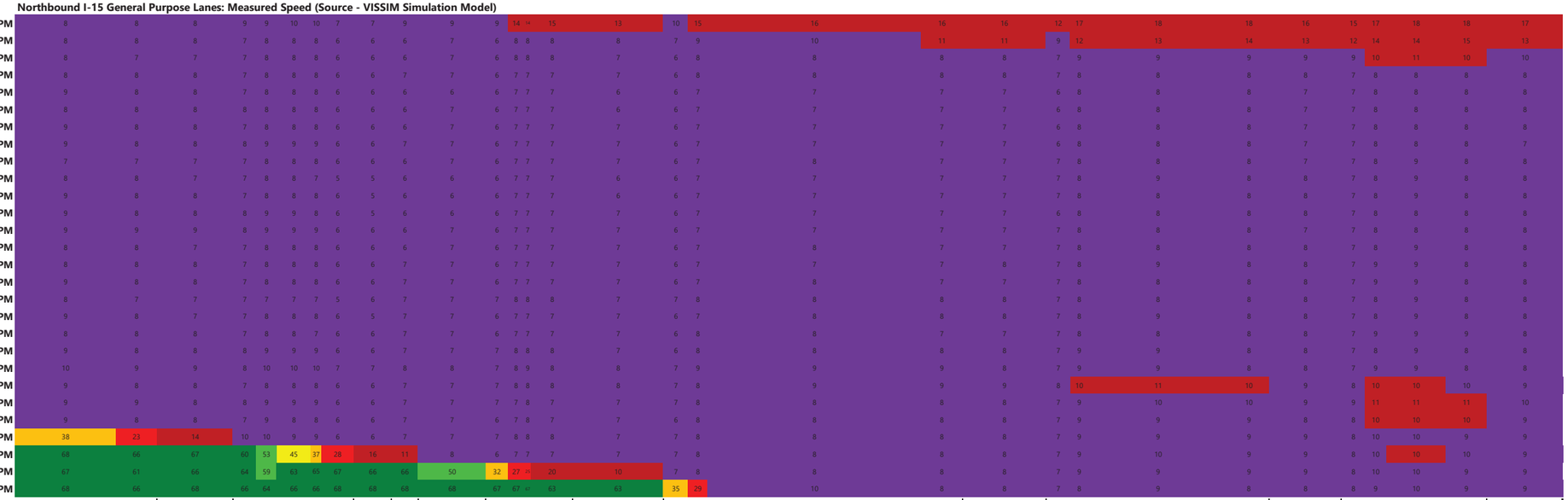
VISSIM Post-Processor
Average Results from 5 Runs
Average Link Speed

Legend

60 - 75 mph	40 - 50 mph	20 - 30 mph	0 - 10 mph
50 - 60 mph	30 - 40 mph	10 - 20 mph	

I-15 Express Lanes Southern Extension
Design Year No Build
PM Peak Hour

Northbound I-15 General Purpose Lanes: Measured Speed (Source - VISSIM Simulation Model)



	Main St Off	Main St On	EB Central Ave Off	WB Central Ave Off	Dexter Ave Off	Dexter Ave On	Nichols Rd Off	Nichols Rd On	Lake St Off	Lake St On	Horsethief Off	Horsethief On	Indian Truck Trail Off	Indian Truck Trail On
Length (miles)		0.5	0.8	0.3	0.2	0.5	0.6	0.7	2.2	0.6	1.6	0.5	1	0.6
Cumulative Distance (miles)		0.5	1.3	1.6	1.8	2.3	2.9	3.6	5.8	6.4	8	8.5	9.5	10.1

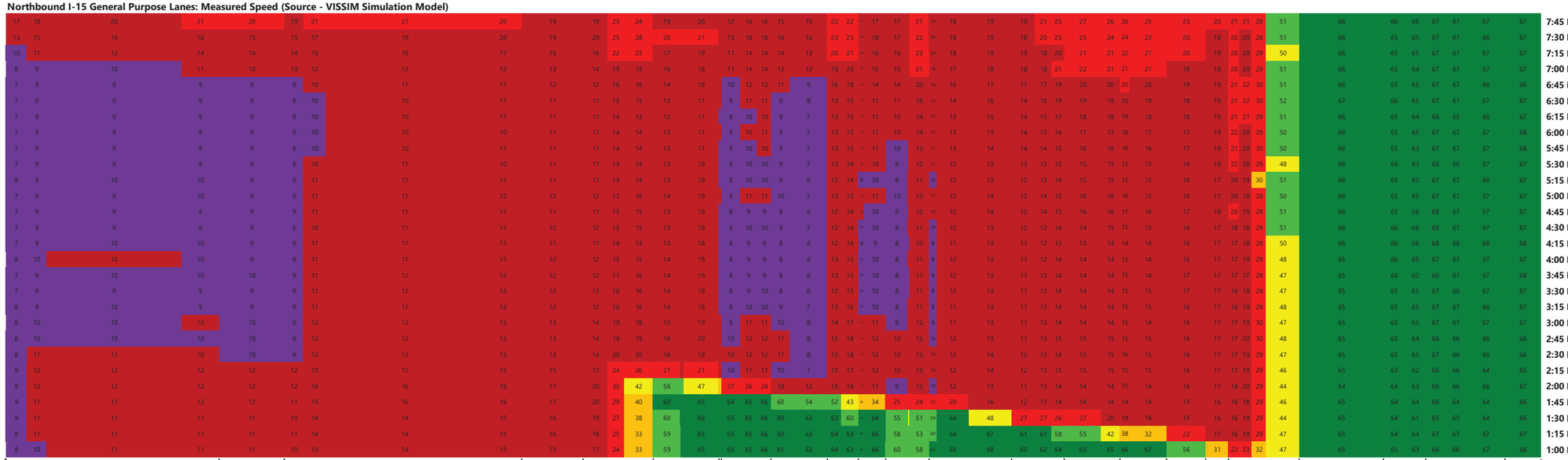
Exhibit N2 - Northbound I-15 Weekday Speed Contour Plot (Design Year No-Build Alternative - PM)

VISSIM Post-Processor
Average Results from 5 Runs
Average Link Speed

Legend			
60 - 75 mph	40 - 50 mph	20 - 30 mph	0 - 10 mph
50 - 60 mph	30 - 40 mph	10 - 20 mph	

I-15 Express Lanes Southern Extension
Design Year No Build
PM Peak Hour

Northbound I-15 General Purpose Lanes: Measured Speed (Source - VISSIM Simulation Model)



Temescal Canyon Rd Off	Temescal Canyon Rd On	Weirick Rd/ Dos Lagos Dr Off	Weirick Rd/ Dos Lagos Dr On	Cajalco Rd Off	Express Lane Ingress	EB Cajalco Rd On	WB Cajalco Rd On	El Cerrito Rd Off	Express Lane Ingress	El Cerrito Rd On	Ontario Ave Off	Ontario Ave On	Express Lane Access (Ingress/Egress)	Magnolia Ave Off	EB Magnolia Ave On	WB Magnolia Ave On	WB and EB SR-91 Off	WB SR-91 On	EB SR-91 On	Hidden Valley Pkwy Off	Express Lane Ingress
2.3	0.5	1.9	0.5	0.5	0.5	0.3	0.4	0.4	0.3	0.6	1.1		0.3	0.2	0.5	0.7	0.3	0.6			
12.4	12.9	14.8	15.3	15.8	16.3	16.6	17	17.4	17.7	18.3	19.4		19.7	19.9	20.4	21.1	21.4	22			

Northbound I-15 Express Lanes: Measured Speed (Source - VISSIM Simulation Model)

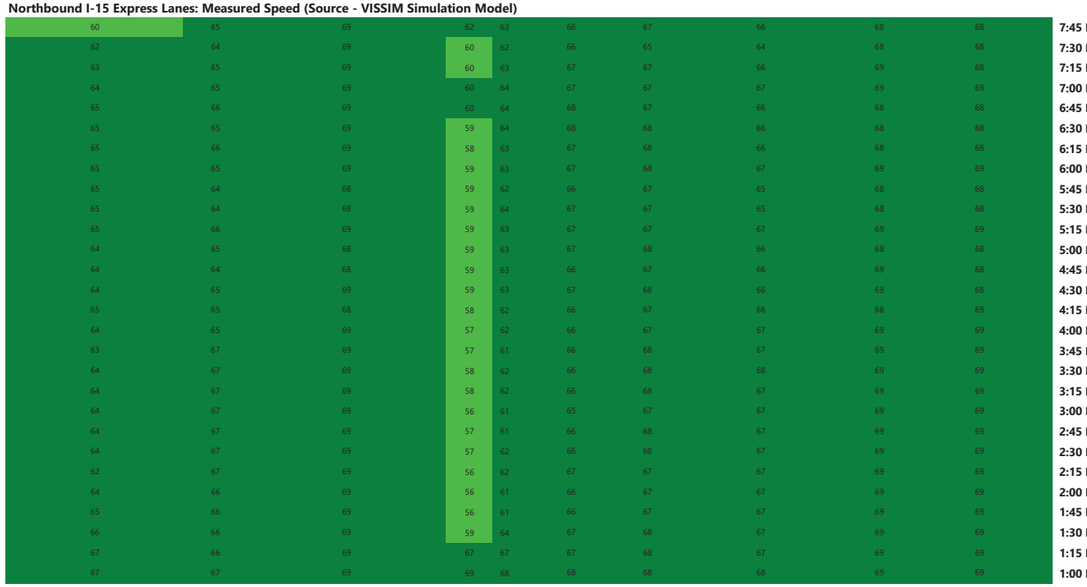


Exhibit O1 - Southbound I-15 Weekday Speed Contour Plot (Design Year Build Alternative - AM)

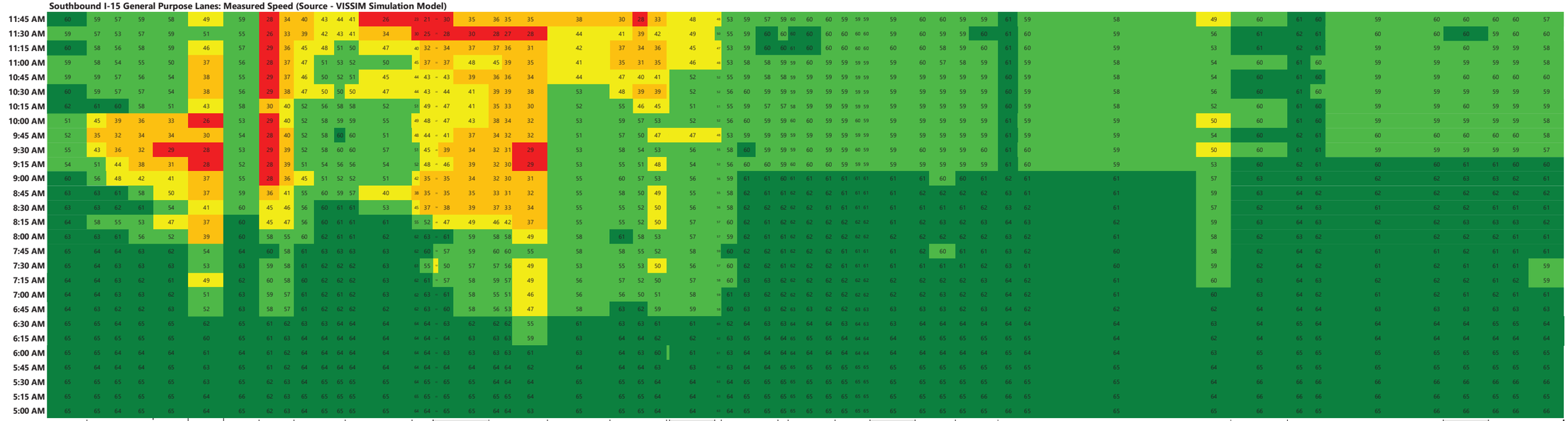
VISSIM Post-Processor
Average Results from 5 Runs
Average Link Speed

Legend

60 - 75 mph	40 - 50 mph	20 - 30 mph	0 - 10 mph
50 - 60 mph	30 - 40 mph	10 - 20 mph	

I-15 Express Lanes Southern Extension
Design Year Plus Project
AM Peak Hour

Southbound I-15 General Purpose Lanes: Measured Speed (Source - VISSIM Simulation Model)



	Hidden Valley Pkwy On	WB SR-91 Off	EB SR-91 Off	EB SR-91 On	WB SR-91 On	Magnolia Ave Off	Magnolia Ave On	Express Lane Access (Ingress/Egress)	Ontario Ave Off	Ontario Ave On	El Cerrito Rd Off	Express Lane Access (Ingress/Egress)	El Cerrito Rd On ^	Cajalco Rd Off	Cajalco Rd On	Express Lane Access (Ingress/Egress)	Weirick Rd/ Dos Lagos Dr Off	Weirick Rd/ Dos Lagos Dr On	Temescal Canyon Rd Off	Temescal Canyon Rd On	Express Lane Access (Ingress/Egress)	Indian Truck Trail Off
Length (miles)	0.8		0.3	0.3	0.3	0.4	0.5	1		0.5	0.4	0.4	0.5	0.4		0.9		0.4	2	0.5	2.3	
Cumulative Distance (miles)	0.8		1.1	1.4	1.7	2.1	2.6	3.6		4.1	4.6	5	5.5	5.9		6.8		7.2	9.2	9.7	12	

Southbound I-15 Express Lanes: Measured Speed (Source - VISSIM Simulation Model)

Exhibit O1 - Southbound I-15 Weekday Speed Contour Plot (Design Year Build Alternative - AM)

VISSIM Post-Processor
Average Results from 5 Runs
Average Link Speed

Legend			
60 - 75 mph	40 - 50 mph	20 - 30 mph	0 - 10 mph
50 - 60 mph	30 - 40 mph	10 - 20 mph	

I-15 Express Lanes Southern Extension
Design Year Plus Project
AM Peak Hour

Southbound I-15 General Purpose Lanes: Measured Speed (Source - VISSIM Simulation Model)

60 61 60 59 60 61 61 61 60 60 60 60 61 62 61 60 63 63 63 62 62 63 63 63 63 62 64 65 64 61 61 62 62 62 62 61 60	11:45 AM
61 62 61 60 60 61 61 60 59 61 61 61 60 61 62 61 60 63 63 63 60 62 63 63 63 63 63 64 65 64 61 61 62 62 62 63 61 61	11:30 AM
60 61 60 59 60 61 61 59 59 60 60 60 59 60 62 61 60 62 62 63 59 61 62 63 63 63 63 64 65 64 59 59 61 62 62 62 60 60	11:15 AM
60 61 58 58 59 60 60 59 58 60 60 59 59 60 61 59 59 62 62 62 59 61 62 62 62 62 63 63 64 63 60 60 62 62 62 62 61 61	11:00 AM
60 61 60 60 59 60 61 59 59 60 60 60 58 60 61 60 60 63 62 63 60 62 63 63 63 63 64 64 65 64 61 62 62 61 61 63 62 61	10:45 AM
60 61 60 59 57 60 61 59 59 60 59 59 57 60 61 60 59 62 62 62 59 61 62 62 62 62 62 63 64 64 61 61 62 62 62 63 61 61	10:30 AM
60 61 60 58 59 60 61 60 59 60 60 60 60 61 62 61 60 63 62 63 60 62 62 63 63 63 63 63 64 63 60 61 62 62 62 62 61 60	10:15 AM
60 61 60 59 59 60 61 60 59 60 60 60 59 60 61 59 60 62 63 63 59 61 62 63 62 63 63 64 65 64 60 60 61 62 62 62 61 60	10:00 AM
60 61 60 60 60 61 61 60 60 61 60 60 59 61 60 59 60 63 62 63 59 61 63 63 63 63 63 64 65 64 60 59 61 62 61 61 59 60	9:45 AM
60 61 60 59 59 61 61 60 60 61 61 60 60 61 62 61 60 63 63 63 59 61 63 63 63 63 63 64 63 60 60 62 62 61 62 60 60	9:30 AM
61 62 61 60 61 62 62 61 61 61 61 61 61 62 63 62 61 64 64 64 61 63 64 64 64 64 64 64 65 65 61 62 63 64 63 63 62 62	9:15 AM
63 64 63 62 63 63 63 63 62 63 62 62 61 62 64 63 62 64 64 64 62 64 64 64 64 64 64 65 66 65 61 62 63 63 63 64 63 62	9:00 AM
63 64 63 62 62 63 64 63 62 63 63 62 62 62 64 62 62 64 64 64 62 64 64 64 64 64 64 65 65 65 62 63 63 62 63 64 63 62	8:45 AM
62 63 61 61 61 62 63 63 61 63 62 62 62 63 64 63 62 64 64 65 63 64 64 64 64 64 63 64 65 65 61 61 63 63 63 63 61 61	8:30 AM
63 64 63 62 62 63 63 62 61 62 62 62 61 63 64 63 62 64 64 65 61 63 64 64 64 64 64 65 65 65 62 62 63 64 64 63 61 61	8:15 AM
62 63 60 60 60 63 64 62 61 62 62 62 62 62 63 61 62 64 64 65 62 63 64 64 64 64 64 65 65 65 61 61 62 63 63 62 61 61	8:00 AM
63 64 63 61 61 62 63 61 61 62 62 62 60 62 64 61 61 64 64 64 60 62 64 63 64 64 62 64 65 65 61 61 63 63 63 62 60 60	7:45 AM
62 64 62 61 62 63 64 62 61 63 63 62 62 63 64 62 62 64 64 65 62 64 64 64 64 64 64 65 66 65 61 61 62 63 63 61 58 61	7:30 AM
62 62 60 60 61 63 63 62 61 62 62 62 62 62 63 61 61 64 64 64 60 63 64 64 64 63 63 65 66 65 61 61 63 63 63 57 54 61	7:15 AM
62 63 62 60 59 62 63 62 62 63 63 62 62 63 64 63 63 64 64 65 62 64 64 65 65 65 65 65 66 65 61 63 64 64 64 64 63 63	7:00 AM
64 65 64 64 64 65 65 64 64 64 64 64 64 65 65 65 64 65 65 65 64 65 65 66 65 65 63 65 66 66 62 64 64 65 65 64 64 64	6:45 AM
65 65 65 64 65 65 65 65 64 64 64 64 64 64 65 65 64 65 65 66 65 65 65 65 66 66 67 66 64 65 65 68 65 65 64 64	6:30 AM
65 65 65 64 64 64 65 64 64 64 64 64 64 64 65 65 64 65 65 65 64 65 65 66 66 66 65 66 66 66 63 65 65 65 65 65 64 64	6:15 AM
65 65 65 65 65 65 65 65 65 65 65 65 65 65 65 65 65 66 66 66 65 66 65 66 66 66 66 66 66 66 64 65 66 66 66 65 65 65	6:00 AM
65 65 65 65 64 65 65 65 65 65 65 65 65 65 65 65 65 66 66 66 65 66 65 66 66 66 66 66 66 66 65 66 66 66 66 66 66 66	5:45 AM
66 66 66 66 66 66 66 66 66 65 65 66 65 65 66 65 65 66 66 66 66 66 66 66 66 66 66 66 66 66 65 66 66 66 66 66 66 66	5:30 AM
66 66 65 65 65 66 66 66 66 66 66 66 66 66 66 66 66 66 66 66 66 66 65 66 66 66 66 66 66 66 65 66 66 66 66 66 66 66	5:15 AM
66 66 66 66 65 66 66 66 66 66 66 66 66 66 66 66 66 66 66 66 66 66 66 66 66 66 67 67 67 66 65 66 66 67 67 66 66 66	5:00 AM

Indian Truck Trail On		Horsethief Road Off	Horsethief Road On		Express Lane Access (Ingress/Egress)	Lake St Off	Lake St On		Express Lane Egress	Nichols Rd Off	Nichols Rd On	Express Lane Egress Central Ave Off	Central Ave On	Main St Off	Main St On
0.6		1	0.5		1.5		0.6		2.2		0.6	1	0.6	0.7	0.7
12.6		13.6	14.1		15.6		16.2		18.4		19	20	20.6	21.3	22

Southbound I-15 Express Lanes: Measured Speed (Source - VISSIM Simulation Model)

69 69 69 69 68 69	11:45 AM
69 69 69 69 67 68	11:30 AM
69 69 69 69 68 69	11:15 AM
69 69 69 69 68 69	11:00 AM
69 69 69 69 68 69	10:45 AM
69 69 69 69 68 69	10:30 AM
69 69 69 69 68 68	10:15 AM
69 69 69 69 68 69	10:00 AM
69 69 69 69 67 69	9:45 AM
69 69 69 69 68 69	9:30 AM
69 69 69 69 68 69	9:15 AM
69 69 69 69 69 70	9:00 AM
70 70 70 70 69 70	8:45 AM
70 70 70 70 70 70	8:30 AM
70 70 70 70 70 70	8:15 AM
70 70 70 70 70 70	8:00 AM
70 70 70 70 69 70	7:45 AM
70 70 70 70 70 70	7:30 AM
69 69 69 69 69 70	7:15 AM
70 70 70 70 70 70	7:00 AM
70 70 70 70 70 70	6:45 AM
70 70 70 70 70 70	6:30 AM
70 70 70 70 70 70	6:15 AM
70 70 70 70 70 71	6:00 AM
70 70 70 70 70 70	5:45 AM
70 70 70 70 70 70	5:30 AM
69 69 70 70 69 70	5:15 AM
70 70 70 70 70 70	5:00 AM

Exhibit O2 - Northbound I-15 Weekday Speed Contour Plot (Design Year Build Alternative - AM)

VISSIM Post-Processor
Average Results from 5 Runs
Average Link Speed

Legend

60 - 75 mph	40 - 50 mph	20 - 30 mph	0 - 10 mph
50 - 60 mph	30 - 40 mph	10 - 20 mph	

I-15 Express Lanes Southern Extension
Design Year Plus Project
AM Peak Hour

Northbound I-15 General Purpose Lanes: Measured Speed (Source - VISSIM Simulation Model)

	Main St Off	Main St On	EB Central Ave Off	WB Central Ave Off	Dexter Ave Off	Express Lane Ingress	Dexter Ave On	Nichols Rd Off	Nichols Rd On	Express In Ingress	Lake St Off	Lake St On	Express Lane Access (Ingress/Egress)	Horsethief Road Off	Horsethief Road On	Indian Truck Trail Off	Indian Truck Trail On
Length (miles)	0.5	0.8	0.3	0.2	0.5		0.6	0.7	2.2		0.6	1.6		0.5	1	0.6	
Cumulative Distance (miles)	0.5	1.3	1.6	1.8	2.3		2.9	3.6	5.8		6.4	8		8.5	9.5	10.1	

11:45 AM	11	11	11	11	13	13	13	11	5	5	8	9	7	7	8	8	7	7	6	8	8	8	10	7	7	7	7	8	8	8	8	8	8	7	7	8	8	7	7
11:30 AM	11	11	11	11	13	14	13	11	5	5	7	8	7	7	7	8	7	7	7	9	10	10	12	8	8	8	7	9	9	9	9	8	8	8	7	8	8	8	8
11:15 AM	10	10	10	10	13	13	13	11	5	5	8	8	7	7	8	8	7	7	7	9	9	9	12	8	8	8	7	9	9	9	10	10	10	9	9	11	11	10	10
11:00 AM	9	9	9	9	11	11	11	9	4	4	6	6	7	6	7	7	7	7	7	9	10	10	12	8	8	8	7	7	8	9	9	9	9	8	8	8	9	9	9
10:45 AM	9	9	9	9	11	11	11	9	4	4	7	7	7	6	7	7	7	7	7	9	10	10	13	7	8	8	7	7	8	8	8	8	8	8	8	7	9	9	9
10:30 AM	8	8	9	9	11	11	11	9	4	4	6	6	7	6	7	8	7	7	7	9	10	10	13	8	8	8	7	8	9	8	8	8	8	8	8	7	9	9	9	8
10:15 AM	11	10	10	9	11	11	11	9	4	4	7	7	6	6	7	7	7	6	6	9	10	10	13	7	8	8	7	10	10	10	10	9	9	8	8	9	9	9	9
10:00 AM	13	14	13	13	16	16	16	12	7	6	9	13	7	6	8	8	8	7	7	10	11	12	15	7	7	7	7	6	8	9	8	9	9	9	8	8	10	10	10	10
9:45 AM	15	15	13	13	14	14	14	10	6	6	9	11	7	6	8	8	8	8	7	11	12	13	16	9	8	8	8	11	12	11	11	11	10	9	8	10	10	10	9
9:30 AM	13	14	14	14	17	17	17	12	7	7	10	15	8	7	9	9	9	8	7	11	12	12	16	8	8	8	8	11	12	11	11	11	11	11	10	13	14	13	12
9:15 AM	10	10	10	10	13	14	15	10	6	6	9	13	7	7	9	9	9	8	7	11	12	13	17	8	8	8	8	12	12	11	11	11	10	9	9	12	12	12	11
9:00 AM	9	9	9	9	11	11	11	8	5	5	8	10	5	6	8	8	8	8	7	11	12	13	18	8	7	7	7	11	12	10	11	11	11	10	10	13	14	14	12
8:45 AM	7	7	7	7	10	10	11	7	5	4	7	9	5	5	7	7	7	6	6	10	11	13	18	7	7	7	7	10	11	10	10	10	9	9	8	11	11	11	10
8:30 AM	9	7	6	6	8	8	8	6	4	4	6	7	4	4	6	6	6	6	6	10	11	12	18	7	7	6	6	9	10	9	10	10	9	8	8	10	10	10	9
8:15 AM	23	18	16	11	11	11	10	7	4	4	6	7	4	4	5	5	6	5	5	9	10	11	17	6	6	6	6	9	10	9	10	10	9	8	7	10	10	9	8
8:00 AM	52	41	29	21	23	25	25	21	18	17	16	15	6	5	7	7	7	5	5	8	9	10	16	6	6	6	6	5	8	9	8	8	8	8	7	7	9	9	8	7
7:45 AM	65	52	46	43	41	41	43	43	37	30	23	17	8	7	9	9	9	7	7	11	12	13	17	7	6	6	6	8	9	8	9	8	7	7	6	8	8	8	7
7:30 AM	65	59	64	61	56	58	58	51	44	42	42	33	10	7	8	8	8	7	7	12	13	14	18	8	8	8	7	7	12	12	10	11	11	10	8	8	10	10	9	8
7:15 AM	63	52	63	62	57	59	62	64	66	63	54	46	34	29	26	24	21	8	7	11	12	13	17	8	7	7	8	13	13	11	12	11	11	10	10	13	13	13	11
7:00 AM	65	57	64	63	59	60	62	65	66	64	65	58	54	46	44	43	33	16	8	12	12	13	18	8	8	8	8	12	13	11	12	12	11	10	10	13	13	13	12
6:45 AM	64	59	64	64	62	61	63	65	66	65	65	63	65	65	63	59	54	34	25	23	24	22	21	8	8	7	8	12	12	11	11	11	11	11	10	14	14	14	12
6:30 AM	65	58	64	62	57	60	62	65	66	64	64	63	65	64	64	63	62	62	31	32	37	39	40	10	7	7	8	12	12	11	12	12	12	11	11	15	16	16	14
6:15 AM	64	59	63	53	46	58	61	64	66	65	64	61	64	64	64	63	61	43	15	31	51	59	64	40	16	9	7	11	12	10	11	11	11	10	10	14	15	14	13
6:00 AM	64	59	62	47	48	57	61	64	66	64	63	60	64	62	58	55	53	22	15	31	51	58	63	63	62	41	25	24	27	21	18	14	12	10	10	14	15	15	14
5:45 AM	63	61	62	44	42	56	60	63	65	63	63	59	63	62	59	59	55	32	15	30	50	57	63	63	62	62	61	56	57	61	59	49	38	28	17	20	19	17	15
5:30 AM	64	61	63	58	54	59	61	64	65	64	63	60	63	62	59	58	57	61	34	41	54	59	63	63	62	63	62	59	59	62	62	61	61	61	48	45	46	40	28
5:15 AM	66	64	65	63	62	63	64	65	66	65	65	63	64	64	64	63	62	64	64	60	60	61	64	63	63	63	61	59	59	62	62	62	62	62	55	52	59	60	51
5:00 AM	66	65	65	63	63	63	64	65	66	65	65	64	65	64	64	64	64	64	64	60	60	62	64	64	64	64	63	62	61	63	63	62	62	62	57	53	60	60	58

Northbound I-15 Express Lanes: Measured Speed (Source - VISSIM Simulation Model)

11:45 AM	42	68	68	65	68												
11:30 AM	39	66	67	64	68												
11:15 AM	40	66	67	65	68												
11:00 AM	38	66	68	65	68												
10:45 AM	39	67	68	65	68												
10:30 AM	38	69	69	65	69												
10:15 AM	40	69	69	65	68												
10:00 AM	49	68	68	61	67												
9:45 AM	48	68	68	61	67												
9:30 AM	51	68	67	59	67												
9:15 AM	50	67	66	58	66												
9:00 AM	47	66	65	58	66												
8:45 AM	45	68	67	59	67												
8:30 AM	43	67	67	60	67												
8:15 AM	42	68	67	59	67												
8:00 AM	51	68	68	55	68												
7:45 AM	52	68	67	57	67												
7:30 AM	55	68	67	56	67												
7:15 AM	58	68	67	57	67												
7:00 AM	60	68	67	58	67												
6:45 AM	62	67	66	56	66												
6:30 AM	62	68	67	55	66												
6:15 AM	60	67	66	55	65												
6:00 AM	58	67	66	60	66												
5:45 AM	57	67	66	65	65												
5:30 AM	59	67	66	66	66												
5:15 AM	62	67	67	66	66												
5:00 AM	63	68	67	67	67												

Exhibit O2 - Northbound I-15 Weekday Speed Contour Plot (Design Year Build Alternative - AM)

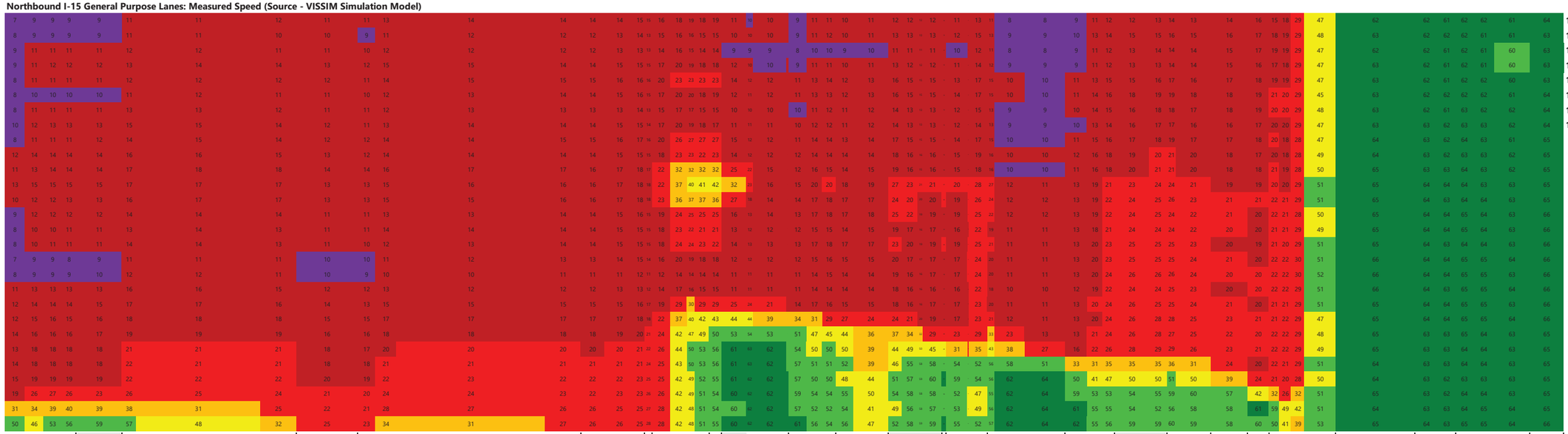
VISSIM Post-Processor
Average Results from 5 Runs
Average Link Speed

Legend

60 - 75 mph	40 - 50 mph	20 - 30 mph	0 - 10 mph
50 - 60 mph	30 - 40 mph	10 - 20 mph	

I-15 Express Lanes Southern Extension
Design Year Plus Project
AM Peak Hour

Northbound I-15 General Purpose Lanes: Measured Speed (Source - VISSIM Simulation Model)



Express Lane Access (Ingress/Egress)	Temescal Canyon Rd Off	Temescal Canyon Rd On	Weirick Rd/ Dos Lagos Dr Off	Weirick/Dos Lagos On	Cajalco Rd Off	Express Lane Access (Ingress)	Cajalco Rd Loop On	EB Cajalco Rd On	WB Cajalco Rd On	El Cerrito Rd Off	Express Lane Access (Ingress/Egress)	El Cerrito Rd On	Ontario Ave Off	Ontario Ave On	Express Lane Access (Ingress/Egress)	Magnolia Ave Off	EB Magnolia Ave On	WB Magnolia Ave On	WB and EB SR-91 Off	WB SR-91 On	EB SR-91 On	Hidden Valley Pkwy Off	Express Lane Ingress
2.3	0.5	1.9	0.5	0.5	0.5	0.3	0.4	0.4	0.3	0.6	1.1	0.3	0.2	0.5	0.7	0.3	0.6						
12.4	12.9	14.8	15.3	15.8	16.3	16.6	17	17.4	17.7	18.3	19.4	19.7	19.9	20.4	21.1	21.4	22						

Northbound I-15 Express Lanes: Measured Speed (Source - VISSIM Simulation Model)

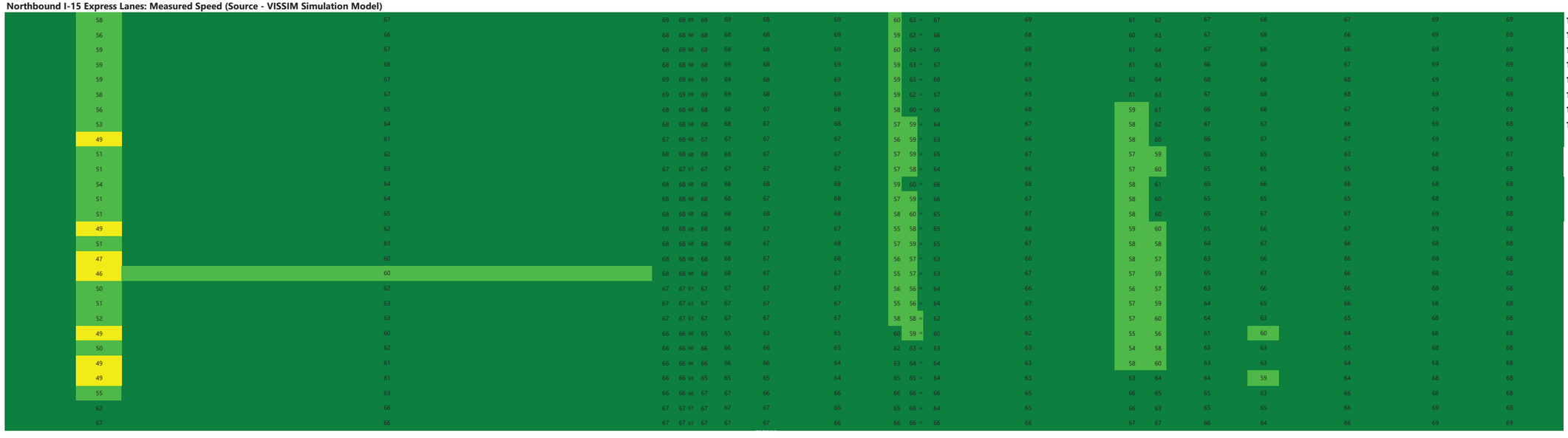


Exhibit P1 - Southbound I-15 Weekday Speed Contour Plot (Design Year Build Alternative - PM)

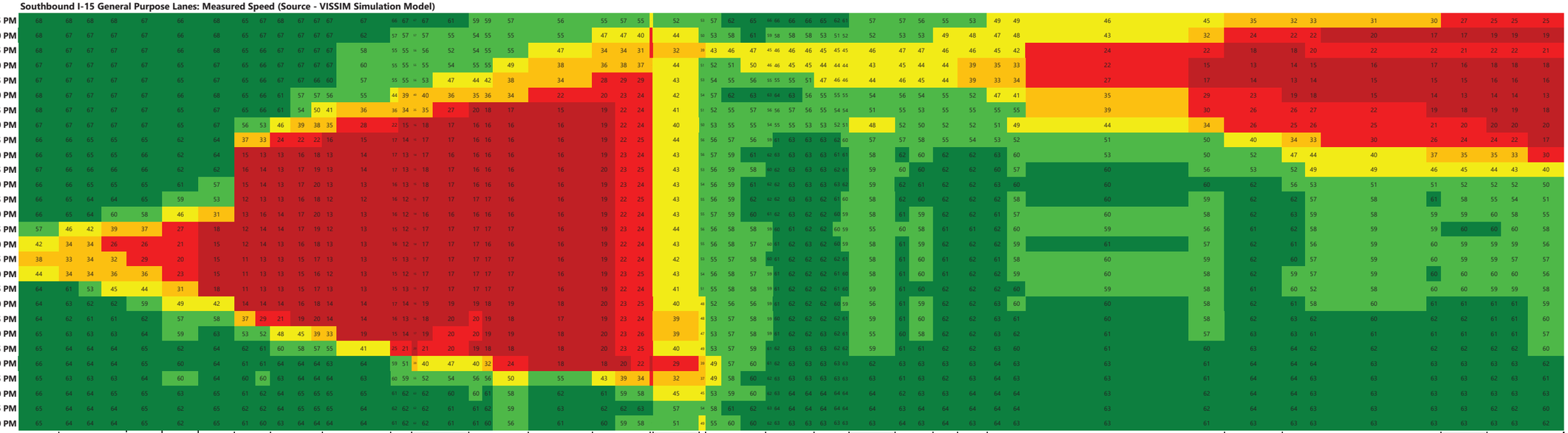
VISSIM Post-Processor
Average Results from 5 Runs
Average Link Speed

Legend

60 - 75 mph	40 - 50 mph	20 - 30 mph	0 - 10 mph
50 - 60 mph	30 - 40 mph	10 - 20 mph	

I-15 Express Lanes Southern Extension
Design Year Plus Project
PM Peak Hour

Southbound I-15 General Purpose Lanes: Measured Speed (Source - VISSIM Simulation Model)



	Hidden Valley Pkwy On	WB SR-91 Off	EB SR-91 Off	EB SR-91 On	WB SR-91 On	Magnolia Ave Off	Magnolia Ave On	Express Lane Access (Ingress/Egress)	Ontario Ave Off	Ontario Ave On	El Cerrito Rd Off	Express Lane Access (Ingress/Egress)	El Cerrito Rd On ^	Cajalco Rd Off	Cajalco Rd On	Express Lane Access (Ingress/Egress)	Weirick Rd/ Dos Lagos Dr Off	Weirick Rd/ Dos Lagos Dr On	Temescal Canyon Rd Off	Temescal Canyon Rd On	Express Lane Access (Ingress/Egress)	Indian Truck Trail Off
Length (miles)		0.8	0.3	0.3	0.3	0.4	0.5	1		0.5	0.4	0.4	0.5	0.4		0.9	0.2	0.2	2	0.5	2.3	
Cumulative Distance (miles)		0.8	1.1	1.4	1.7	2.1	2.6	3.6		4.1	4.6	5	5.5	5.9		6.8	7	7.2	9.2	9.7	12	

Southbound I-15 Express Lanes: Measured Speed (Source - VISSIM Simulation Model)

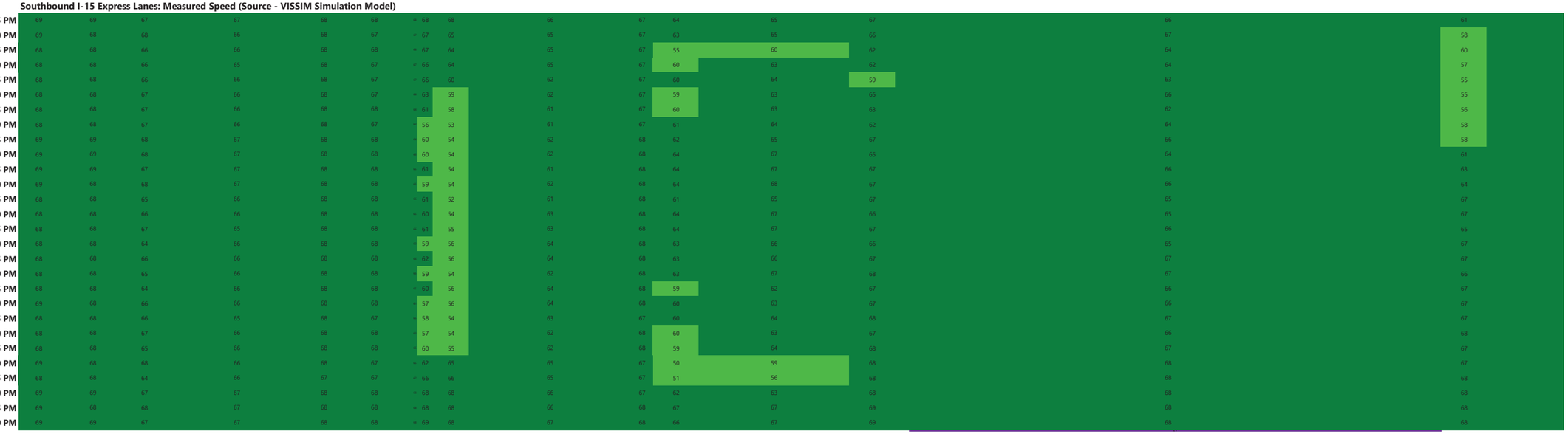


Exhibit P1 - Southbound I-15 Weekday Speed Contour Plot (Design Year Build Alternative - PM)

VISSIM Post-Processor
Average Results from 5 Runs
Average Link Speed

I-15 Express Lanes Southern Extension
Design Year Plus Project
PM Peak Hour

Legend	
60 - 75 mph	40 - 50 mph
50 - 60 mph	30 - 40 mph
20 - 30 mph	0 - 10 mph
10 - 20 mph	

Southbound I-15 General Purpose Lanes: Measured Speed (Source - VISSIM Simulation Model)

19	17	19	19	19	18	18	21	22	23	22	24	24	19	18	19	21	19	19	19	21	39	33	31	32	28	33	25	18	16	24	31	40	47	47	54	54	59	**7:45 PM**
15	14	15	16	15	15	15	20	21	21	21	22	23	18	17	18	18	18	17	17	19	30	27	26	27	26	32	24	17	15	24	31	40	46	50	46	50	56	**7:30 PM**
17	16	17	17	17	15	15	19	20	20	20	21	20	16	15	16	17	17	17	17	18	28	28	28	28	26	32	24	17	15	24	30	38	41	38	40	45	58	**7:15 PM**
15	15	16	17	17	16	16	20	21	21	22	24	24	17	16	17	18	17	17	17	18	28	25	25	26	25	31	23	17	15	23	29	39	44	44	44	49	57	**7:00 PM**
13	12	13	13	13	12	12	15	16	16	16	18	17	14	14	15	16	17	17	17	18	27	27	26	27	25	30	22	18	16	24	30	38	44	39	39	44	56	**6:45 PM**
12	11	12	13	13	12	12	14	15	15	16	17	16	13	12	13	14	14	14	14	15	19	20	20	22	21	27	19	16	14	22	27	32	36	36	41	46	56	**6:30 PM**
14	13	14	14	13	12	12	17	17	17	17	17	17	12	12	13	14	15	14	15	15	20	21	20	22	21	27	19	15	14	21	26	32	35	33	30	38	59	**6:15 PM**
16	15	16	17	16	14	15	18	19	19	20	22	21	15	14	16	16	16	16	16	16	22	22	21	22	21	28	20	15	13	20	25	31	35	34	33	41	59	**6:00 PM**
13	13	14	15	15	14	14	18	18	19	20	21	21	15	15	16	17	17	17	17	18	28	25	24	26	24	30	21	17	15	22	28	36	37	35	34	41	58	**5:45 PM**
24	16	16	15	14	12	12	16	17	17	17	18	18	13	13	14	15	16	16	16	17	23	23	23	25	23	29	21	17	15	23	28	36	40	38	37	42	57	**5:30 PM**
38	35	34	32	28	15	12	16	16	16	16	18	17	13	13	14	15	16	15	15	16	22	22	22	23	21	29	20	15	13	20	25	31	35	33	37	43	56	**5:15 PM**
50	46	45	43	43	35	30	31	32	28	24	23	21	13	12	13	13	15	15	15	16	23	23	23	24	23	30	24	16	13	21	27	33	36	33	30	39	57	**5:00 PM**
52	51	49	50	51	50	43	42	40	39	36	34	31	32	25	24	17	17	17	16	18	25	23	23	24	23	30	23	15	12	19	25	30	33	32	35	42	58	**4:45 PM**
61	62	59	54	53	52	41	39	48	51	50	49	44	43	36	35	31	18	17	17	19	28	26	24	25	24	31	24	16	14	21	26	31	34	34	33	40	58	**4:30 PM**
62	63	61	59	59	62	54	51	54	55	52	48	48	52	53	52	38	34	23	27	19	24	23	23	24	22	29	22	16	13	21	27	34	37	35	35	41	55	**4:15 PM**
61	63	60	58	60	61	59	54	57	61	59	59	55	55	53	51	49	42	36	39	27	32	31	31	26	23	31	21	15	13	20	24	29	32	30	31	39	58	**4:00 PM**
61	63	62	60	60	62	57	54	58	61	57	55	54	61	63	58	53	54	50	54	33	40	39	38	36	26	32	23	15	13	19	25	29	32	29	29	38	59	**3:45 PM**
61	61	57	58	60	61	55	53	57	61	59	58	55	62	62	59	60	63	55	60	34	48	49	48	43	39	43	34	25	17	21	25	30	33	31	30	39	58	**3:30 PM**
61	63	60	58	59	60	53	51	58	60	60	58	54	61	59	56	59	63	64	64	46	59	63	63	61	48	48	43	35	30	26	28	31	35	32	31	40	57	**3:15 PM**
62	64	63	61	60	63	62	60	61	63	62	61	61	63	64	63	62	65	64	65	57	61	63	63	63	63	62	60	50	40	27	29	33	36	37	33	40	56	**3:00 PM**
63	64	62	61	61	62	62	60	59	62	61	60	56	62	63	62	61	64	64	65	57	61	63	63	63	63	64	65	64	58	33	34	38	39	33	36	43	57	**2:45 PM**
62	63	61	59	60	62	61	58	59	62	61	60	57	62	62	58	60	64	64	64	53	60	63	63	63	63	64	64	65	65	53	51	55	57	53	34	41	58	**2:30 PM**
63	64	63	62	62	63	63	60	62	63	63	62	61	63	64	62	62	65	65	65	59	62	64	64	64	64	65	65	66	66	56	56	60	63	63	59	57	59	**2:15 PM**
63	64	63	62	62	63	63	63	62	63	63	63	62	63	64	63	62	65	65	65	62	63	64	65	64	64	64	65	66	66	59	59	60	61	62	63	58	60	**2:00 PM**
64	64	63	63	63	64	63	63	63	64	63	63	62	63	64	64	63	65	65	65	63	64	65	65	65	65	65	66	67	66	62	62	64	64	64	64	62	62	**1:45 PM**
64	64	64	64	63	64	63	64	63	64	63	63	62	64	64	64	63	65	65	65	63	64	65	65	65	65	65	65	66	66	58	60	62	63	63	58	54	61	**1:30 PM**
64	64	63	63	62	63	63	63	63	63	63	63	62	63	64	63	63	65	65	65	64	65	65	65	65	65	65	66	66	66	61	62	63	64	64	64	62	62	**1:15 PM**
63	64	63	63	63	63	63	63	62	63	63	63	63	64	64	64	63	65	64	65	63	64	64	65	65	65	65	66	66	66	62	62	63	64	64	64	62	62	**1:00 PM**

Indian Truck Trail On	Horsethief Road Off	Horsethief Road On	Express Lane Access (Ingress/Egress) / Lake St Off	Lake St On	Express Lane Egress / Nichols Rd Off	Nichols Rd On	Express Lane Egress / Central Ave Off	Central Ave On	Main St Off	Main St On
0.6	1	0.5	1.5	0.6	2.2	0.6	1	0.6	0.7	0.7
12.6	13.6	14.1	15.6	16.2	18.4	19	20	20.6	21.3	22

Southbound I-15 Express Lanes: Measured Speed (Source - VISSIM Simulation Model)

67	67	63	67	64	67	**7:45 PM**
67	67	61	67	64	67	**7:30 PM**
67	67	61	67	61	67	**7:15 PM**
67	67	63	67	63	67	**7:00 PM**
67	67	59	68	62	67	**6:45 PM**
67	67	60	68	62	64	**6:30 PM**
67	67	58	67	59	67	**6:15 PM**
67	67	61	67	62	67	**6:00 PM**
67	67	61	68	62	67	**5:45 PM**
67	67	59	68	62	66	**5:30 PM**
67	67	59	67	60	67	**5:15 PM**
67	67	63	67	52	68	**5:00 PM**
67	67	65	67	54	67	**4:45 PM**
67	67	65	67	55	67	**4:30 PM**
67	67	67	67	55	67	**4:15 PM**
67	67	67	67	63	67	**4:00 PM**
67	67	67	67	64	66	**3:45 PM**
67	67	68	67	62	64	**3:30 PM**
67	67	67	67	64	66	**3:15 PM**
67	67	67	67	62	62	**3:00 PM**
67	67	67	67	62	65	**2:45 PM**
67	67	67	67	64	64	**2:30 PM**
67	67	67	67	62	65	**2:15 PM**
67	67	68	67	58	61	**2:00 PM**
68	68	68	67	61	61	**1:45 PM**
68	68	68	68	61	65	**1:30 PM**
68	68	68	68	63	67	**1:15 PM**
68	68	68	68	64	66	**1:00 PM**

Exhibit P2 - Northbound I-15 Weekday Speed Contour Plot (Design Year Build Alternative - PM)

VISSIM Post-Processor
Average Results from 5 Runs
Average Link Speed

Legend

60 - 75 mph	40 - 50 mph	20 - 30 mph	0 - 10 mph
50 - 60 mph	30 - 40 mph	10 - 20 mph	

I-15 Express Lanes Southern Extension
Design Year Plus Project
PM Peak Hour

Northbound I-15 General Purpose Lanes: Measured Speed (Source - VISSIM Simulation Model)

	Main St Off	Main St On	EB Central Ave Off	WB Central Ave Off	Dexter Ave Off	Express Lane Ingress	Dexter Ave On	Nichols Rd Off	Nichols Rd On	Express In Ingress	Lake St Off	Lake St On	Express Lane Access (Ingress/Egress)	Horsethief Road Off	Horsethief Road On	Indian Truck Trail Off	Indian Truck Trail On
Length (miles)	0.5	0.8	0.3	0.2	0.5		0.6	0.7	2.2		0.6	1.6		0.5	1	0.6	
Cumulative Distance (miles)	0.5	1.3	1.6	1.8	2.3		2.9	3.6	5.8		6.4	8		8.5	9.5	10.1	

Northbound I-15 Express Lanes: Measured Speed (Source - VISSIM Simulation Model)

7:45 PM	47	69	68	62	68												
7:30 PM	48	69	69	63	68												
7:15 PM	42	69	69	62	69												
7:00 PM	42	69	69	63	69												
6:45 PM	41	69	69	64	69												
6:30 PM	40	69	69	63	69												
6:15 PM	39	69	69	65	69												
6:00 PM	40	68	68	64	68												
5:45 PM	40	69	69	64	68												
5:30 PM	42	68	68	64	68												
5:15 PM	41	69	69	63	68												
5:00 PM	47	69	69	61	68												
4:45 PM	46	69	68	61	68												
4:30 PM	46	69	68	61	68												
4:15 PM	45	69	69	61	68												
4:00 PM	43	69	68	62	68												
3:45 PM	44	68	68	62	68												
3:30 PM	45	68	68	62	68												
3:15 PM	45	68	68	61	68												
3:00 PM	44	67	68	61	68												
2:45 PM	44	68	68	61	68												
2:30 PM	45	68	68	61	68												
2:15 PM	40	69	69	62	69												
2:00 PM	44	69	68	61	68												
1:45 PM	42	69	69	61	68												
1:30 PM	46	69	68	61	68												
1:15 PM	45	68	68	60	68												
1:00 PM	48	68	68	62	68												

Exhibit P2 - Northbound I-15 Weekday Speed Contour Plot (Design Year Build Alternative - PM)

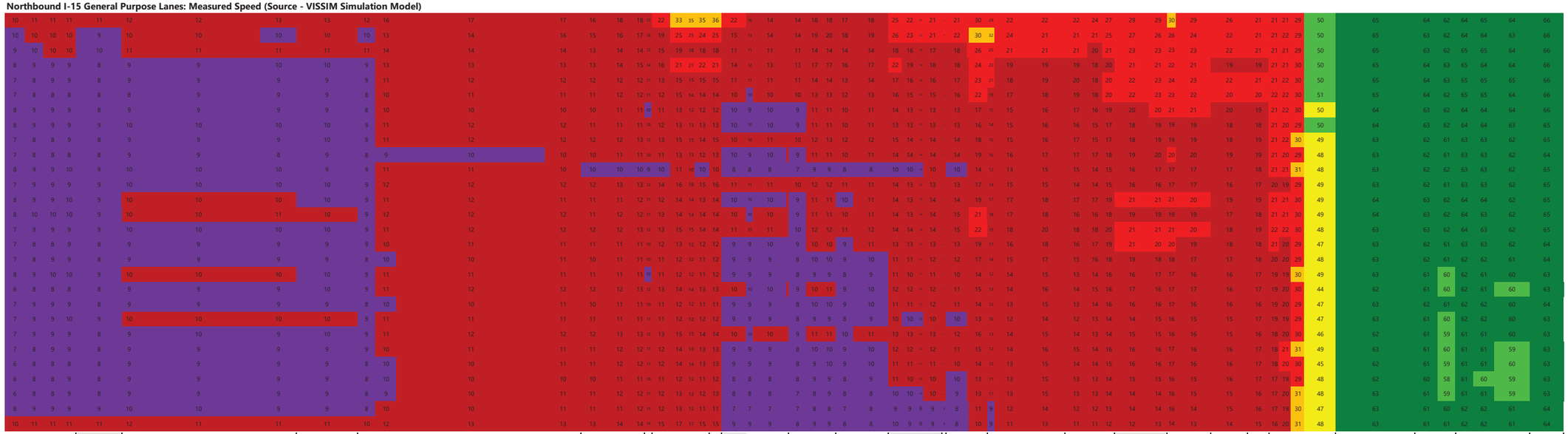
VISSIM Post-Processor
Average Results from 5 Runs
Average Link Speed

Legend

60 - 75 mph	40 - 50 mph	20 - 30 mph	0 - 10 mph
50 - 60 mph	30 - 40 mph	10 - 20 mph	

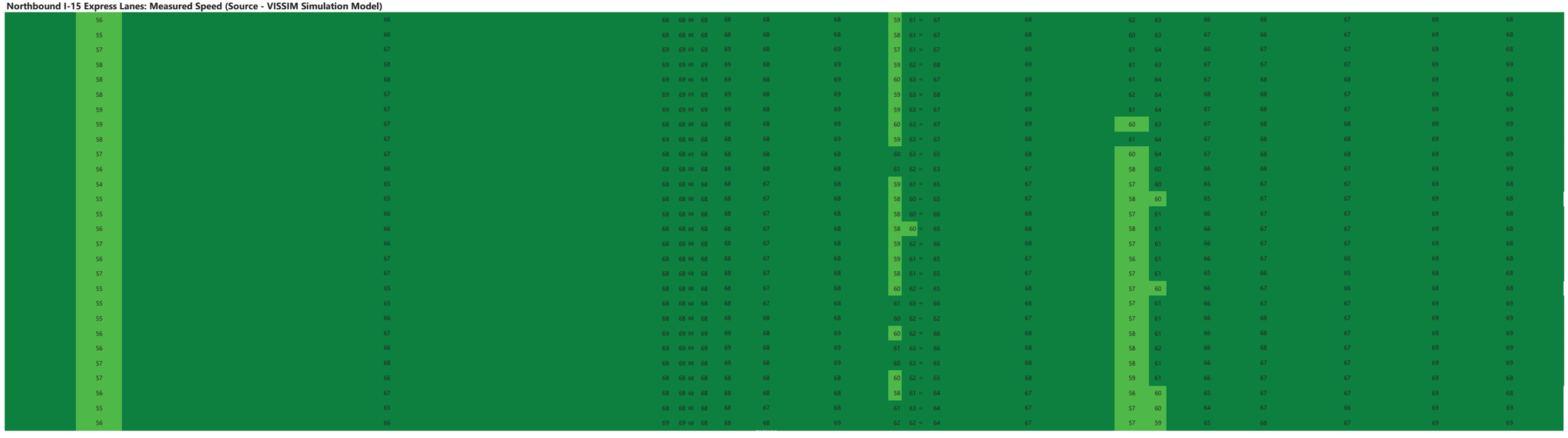
I-15 Express Lanes Southern Extension
Design Year Plus Project
PM Peak Hour

Northbound I-15 General Purpose Lanes: Measured Speed (Source - VISSIM Simulation Model)



Express Lane Access (Ingress/Egress)	Temescal Canyon Rd Off	Temescal Canyon Rd On	Weirick Rd/ Dos Lagos Dr Off	Weirick/Dos Lagos On	Cajalco Rd Off	Express Lane Access (Ingress)	Cajalco Rd Loop On	EB Cajalco Rd On	WB Cajalco Rd On	El Cerrito Rd Off	Express Lane Access (Ingress/Egress)	El Cerrito Rd On	Ontario Ave Off	Ontario Ave On	Express Lane Access (Ingress/Egress)	Magnolia Ave Off	EB Magnolia Ave On	WB Magnolia Ave On	WB and EB SR-91 Off	WB SR-91 On	EB SR-91 On	Hidden Valley Pkwy Off	Express Lane Ingress
2.3	0.5	1.9	0.5	0.5	0.5	0.3	0.4	0.4	0.3	0.6	1.1	0.3	0.2	0.5	0.7	0.3	0.6						
12.4	12.9	14.8	15.3	15.8	16.3	16.6	17	17.4	17.7	18.3	19.4	19.7	19.9	20.4	21.1	21.4	22						

Northbound I-15 Express Lanes: Measured Speed (Source - VISSIM Simulation Model)



Appendix E Design Barrier Locations and Elevations

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Table E-1. Barrier Locations and Elevations - Noise Barrier SW1142B at the ROW

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1139+00	6,233,158.5	2,194,338.5	6,233,128.5	2,194,378.5	1295.3	1294.5	10	1305.3	1304.5
	6,233,128.5	2,194,378.5	6,233,098.5	2,194,418.8	1294.5	1293.5	12	1306.5	1305.5
	6,233,098.5	2,194,418.8	6,233,070.0	2,194,459.5	1293.5	1292.0	16	1309.5	1308.0
	6,233,070.0	2,194,459.5	6,233,041.0	2,194,500.5	1292.0	1291.5	18	1310.0	1309.5
	6,233,041.0	2,194,500.5	6,232,983.0	2,194,582.0	1291.5	1294.5	20	1311.5	1314.5
	6,232,983.0	2,194,582.0	6,232,863.5	2,194,742.3	1294.5	1295.3	20	1314.5	1315.3
	6,232,863.5	2,194,742.3	6,232,803.5	2,194,822.5	1295.3	1294.3	20	1315.3	1314.3
	6,232,803.5	2,194,822.5	6,232,774.0	2,194,863.0	1294.3	1296.0	18	1312.3	1314.0
	6,232,774.0	2,194,863.0	6,232,744.0	2,194,902.8	1296.0	1298.8	16	1312.0	1314.8
1146+25	6,232,744.0	2,194,902.8	6,232,729.0	2,194,923.0	1298.8	1299.0	14	1312.8	1313.0
Approximate Length: 725.4									

Table E-2a. Barrier Locations and Elevations - Noise Barrier System SW1109A & SW1109B at the Mainline and Ramp Edge of Shoulder

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1112+00	6,234,626.0	2,192,056.0	6,234,661.0	2,192,019.5	1333.5	1334.9	12	1345.5	1346.9
	6,234,661.0	2,192,019.5	6,234,696.0	2,191,983.0	1334.9	1336.3	12	1346.9	1348.3
	6,234,696.0	2,191,983.0	6,234,731.0	2,191,946.5	1336.3	1337.6	12	1348.3	1349.6
	6,234,731.0	2,191,946.5	6,234,766.0	2,191,909.8	1337.6	1339.0	12	1349.6	1351.0
	6,234,766.0	2,191,909.8	6,234,800.5	2,191,872.0	1339.0	1340.3	12	1351.0	1352.3
	6,234,800.5	2,191,872.0	6,234,835.0	2,191,834.5	1340.3	1341.7	12	1352.3	1353.7
	6,234,835.0	2,191,834.5	6,234,869.5	2,191,797.0	1341.7	1343.0	12	1353.7	1355.0
1108+00	6,234,869.5	2,191,797.0	6,234,904.0	2,191,759.3	1343.0	1344.0	12	1355.0	1356.0
Approximate Length: 406.6									

Table E-2b. Barrier Locations and Elevations - Noise Barrier System SW1109A & SW1109B at the Mainline and Ramp Edge of Shoulder

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1113+00	6,234,474.5	2,192,079.5	6,234,503.0	2,192,038.0	1320.3	1319.0	10	1330.3	1329.0
	6,234,503.0	2,192,038.0	6,234,531.0	2,191,996.8	1319.0	1317.6	12	1331.0	1329.6
	6,234,531.0	2,191,996.8	6,234,639.5	2,191,829.0	1317.6	1311.5	12	1329.6	1323.5
	6,234,639.5	2,191,829.0	6,234,690.5	2,191,750.5	1311.5	1308.5	12	1323.5	1320.5
	6,234,690.5	2,191,750.5	6,234,751.0	2,191,663.0	1308.5	1306.2	10	1318.5	1316.2
	6,234,751.0	2,191,663.0	6,234,801.0	2,191,575.8	1306.2	1305.0	10	1316.2	1315.0
1106+69	6,234,801.0	2,191,575.8	6,234,808.0	2,191,544.5	1305.0	1304.5	6	1311.0	1310.5
Approximate Length: 632.6									

Table E-3. Barrier Locations and Elevations - Noise Barrier SW1137B on private property

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1139+50	6,232,871.0	2,194,189.0	6,232,841.5	2,194,227.5	1290.0	1289.5	16	1306.0	1305.5
	6,232,841.5	2,194,227.5	6,232,813.0	2,194,268.5	1289.5	1289.5	16	1305.5	1305.5
	6,232,813.0	2,194,268.5	6,232,784.0	2,194,309.5	1289.5	1290.0	16	1305.5	1306.0
1141+64	6,232,784.0	2,194,309.5	6,232,743.5	2,194,360.0	1290.0	1290.0	14	1304.0	1304.0
Approximate Length: 213.4									

Table E-4. Barrier Locations and Elevations - Noise Barrier SW1204 on private property

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1204+50	6,229,028.5	2,199,443.5	6,229,064.5	2,199,408.8	1304.0	1303.0	8	1312.0	1311.0
	6,229,064.5	2,199,408.8	6,229,100.5	2,199,374.3	1303.0	1301.0	8	1311.0	1309.0
	6,229,100.5	2,199,374.3	6,229,136.5	2,199,339.5	1301.0	1300.0	8	1309.0	1308.0
	6,229,136.5	2,199,339.5	6,229,166.0	2,199,311.3	1300.0	1299.5	8	1308.0	1307.5
1202+50	6,229,166.0	2,199,311.3	6,229,200.5	2,199,347.0	1299.5	1300.5	8	1307.5	1308.5
Approximate Length: 240.4									

Table E-5. Barrier Locations and Elevations - Noise Barrier SW1208B on private property

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1209+00	6,228,568.0	2,199,618.5	6,228,516.0	2,199,608.0	1,298.7	1,299.2	12	1,310.7	1,311.2
	6,228,516.0	2,199,608.0	6,228,507.0	2,199,612.5	1,299.2	1,299.4	10	1,309.2	1,309.4
	6,228,507.0	2,199,612.5	6,228,414.0	2,199,658.0	1,299.4	1,300.0	10	1,309.4	1,310.0
	6,228,414.0	2,199,658.0	6,228,365.5	2,199,705.0	1,300.0	1,301.0	10	1,310.0	1,311.0
	6,228,365.5	2,199,705.0	6,228,371.0	2,199,725.3	1,301.0	1,301.0	10	1,311.0	1,311.0
	6,228,371.0	2,199,725.3	6,228,381.5	2,199,744.0	1,301.0	1,300.2	10	1,311.0	1,310.2
	6,228,381.5	2,199,744.0	6,228,416.5	2,199,794.8	1,300.2	1,300.2	10	1,310.2	1,310.2
1211+00	6,228,416.5	2,199,794.8	6,228,438.5	2,199,824.0	1,300.2	1,300.0	10	1,310.2	1,310.0
Approximate Length: 374.9									

Table E-6. Barrier Locations and Elevations - Noise Barrier SW1208D at the ROW

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1208+25	6,228,519.0	2,199,465.8	6,228,496.0	2,199,484.5	1,293.4	1,293.0	18	1,311.4	1,311.0
	6,228,496.0	2,199,484.5	6,228,456.5	2,199,515.5	1,293.0	1,293.0	18	1,311.0	1,311.0
	6,228,456.5	2,199,515.5	6,228,423.5	2,199,549.5	1,293.0	1,294.0	18	1,311.0	1,312.0
	6,228,423.5	2,199,549.5	6,228,408.0	2,199,614.8	1,294.0	1,294.0	18	1,312.0	1,312.0
	6,228,408.0	2,199,614.8	6,228,380.0	2,199,638.0	1,294.0	1,294.0	18	1,312.0	1,312.0
	6,228,380.0	2,199,638.0	6,228,354.5	2,199,659.3	1,294.0	1,290.0	18	1,312.0	1,308.0
	6,228,354.5	2,199,659.3	6,228,328.0	2,199,680.8	1,290.0	1,287.0	18	1,308.0	1,305.0
	6,228,328.0	2,199,680.8	6,228,309.5	2,199,696.8	1,287.0	1,285.0	18	1,305.0	1,303.0
	6,228,309.5	2,199,696.8	6,228,294.5	2,199,708.5	1,285.0	1,287.0	18	1,303.0	1,305.0
	6,228,294.5	2,199,708.5	6,228,254.5	2,199,740.3	1,287.0	1,290.0	18	1,305.0	1,308.0
	6,228,254.5	2,199,740.3	6,228,213.5	2,199,773.0	1,290.0	1,297.0	18	1,308.0	1,315.0
	6,228,213.5	2,199,773.0	6,228,184.0	2,199,796.8	1,297.0	1,298.0	18	1,315.0	1,316.0
	6,228,184.0	2,199,796.8	6,228,154.0	2,199,820.5	1,298.0	1,299.0	18	1,316.0	1,317.0
	6,228,154.0	2,199,820.5	6,228,125.0	2,199,843.0	1,299.0	1,302.2	18	1,317.0	1,320.2
	6,228,125.0	2,199,843.0	6,228,096.5	2,199,865.5	1,302.2	1,305.3	18	1,320.2	1,323.3
	6,228,096.5	2,199,865.5	6,228,066.0	2,199,889.5	1,305.3	1,301.7	18	1,323.3	1,319.7
	6,228,066.0	2,199,889.5	6,228,036.0	2,199,913.3	1,301.7	1,298.0	18	1,319.7	1,316.0
	6,228,036.0	2,199,913.3	6,228,004.0	2,199,938.5	1,298.0	1,296.0	18	1,316.0	1,314.0
	6,228,004.0	2,199,938.5	6,227,972.5	2,199,964.0	1,296.0	1,294.0	20	1,316.0	1,314.0
	6,227,972.5	2,199,964.0	6,227,960.5	2,199,973.5	1,294.0	1,294.0	20	1,314.0	1,314.0
	6,227,960.5	2,199,973.5	6,227,938.5	2,199,990.5	1,294.0	1,298.0	20	1,314.0	1,318.0
	6,227,938.5	2,199,990.5	6,227,910.5	2,200,013.0	1,298.0	1,300.0	20	1,318.0	1,320.0
	6,227,910.5	2,200,013.0	6,227,861.5	2,200,052.0	1,300.0	1,300.3	20	1,320.0	1,320.3
	6,227,861.5	2,200,052.0	6,227,842.0	2,200,067.3	1,300.3	1,300.0	20	1,320.3	1,320.0
	6,227,842.0	2,200,067.3	6,227,825.5	2,200,080.5	1,300.0	1,301.0	20	1,320.0	1,321.0
	6,227,825.5	2,200,080.5	6,227,788.5	2,200,110.0	1,301.0	1,292.0	20	1,321.0	1,312.0
	6,227,788.5	2,200,110.0	6,227,782.0	2,200,115.3	1,292.0	1,292.0	20	1,312.0	1,312.0
	6,227,782.0	2,200,115.3	6,227,750.0	2,200,140.5	1,292.0	1,298.0	20	1,312.0	1,318.0
	6,227,750.0	2,200,140.5	6,227,716.0	2,200,167.3	1,298.0	1,302.0	18	1,316.0	1,320.0
1219+00	6,227,716.0	2,200,167.3	6,227,705.0	2,200,176.3	1,302.0	1,302.4	14	1,316.0	1,316.4
Approximate Length: 1094.1									

Table E-7. Barrier Locations and Elevations - Noise Barrier SW1210 on private property

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1210+50	6,228,581.5	2,199,909.8	6,228,592.0	2,199,899.5	1,301.5	1,300.1	8	1,309.5	1,308.1
	6,228,592.0	2,199,899.5	6,228,573.5	2,199,880.0	1,300.1	1,298.8	8	1,308.1	1,306.8
	6,228,573.5	2,199,880.0	6,228,609.5	2,199,845.3	1,298.8	1,298.3	10	1,308.8	1,308.3
1209+50	6,228,609.5	2,199,845.3	6,228,640.5	2,199,815.0	1,298.3	1,300.0	8	1,306.3	1,308.0
Approximate Length: 134.9									

Table E-8. Barrier Locations and Elevations - Noise Barrier SW1212 on private property

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1212+00	6,228,389.5	2,199,838.0	6,228,319.5	2,199,772.5	1,300.0	1,300.5	12	1,312.0	1,312.5
	6,228,319.5	2,199,772.5	6,228,305.5	2,199,764.5	1,300.5	1,300.5	12	1,312.5	1,312.5
	6,228,305.5	2,199,764.5	6,228,270.5	2,199,798.8	1,300.5	1,302.0	14	1,314.5	1,316.0
	6,228,270.5	2,199,798.8	6,228,250.5	2,199,819.0	1,302.0	1,302.5	14	1,316.0	1,316.5
	6,228,250.5	2,199,819.0	6,228,205.5	2,199,862.5	1,302.5	1,304.0	14	1,316.5	1,318.0
	6,228,205.5	2,199,862.5	6,228,138.0	2,199,929.0	1,304.0	1,305.2	14	1,318.0	1,319.2
	6,228,138.0	2,199,929.0	6,228,139.0	2,199,949.3	1,305.2	1,306.4	14	1,319.2	1,320.4
	6,228,139.0	2,199,949.3	6,228,116.0	2,199,968.8	1,306.4	1,306.0	14	1,320.4	1,320.0
1215+35	6,228,116.0	2,199,968.8	6,228,116.5	2,200,057.0	1,306.0	1,308.0	14	1,320.0	1,322.0
Approximate Length: 485.4									

Table E-9. Barrier Locations and Elevations - Noise Barrier SW1214A at the mainline edge of shoulder

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1214+00	6,228,066.0	2,199,827.8	6,228,027.0	2,199,859.5	1,295.0	1,295.0	12	1,307.0	1,307.0
	6,228,027.0	2,199,859.5	6,227,988.5	2,199,891.0	1,295.0	1,295.0	12	1,307.0	1,307.0
	6,227,988.5	2,199,891.0	6,227,950.0	2,199,922.5	1,295.0	1,295.0	12	1,307.0	1,307.0
	6,227,950.0	2,199,922.5	6,227,911.0	2,199,954.0	1,295.0	1,295.0	12	1,307.0	1,307.0
	6,227,911.0	2,199,954.0	6,227,872.0	2,199,985.5	1,295.0	1,295.2	12	1,307.0	1,307.2
	6,227,872.0	2,199,985.5	6,227,833.0	2,200,017.3	1,295.2	1,295.3	12	1,307.2	1,307.3
	6,227,833.0	2,200,017.3	6,227,794.0	2,200,049.0	1,295.3	1,296.0	12	1,307.3	1,308.0
	6,227,794.0	2,200,049.0	6,227,755.5	2,200,080.5	1,296.0	1,296.0	12	1,308.0	1,308.0
	6,227,755.5	2,200,080.5	6,227,678.0	2,200,143.5	1,296.0	1,296.5	12	1,308.0	1,308.5
	6,227,678.0	2,200,143.5	6,227,600.5	2,200,206.5	1,296.5	1,297.7	12	1,308.5	1,309.7
	6,227,600.5	2,200,206.5	6,227,445.5	2,200,333.0	1,297.7	1,297.0	12	1,309.7	1,309.0
	6,227,445.5	2,200,333.0	6,227,290.5	2,200,459.3	1,297.0	1,298.0	12	1,309.0	1,310.0
	6,227,290.5	2,200,459.3	6,227,135.5	2,200,585.5	1,298.0	1,298.2	12	1,310.0	1,310.2
	6,227,135.5	2,200,585.5	6,226,980.0	2,200,711.8	1,298.2	1,299.0	12	1,310.2	1,311.0
	6,226,980.0	2,200,711.8	6,226,825.0	2,200,838.0	1,299.0	1,299.0	12	1,311.0	1,311.0
	6,226,825.0	2,200,838.0	6,226,670.0	2,200,964.3	1,299.0	1,299.0	14	1,313.0	1,313.0
	6,226,670.0	2,200,964.3	6,226,515.0	2,201,090.5	1,299.0	1,299.0	14	1,313.0	1,313.0
	6,226,515.0	2,201,090.5	6,226,360.0	2,201,216.8	1,299.0	1,298.0	14	1,313.0	1,312.0
	6,226,360.0	2,201,216.8	6,226,282.0	2,201,280.0	1,298.0	1,298.0	14	1,312.0	1,312.0
	6,226,282.0	2,201,280.0	6,226,204.5	2,201,343.0	1,298.0	1,297.5	14	1,312.0	1,311.5
1239+00	6,226,204.5	2,201,343.0	6,226,127.0	2,201,406.0	1,297.5	1,296.0	12	1,309.5	1,308.0
Approximate Length: 2500.1									

Table E-10. Barrier Locations and Elevations - Noise Barrier SW1214B on private property

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1214+27	6,228,117.0	2,199,929.0	6,228,059.5	2,199,931.8	1,304.0	1,303.0	6	1,310.0	1,309.0
	6,228,059.5	2,199,931.8	6,227,971.0	2,200,014.8	1,303.0	1,304.2	6	1,309.0	1,310.2
	6,227,971.0	2,200,014.8	6,227,963.5	2,200,018.5	1,304.2	1,304.2	6	1,310.2	1,310.2
	6,227,963.5	2,200,018.5	6,227,910.5	2,200,046.3	1,304.2	1,304.0	6	1,310.2	1,310.0
	6,227,910.5	2,200,046.3	6,227,807.5	2,200,144.0	1,304.0	1,303.2	6	1,310.0	1,309.2
	6,227,807.5	2,200,144.0	6,227,751.5	2,200,185.8	1,303.2	1,304.0	6	1,309.2	1,310.0
	6,227,751.5	2,200,185.8	6,227,717.0	2,200,201.8	1,304.0	1,304.0	6	1,310.0	1,310.0
	6,227,717.0	2,200,201.8	6,227,643.5	2,200,259.3	1,304.0	1,304.5	6	1,310.0	1,310.5
	6,227,643.5	2,200,259.3	6,227,599.0	2,200,294.3	1,304.5	1,305.0	6	1,310.5	1,311.0
	6,227,599.0	2,200,294.3	6,227,572.5	2,200,323.3	1,305.0	1,305.0	6	1,311.0	1,311.0
	6,227,572.5	2,200,323.3	6,227,574.0	2,200,329.0	1,305.0	1,304.8	6	1,311.0	1,310.8
	6,227,574.0	2,200,329.0	6,227,533.0	2,200,371.8	1,304.8	1,303.4	6	1,310.8	1,309.4
	6,227,533.0	2,200,371.8	6,227,499.5	2,200,399.5	1,303.4	1,303.0	8	1,311.4	1,311.0
	6,227,499.5	2,200,399.5	6,227,346.0	2,200,527.5	1,303.0	1,305.0	8	1,311.0	1,313.0
	6,227,346.0	2,200,527.5	6,227,251.5	2,200,602.0	1,305.0	1,304.0	6	1,311.0	1,310.0
	6,227,251.5	2,200,602.0	6,227,225.5	2,200,584.3	1,304.0	1,303.8	6	1,310.0	1,309.8
	6,227,225.5	2,200,584.3	6,227,170.0	2,200,628.3	1,303.8	1,304.6	6	1,309.8	1,310.6
	6,227,170.0	2,200,628.3	6,227,123.5	2,200,665.3	1,304.6	1,309.0	6	1,310.6	1,315.0
	6,227,123.5	2,200,665.3	6,227,114.5	2,200,684.5	1,309.0	1,311.4	6	1,315.0	1,317.4
	6,227,114.5	2,200,684.5	6,227,070.5	2,200,725.8	1,311.4	1,313.0	6	1,317.4	1,319.0
	6,227,070.5	2,200,725.8	6,227,027.0	2,200,769.5	1,313.0	1,313.0	6	1,319.0	1,319.0
	6,227,027.0	2,200,769.5	6,226,980.0	2,200,818.5	1,313.0	1,313.0	6	1,319.0	1,319.0
	6,226,980.0	2,200,818.5	6,226,956.0	2,200,840.3	1,313.0	1,313.0	6	1,319.0	1,319.0
	6,226,956.0	2,200,840.3	6,226,914.0	2,200,872.5	1,313.0	1,312.2	6	1,319.0	1,318.2
	6,226,914.0	2,200,872.5	6,226,875.5	2,200,899.8	1,312.2	1,313.6	6	1,318.2	1,319.6
	6,226,875.5	2,200,899.8	6,226,853.0	2,200,915.5	1,313.6	1,314.0	6	1,319.6	1,320.0
	6,226,853.0	2,200,915.5	6,226,823.5	2,200,943.5	1,314.0	1,315.0	6	1,320.0	1,321.0
	6,226,823.5	2,200,943.5	6,226,729.5	2,201,037.0	1,315.0	1,316.5	6	1,321.0	1,322.5
	6,226,729.5	2,201,037.0	6,226,704.0	2,201,059.3	1,316.5	1,316.2	6	1,322.5	1,322.2
	6,226,704.0	2,201,059.3	6,226,582.0	2,201,145.3	1,316.2	1,314.3	6	1,322.2	1,320.3
	6,226,582.0	2,201,145.3	6,226,568.5	2,201,156.3	1,314.3	1,314.2	6	1,320.3	1,320.2
	6,226,568.5	2,201,156.3	6,226,505.5	2,201,208.8	1,314.2	1,313.0	6	1,320.2	1,319.0
1235+00	6,226,505.5	2,201,208.8	6,226,496.0	2,201,226.5	1,313.0	1,313.0	6	1,319.0	1,319.0
Approximate Length: 2123.7									

Table E-11. Barrier Locations and Elevations - Noise Barrier SW1214C at the mainline edge of shoulder

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1214+00	6,228,054.5	2,199,814.0	6,227,977.0	2,199,877.0	1,295.2	1,295.6	10	1,305.2	1,305.6
	6,227,977.0	2,199,877.0	6,227,899.5	2,199,940.0	1,295.6	1,295.7	10	1,305.6	1,305.7
	6,227,899.5	2,199,940.0	6,227,822.0	2,200,003.3	1,295.7	1,295.8	10	1,305.7	1,305.8
	6,227,822.0	2,200,003.3	6,227,744.5	2,200,066.5	1,295.8	1,296.0	10	1,305.8	1,306.0
	6,227,744.5	2,200,066.5	6,227,665.5	2,200,128.0	1,296.0	1,296.7	10	1,306.0	1,306.7
	6,227,665.5	2,200,128.0	6,227,586.5	2,200,189.5	1,296.7	1,297.1	10	1,306.7	1,307.1
	6,227,586.5	2,200,189.5	6,227,508.0	2,200,251.3	1,297.1	1,297.5	10	1,307.1	1,307.5
	6,227,508.0	2,200,251.3	6,227,430.5	2,200,314.3	1,297.5	1,297.7	10	1,307.5	1,307.7
	6,227,430.5	2,200,314.3	6,227,273.5	2,200,438.3	1,297.7	1,298.3	10	1,307.7	1,308.3
	6,227,273.5	2,200,438.3	6,227,118.0	2,200,564.0	1,298.3	1,299.1	10	1,308.3	1,309.1
	6,227,118.0	2,200,564.0	6,226,962.5	2,200,690.3	1,299.1	1,299.3	10	1,309.1	1,309.3
	6,226,962.5	2,200,690.3	6,226,807.5	2,200,816.5	1,299.3	1,300.1	10	1,309.3	1,310.1
	6,226,807.5	2,200,816.5	6,226,652.5	2,200,942.8	1,300.1	1,300.0	10	1,310.1	1,310.0
	6,226,652.5	2,200,942.8	6,226,497.5	2,201,069.3	1,300.0	1,299.9	12	1,312.0	1,311.9
	6,226,497.5	2,201,069.3	6,226,342.5	2,201,195.5	1,299.9	1,298.6	12	1,311.9	1,310.6
	6,226,342.5	2,201,195.5	6,226,304.0	2,201,227.0	1,298.6	1,298.2	12	1,310.6	1,310.2
	6,226,304.0	2,201,227.0	6,226,265.0	2,201,258.5	1,298.2	1,297.9	12	1,310.2	1,309.9
	6,226,265.0	2,201,258.5	6,226,226.0	2,201,290.0	1,297.9	1,297.5	14	1,311.9	1,311.5
	6,226,226.0	2,201,290.0	6,226,187.5	2,201,321.8	1,297.5	1,297.1	14	1,311.5	1,311.1
	6,226,187.5	2,201,321.8	6,226,150.0	2,201,355.5	1,297.1	1,296.6	14	1,311.1	1,310.6
1239+00	6,226,150.0	2,201,355.5	6,226,113.0	2,201,389.0	1,296.6	1,296.1	14	1,310.6	1,310.1
Approximate Length: 2500.2									

Table E-12. Barrier Locations and Elevations - Noise Barrier SW1214D at the ROW

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1214+00	6,228,096.5	2,199,865.5	6,228,066.0	2,199,889.5	1,305.3	1,301.7	12	1,317.3	1,313.7
	6,228,066.0	2,199,889.5	6,228,036.0	2,199,913.3	1,301.7	1,298.0	12	1,313.7	1,310.0
	6,228,036.0	2,199,913.3	6,228,004.0	2,199,938.5	1,298.0	1,296.0	12	1,310.0	1,308.0
	6,228,004.0	2,199,938.5	6,227,972.5	2,199,964.0	1,296.0	1,294.0	12	1,308.0	1,306.0
	6,227,972.5	2,199,964.0	6,227,960.5	2,199,973.5	1,294.0	1,294.0	12	1,306.0	1,306.0
	6,227,960.5	2,199,973.5	6,227,938.5	2,199,990.5	1,294.0	1,298.0	12	1,306.0	1,310.0
	6,227,938.5	2,199,990.5	6,227,910.5	2,200,013.0	1,298.0	1,300.0	12	1,310.0	1,312.0
	6,227,910.5	2,200,013.0	6,227,861.5	2,200,052.0	1,300.0	1,300.3	14	1,314.0	1,314.3
	6,227,861.5	2,200,052.0	6,227,842.0	2,200,067.3	1,300.3	1,300.0	14	1,314.3	1,314.0
	6,227,842.0	2,200,067.3	6,227,825.5	2,200,080.5	1,300.0	1,301.0	14	1,314.0	1,315.0
	6,227,825.5	2,200,080.5	6,227,788.5	2,200,110.0	1,301.0	1,292.0	14	1,315.0	1,306.0
	6,227,788.5	2,200,110.0	6,227,782.0	2,200,115.3	1,292.0	1,292.0	14	1,306.0	1,306.0
	6,227,782.0	2,200,115.3	6,227,750.0	2,200,140.5	1,292.0	1,298.0	16	1,308.0	1,314.0
	6,227,750.0	2,200,140.5	6,227,716.0	2,200,167.3	1,298.0	1,302.0	18	1,316.0	1,320.0
	6,227,716.0	2,200,167.3	6,227,705.0	2,200,176.3	1,302.0	1,302.4	18	1,320.0	1,320.4
	6,227,705.0	2,200,176.3	6,227,628.5	2,200,241.0	1,302.4	1,302.6	18	1,320.4	1,320.6
	6,227,628.5	2,200,241.0	6,227,566.5	2,200,298.5	1,302.6	1,303.0	18	1,320.6	1,321.0
	6,227,566.5	2,200,298.5	6,227,531.5	2,200,332.5	1,303.0	1,295.0	18	1,321.0	1,313.0
	6,227,531.5	2,200,332.5	6,227,524.5	2,200,339.3	1,295.0	1,293.0	18	1,313.0	1,311.0
	6,227,524.5	2,200,339.3	6,227,490.0	2,200,371.0	1,293.0	1,287.0	18	1,311.0	1,305.0
	6,227,490.0	2,200,371.0	6,227,481.0	2,200,379.3	1,287.0	1,288.0	20	1,307.0	1,308.0
	6,227,481.0	2,200,379.3	6,227,441.5	2,200,413.0	1,288.0	1,296.0	20	1,308.0	1,316.0
	6,227,441.5	2,200,413.0	6,227,417.0	2,200,432.5	1,296.0	1,294.0	18	1,314.0	1,312.0
	6,227,417.0	2,200,432.5	6,227,352.0	2,200,484.0	1,294.0	1,295.4	18	1,312.0	1,313.4
	6,227,352.0	2,200,484.0	6,227,338.0	2,200,495.3	1,295.4	1,290.0	18	1,313.4	1,308.0
	6,227,338.0	2,200,495.3	6,227,327.0	2,200,504.5	1,290.0	1,289.6	18	1,308.0	1,307.6
	6,227,327.0	2,200,504.5	6,227,295.0	2,200,529.3	1,289.6	1,287.0	18	1,307.6	1,305.0
	6,227,295.0	2,200,529.3	6,227,283.5	2,200,537.8	1,287.0	1,290.0	18	1,305.0	1,308.0
	6,227,283.5	2,200,537.8	6,227,256.0	2,200,557.5	1,290.0	1,295.0	18	1,308.0	1,313.0

Table E-12. Barrier Locations and Elevations - Noise Barrier SW1214D at the ROW

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
	6,227,256.0	2,200,557.5	6,227,229.0	2,200,577.5	1,295.0	1,303.0	18	1,313.0	1,321.0
	6,227,229.0	2,200,577.5	6,227,189.5	2,200,606.3	1,303.0	1,303.0	18	1,321.0	1,321.0
	6,227,189.5	2,200,606.3	6,227,166.5	2,200,623.5	1,303.0	1,304.5	18	1,321.0	1,322.5
	6,227,166.5	2,200,623.5	6,227,161.0	2,200,627.8	1,304.5	1,305.0	18	1,322.5	1,323.0
	6,227,161.0	2,200,627.8	6,227,142.5	2,200,641.0	1,305.0	1,307.0	18	1,323.0	1,325.0
	6,227,142.5	2,200,641.0	6,227,118.0	2,200,659.0	1,307.0	1,308.0	18	1,325.0	1,326.0
	6,227,118.0	2,200,659.0	6,227,117.5	2,200,659.5	1,308.0	1,306.0	18	1,326.0	1,324.0
	6,227,117.5	2,200,659.5	6,227,087.5	2,200,681.8	1,306.0	1,304.0	18	1,324.0	1,322.0
	6,227,087.5	2,200,681.8	6,227,086.5	2,200,682.8	1,304.0	1,302.0	18	1,322.0	1,320.0
	6,227,086.5	2,200,682.8	6,227,078.5	2,200,688.5	1,302.0	1,302.0	18	1,320.0	1,320.0
	6,227,078.5	2,200,688.5	6,227,050.0	2,200,710.5	1,302.0	1,303.0	18	1,320.0	1,321.0
	6,227,050.0	2,200,710.5	6,227,007.0	2,200,744.5	1,303.0	1,301.0	18	1,321.0	1,319.0
	6,227,007.0	2,200,744.5	6,226,963.5	2,200,779.8	1,301.0	1,297.0	18	1,319.0	1,315.0
	6,226,963.5	2,200,779.8	6,226,929.5	2,200,808.0	1,297.0	1,295.5	18	1,315.0	1,313.5
	6,226,929.5	2,200,808.0	6,226,909.5	2,200,824.3	1,295.5	1,295.0	18	1,313.5	1,313.0
	6,226,909.5	2,200,824.3	6,226,902.0	2,200,830.5	1,295.0	1,293.0	18	1,313.0	1,311.0
	6,226,902.0	2,200,830.5	6,226,888.0	2,200,842.3	1,293.0	1,293.0	18	1,311.0	1,311.0
	6,226,888.0	2,200,842.3	6,226,880.5	2,200,848.5	1,293.0	1,295.0	18	1,311.0	1,313.0
	6,226,880.5	2,200,848.5	6,226,852.5	2,200,871.5	1,295.0	1,297.0	18	1,313.0	1,315.0
	6,226,852.5	2,200,871.5	6,226,775.0	2,200,934.8	1,297.0	1,296.5	18	1,315.0	1,314.5
	6,226,775.0	2,200,934.8	6,226,739.0	2,200,964.0	1,296.5	1,296.0	18	1,314.5	1,314.0
	6,226,739.0	2,200,964.0	6,226,724.0	2,200,976.5	1,296.0	1,295.0	18	1,314.0	1,313.0
	6,226,724.0	2,200,976.5	6,226,692.0	2,201,002.8	1,295.0	1,292.0	18	1,313.0	1,310.0
	6,226,692.0	2,201,002.8	6,226,684.0	2,201,009.5	1,292.0	1,291.0	18	1,310.0	1,309.0
	6,226,684.0	2,201,009.5	6,226,674.5	2,201,017.0	1,291.0	1,291.0	18	1,309.0	1,309.0
	6,226,674.5	2,201,017.0	6,226,649.0	2,201,038.0	1,291.0	1,294.0	18	1,309.0	1,312.0
	6,226,649.0	2,201,038.0	6,226,629.0	2,201,054.5	1,294.0	1,295.0	18	1,312.0	1,313.0
	6,226,629.0	2,201,054.5	6,226,587.5	2,201,088.5	1,295.0	1,296.0	18	1,313.0	1,314.0
	6,226,587.5	2,201,088.5	6,226,543.0	2,201,125.0	1,296.0	1,296.5	18	1,314.0	1,314.5

Table E-12. Barrier Locations and Elevations - Noise Barrier SW1214D at the ROW

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
	6,226,543.0	2,201,125.0	6,226,504.0	2,201,156.8	1,296.5	1,296.5	18	1,314.5	1,314.5
	6,226,504.0	2,201,156.8	6,226,465.5	2,201,188.5	1,296.5	1,296.5	18	1,314.5	1,314.5
	6,226,465.5	2,201,188.5	6,226,446.0	2,201,204.5	1,296.5	1,296.0	18	1,314.5	1,314.0
	6,226,446.0	2,201,204.5	6,226,417.5	2,201,227.5	1,296.0	1,295.0	18	1,314.0	1,313.0
	6,226,417.5	2,201,227.5	6,226,388.5	2,201,252.0	1,295.0	1,294.3	20	1,315.0	1,314.3
	6,226,388.5	2,201,252.0	6,226,350.0	2,201,284.0	1,294.3	1,293.7	20	1,314.3	1,313.7
	6,226,350.0	2,201,284.0	6,226,311.5	2,201,315.8	1,293.7	1,293.0	20	1,313.7	1,313.0
	6,226,311.5	2,201,315.8	6,226,272.5	2,201,347.3	1,293.0	1,292.8	20	1,313.0	1,312.8
	6,226,272.5	2,201,347.3	6,226,233.5	2,201,378.8	1,292.8	1,292.5	20	1,312.8	1,312.5
	6,226,233.5	2,201,378.8	6,226,193.5	2,201,411.5	1,292.5	1,292.0	20	1,312.5	1,312.0
1238+75	6,226,193.5	2,201,411.5	6,226,182.5	2,201,420.8	1,292.0	1,290.0	20	1,312.0	1,310.0
Approximate Length: 2467.3									

Table E-13. Barrier Locations and Elevations - Noise Barrier SW1226A at the mainline edge of shoulder

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1210+50	6,228,326.5	2,199,593.8	6,228,287.0	2,199,624.5	1,293.6	1,293.8	10	1,303.6	1,303.8
	6,228,287.0	2,199,624.5	6,228,209.5	2,199,687.5	1,293.8	1,294.3	12	1,305.8	1,306.3
	6,228,209.5	2,199,687.5	6,228,132.0	2,199,750.8	1,294.3	1,294.8	14	1,308.3	1,308.8
	6,228,132.0	2,199,750.8	6,228,054.5	2,199,814.0	1,294.8	1,295.2	14	1,308.8	1,309.2
	6,228,054.5	2,199,814.0	6,227,977.0	2,199,877.0	1,295.2	1,295.6	12	1,307.2	1,307.6
	6,227,977.0	2,199,877.0	6,227,899.5	2,199,940.0	1,295.6	1,295.7	12	1,307.6	1,307.7
	6,227,899.5	2,199,940.0	6,227,822.0	2,200,003.3	1,295.7	1,295.8	12	1,307.7	1,307.8
	6,227,822.0	2,200,003.3	6,227,744.5	2,200,066.5	1,295.8	1,296.0	12	1,307.8	1,308.0
	6,227,744.5	2,200,066.5	6,227,665.5	2,200,128.0	1,296.0	1,296.7	12	1,308.0	1,308.7
	6,227,665.5	2,200,128.0	6,227,586.5	2,200,189.5	1,296.7	1,297.1	12	1,308.7	1,309.1
	6,227,586.5	2,200,189.5	6,227,508.0	2,200,251.3	1,297.1	1,297.5	12	1,309.1	1,309.5
	6,227,508.0	2,200,251.3	6,227,430.5	2,200,314.3	1,297.5	1,297.7	12	1,309.5	1,309.7
	6,227,430.5	2,200,314.3	6,227,273.5	2,200,438.3	1,297.7	1,298.3	12	1,309.7	1,310.3
	6,227,273.5	2,200,438.3	6,227,118.0	2,200,564.0	1,298.3	1,299.1	12	1,310.3	1,311.1
	6,227,118.0	2,200,564.0	6,226,962.5	2,200,690.3	1,299.1	1,299.3	12	1,311.1	1,311.3
	6,226,962.5	2,200,690.3	6,226,807.5	2,200,816.5	1,299.3	1,300.1	12	1,311.3	1,312.1
	6,226,807.5	2,200,816.5	6,226,652.5	2,200,942.8	1,300.1	1,300.0	14	1,314.1	1,314.0
	6,226,652.5	2,200,942.8	6,226,497.5	2,201,069.3	1,300.0	1,299.9	14	1,314.0	1,313.9
	6,226,497.5	2,201,069.3	6,226,342.5	2,201,195.5	1,299.9	1,298.6	14	1,313.9	1,312.6
	6,226,342.5	2,201,195.5	6,226,304.0	2,201,227.0	1,298.6	1,298.2	12	1,310.6	1,310.2
	6,226,304.0	2,201,227.0	6,226,265.0	2,201,258.5	1,298.2	1,297.9	12	1,310.2	1,309.9
	6,226,265.0	2,201,258.5	6,226,226.0	2,201,290.0	1,297.9	1,297.5	12	1,309.9	1,309.5
	6,226,226.0	2,201,290.0	6,226,187.5	2,201,321.8	1,297.5	1,297.1	12	1,309.5	1,309.1
	6,226,187.5	2,201,321.8	6,226,150.0	2,201,355.5	1,297.1	1,296.6	12	1,309.1	1,308.6
1239+00	6,226,150.0	2,201,355.5	6,226,113.0	2,201,389.0	1,296.6	1,296.1	10	1,306.6	1,306.1
Approximate Length: 2850.2									

Table E-14. Barrier Locations and Elevations - Noise Barrier SW1226B at the mainline edge of shoulder

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1211+00	6,228,298.5	2,199,638.5	6,228,260.0	2,199,670.0	1,293.6	1,293.5	14	1,307.6	1,307.5
	6,228,260.0	2,199,670.0	6,228,221.0	2,199,701.5	1,293.5	1,293.3	14	1,307.5	1,307.3
	6,228,221.0	2,199,701.5	6,228,182.0	2,199,733.0	1,293.3	1,293.7	14	1,307.3	1,307.7
	6,228,182.0	2,199,733.0	6,228,143.5	2,199,764.5	1,293.7	1,294.2	14	1,307.7	1,308.2
	6,228,143.5	2,199,764.5	6,228,105.0	2,199,796.0	1,294.2	1,294.6	14	1,308.2	1,308.6
	6,228,105.0	2,199,796.0	6,228,066.0	2,199,827.8	1,294.6	1,295.0	14	1,308.6	1,309.0
	6,228,066.0	2,199,827.8	6,228,027.0	2,199,859.5	1,295.0	1,295.0	14	1,309.0	1,309.0
	6,228,027.0	2,199,859.5	6,227,988.5	2,199,891.0	1,295.0	1,295.0	14	1,309.0	1,309.0
	6,227,988.5	2,199,891.0	6,227,950.0	2,199,922.5	1,295.0	1,295.0	14	1,309.0	1,309.0
	6,227,950.0	2,199,922.5	6,227,911.0	2,199,954.0	1,295.0	1,295.0	14	1,309.0	1,309.0
	6,227,911.0	2,199,954.0	6,227,872.0	2,199,985.5	1,295.0	1,295.2	14	1,309.0	1,309.2
	6,227,872.0	2,199,985.5	6,227,833.0	2,200,017.3	1,295.2	1,295.3	14	1,309.2	1,309.3
	6,227,833.0	2,200,017.3	6,227,794.0	2,200,049.0	1,295.3	1,296.0	14	1,309.3	1,310.0
	6,227,794.0	2,200,049.0	6,227,755.5	2,200,080.5	1,296.0	1,296.0	14	1,310.0	1,310.0
	6,227,755.5	2,200,080.5	6,227,678.0	2,200,143.5	1,296.0	1,296.5	12	1,308.0	1,308.5
	6,227,678.0	2,200,143.5	6,227,600.5	2,200,206.5	1,296.5	1,297.7	12	1,308.5	1,309.7
	6,227,600.5	2,200,206.5	6,227,445.5	2,200,333.0	1,297.7	1,297.0	12	1,309.7	1,309.0
	6,227,445.5	2,200,333.0	6,227,290.5	2,200,459.3	1,297.0	1,298.0	12	1,309.0	1,310.0
	6,227,290.5	2,200,459.3	6,227,135.5	2,200,585.5	1,298.0	1,298.2	12	1,310.0	1,310.2
	6,227,135.5	2,200,585.5	6,226,980.0	2,200,711.8	1,298.2	1,299.0	12	1,310.2	1,311.0
	6,226,980.0	2,200,711.8	6,226,825.0	2,200,838.0	1,299.0	1,299.0	12	1,311.0	1,311.0
	6,226,825.0	2,200,838.0	6,226,670.0	2,200,964.3	1,299.0	1,299.0	14	1,313.0	1,313.0
	6,226,670.0	2,200,964.3	6,226,515.0	2,201,090.5	1,299.0	1,299.0	14	1,313.0	1,313.0
	6,226,515.0	2,201,090.5	6,226,360.0	2,201,216.8	1,299.0	1,298.0	14	1,313.0	1,312.0
	6,226,360.0	2,201,216.8	6,226,282.0	2,201,280.0	1,298.0	1,298.0	14	1,312.0	1,312.0
	6,226,282.0	2,201,280.0	6,226,204.5	2,201,343.0	1,298.0	1,297.5	14	1,312.0	1,311.5
1239+00	6,226,204.5	2,201,343.0	6,226,127.0	2,201,406.0	1,297.5	1,296.0	12	1,309.5	1,308.0
Approximate Length: 2799.9									

Table E-15. Barrier Locations and Elevations - Noise Barrier SW1226C at the ROW

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1210+50	6,228,380.0	2,199,638.0	6,228,354.5	2,199,659.3	1,294.0	1,290.0	18	1,312.0	1,308.0
	6,228,354.5	2,199,659.3	6,228,328.0	2,199,680.8	1,290.0	1,287.0	20	1,310.0	1,307.0
	6,228,328.0	2,199,680.8	6,228,309.5	2,199,696.8	1,287.0	1,285.0	20	1,307.0	1,305.0
	6,228,309.5	2,199,696.8	6,228,294.5	2,199,708.5	1,285.0	1,287.0	20	1,305.0	1,307.0
	6,228,294.5	2,199,708.5	6,228,254.5	2,199,740.3	1,287.0	1,290.0	20	1,307.0	1,310.0
	6,228,254.5	2,199,740.3	6,228,213.5	2,199,773.0	1,290.0	1,297.0	18	1,308.0	1,315.0
	6,228,213.5	2,199,773.0	6,228,184.0	2,199,796.8	1,297.0	1,298.0	18	1,315.0	1,316.0
	6,228,184.0	2,199,796.8	6,228,154.0	2,199,820.5	1,298.0	1,299.0	18	1,316.0	1,317.0
	6,228,154.0	2,199,820.5	6,228,125.0	2,199,843.0	1,299.0	1,302.2	18	1,317.0	1,320.2
	6,228,125.0	2,199,843.0	6,228,096.5	2,199,865.5	1,302.2	1,305.3	18	1,320.2	1,323.3
	6,228,096.5	2,199,865.5	6,228,066.0	2,199,889.5	1,305.3	1,301.7	18	1,323.3	1,319.7
	6,228,066.0	2,199,889.5	6,228,036.0	2,199,913.3	1,301.7	1,298.0	18	1,319.7	1,316.0
	6,228,036.0	2,199,913.3	6,228,004.0	2,199,938.5	1,298.0	1,296.0	18	1,316.0	1,314.0
	6,228,004.0	2,199,938.5	6,227,972.5	2,199,964.0	1,296.0	1,294.0	18	1,314.0	1,312.0
	6,227,972.5	2,199,964.0	6,227,960.5	2,199,973.5	1,294.0	1,294.0	18	1,312.0	1,312.0
	6,227,960.5	2,199,973.5	6,227,938.5	2,199,990.5	1,294.0	1,298.0	18	1,312.0	1,316.0
	6,227,938.5	2,199,990.5	6,227,910.5	2,200,013.0	1,298.0	1,300.0	18	1,316.0	1,318.0
	6,227,910.5	2,200,013.0	6,227,861.5	2,200,052.0	1,300.0	1,300.3	18	1,318.0	1,318.3
	6,227,861.5	2,200,052.0	6,227,842.0	2,200,067.3	1,300.3	1,300.0	18	1,318.3	1,318.0
	6,227,842.0	2,200,067.3	6,227,825.5	2,200,080.5	1,300.0	1,301.0	18	1,318.0	1,319.0
	6,227,825.5	2,200,080.5	6,227,788.5	2,200,110.0	1,301.0	1,292.0	18	1,319.0	1,310.0
	6,227,788.5	2,200,110.0	6,227,782.0	2,200,115.3	1,292.0	1,292.0	18	1,310.0	1,310.0
	6,227,782.0	2,200,115.3	6,227,750.0	2,200,140.5	1,292.0	1,298.0	18	1,310.0	1,316.0
	6,227,750.0	2,200,140.5	6,227,716.0	2,200,167.3	1,298.0	1,302.0	18	1,316.0	1,320.0
	6,227,716.0	2,200,167.3	6,227,705.0	2,200,176.3	1,302.0	1,302.4	18	1,320.0	1,320.4
	6,227,705.0	2,200,176.3	6,227,628.5	2,200,241.0	1,302.4	1,302.6	18	1,320.4	1,320.6
	6,227,628.5	2,200,241.0	6,227,566.5	2,200,298.5	1,302.6	1,303.0	20	1,322.6	1,323.0
	6,227,566.5	2,200,298.5	6,227,531.5	2,200,332.5	1,303.0	1,295.0	20	1,323.0	1,315.0
	6,227,531.5	2,200,332.5	6,227,524.5	2,200,339.3	1,295.0	1,293.0	20	1,315.0	1,313.0

Table E-15. Barrier Locations and Elevations - Noise Barrier SW1226C at the ROW

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
	6,227,524.5	2,200,339.3	6,227,490.0	2,200,371.0	1,293.0	1,287.0	20	1,313.0	1,307.0
	6,227,490.0	2,200,371.0	6,227,481.0	2,200,379.3	1,287.0	1,288.0	20	1,307.0	1,308.0
	6,227,481.0	2,200,379.3	6,227,441.5	2,200,413.0	1,288.0	1,296.0	20	1,308.0	1,316.0
	6,227,441.5	2,200,413.0	6,227,417.0	2,200,432.5	1,296.0	1,294.0	18	1,314.0	1,312.0
	6,227,417.0	2,200,432.5	6,227,352.0	2,200,484.0	1,294.0	1,295.4	18	1,312.0	1,313.4
	6,227,352.0	2,200,484.0	6,227,338.0	2,200,495.3	1,295.4	1,290.0	18	1,313.4	1,308.0
	6,227,338.0	2,200,495.3	6,227,327.0	2,200,504.5	1,290.0	1,289.6	18	1,308.0	1,307.6
	6,227,327.0	2,200,504.5	6,227,295.0	2,200,529.3	1,289.6	1,287.0	18	1,307.6	1,305.0
	6,227,295.0	2,200,529.3	6,227,283.5	2,200,537.8	1,287.0	1,290.0	18	1,305.0	1,308.0
	6,227,283.5	2,200,537.8	6,227,256.0	2,200,557.5	1,290.0	1,295.0	18	1,308.0	1,313.0
	6,227,256.0	2,200,557.5	6,227,229.0	2,200,577.5	1,295.0	1,303.0	18	1,313.0	1,321.0
	6,227,229.0	2,200,577.5	6,227,189.5	2,200,606.3	1,303.0	1,303.0	18	1,321.0	1,321.0
	6,227,189.5	2,200,606.3	6,227,166.5	2,200,623.5	1,303.0	1,304.5	18	1,321.0	1,322.5
	6,227,166.5	2,200,623.5	6,227,161.0	2,200,627.8	1,304.5	1,305.0	18	1,322.5	1,323.0
	6,227,161.0	2,200,627.8	6,227,142.5	2,200,641.0	1,305.0	1,307.0	18	1,323.0	1,325.0
	6,227,142.5	2,200,641.0	6,227,118.0	2,200,659.0	1,307.0	1,308.0	18	1,325.0	1,326.0
	6,227,118.0	2,200,659.0	6,227,117.5	2,200,659.5	1,308.0	1,306.0	18	1,326.0	1,324.0
	6,227,117.5	2,200,659.5	6,227,087.5	2,200,681.8	1,306.0	1,304.0	18	1,324.0	1,322.0
	6,227,087.5	2,200,681.8	6,227,086.5	2,200,682.8	1,304.0	1,302.0	18	1,322.0	1,320.0
	6,227,086.5	2,200,682.8	6,227,078.5	2,200,688.5	1,302.0	1,302.0	18	1,320.0	1,320.0
	6,227,078.5	2,200,688.5	6,227,050.0	2,200,710.5	1,302.0	1,303.0	18	1,320.0	1,321.0
	6,227,050.0	2,200,710.5	6,227,007.0	2,200,744.5	1,303.0	1,301.0	18	1,321.0	1,319.0
	6,227,007.0	2,200,744.5	6,226,963.5	2,200,779.8	1,301.0	1,297.0	18	1,319.0	1,315.0
	6,226,963.5	2,200,779.8	6,226,929.5	2,200,808.0	1,297.0	1,295.5	18	1,315.0	1,313.5
	6,226,929.5	2,200,808.0	6,226,909.5	2,200,824.3	1,295.5	1,295.0	18	1,313.5	1,313.0
	6,226,909.5	2,200,824.3	6,226,902.0	2,200,830.5	1,295.0	1,293.0	18	1,313.0	1,311.0
	6,226,902.0	2,200,830.5	6,226,888.0	2,200,842.3	1,293.0	1,293.0	18	1,311.0	1,311.0
	6,226,888.0	2,200,842.3	6,226,880.5	2,200,848.5	1,293.0	1,295.0	18	1,311.0	1,313.0
	6,226,880.5	2,200,848.5	6,226,852.5	2,200,871.5	1,295.0	1,297.0	18	1,313.0	1,315.0

Table E-15. Barrier Locations and Elevations - Noise Barrier SW1226C at the ROW

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
	6,226,852.5	2,200,871.5	6,226,775.0	2,200,934.8	1,297.0	1,296.5	18	1,315.0	1,314.5
	6,226,775.0	2,200,934.8	6,226,739.0	2,200,964.0	1,296.5	1,296.0	18	1,314.5	1,314.0
	6,226,739.0	2,200,964.0	6,226,724.0	2,200,976.5	1,296.0	1,295.0	18	1,314.0	1,313.0
	6,226,724.0	2,200,976.5	6,226,692.0	2,201,002.8	1,295.0	1,292.0	18	1,313.0	1,310.0
	6,226,692.0	2,201,002.8	6,226,684.0	2,201,009.5	1,292.0	1,291.0	18	1,310.0	1,309.0
	6,226,684.0	2,201,009.5	6,226,674.5	2,201,017.0	1,291.0	1,291.0	18	1,309.0	1,309.0
	6,226,674.5	2,201,017.0	6,226,649.0	2,201,038.0	1,291.0	1,294.0	18	1,309.0	1,312.0
	6,226,649.0	2,201,038.0	6,226,629.0	2,201,054.5	1,294.0	1,295.0	18	1,312.0	1,313.0
	6,226,629.0	2,201,054.5	6,226,587.5	2,201,088.5	1,295.0	1,296.0	18	1,313.0	1,314.0
	6,226,587.5	2,201,088.5	6,226,543.0	2,201,125.0	1,296.0	1,296.5	18	1,314.0	1,314.5
	6,226,543.0	2,201,125.0	6,226,504.0	2,201,156.8	1,296.5	1,296.5	18	1,314.5	1,314.5
	6,226,504.0	2,201,156.8	6,226,465.5	2,201,188.5	1,296.5	1,296.5	18	1,314.5	1,314.5
	6,226,465.5	2,201,188.5	6,226,446.0	2,201,204.5	1,296.5	1,296.0	18	1,314.5	1,314.0
	6,226,446.0	2,201,204.5	6,226,417.5	2,201,227.5	1,296.0	1,295.0	18	1,314.0	1,313.0
	6,226,417.5	2,201,227.5	6,226,388.5	2,201,252.0	1,295.0	1,294.3	18	1,313.0	1,312.3
	6,226,388.5	2,201,252.0	6,226,350.0	2,201,284.0	1,294.3	1,293.7	20	1,314.3	1,313.7
	6,226,350.0	2,201,284.0	6,226,311.5	2,201,315.8	1,293.7	1,293.0	20	1,313.7	1,313.0
	6,226,311.5	2,201,315.8	6,226,272.5	2,201,347.3	1,293.0	1,292.8	20	1,313.0	1,312.8
	6,226,272.5	2,201,347.3	6,226,233.5	2,201,378.8	1,292.8	1,292.5	20	1,312.8	1,312.5
	6,226,233.5	2,201,378.8	6,226,193.5	2,201,411.5	1,292.5	1,292.0	20	1,312.5	1,312.0
1238+75	6,226,193.5	2,201,411.5	6,226,182.5	2,201,420.8	1,292.0	1,290.0	20	1,312.0	1,310.0
Approximate Length: 2830.8									

Table E-16. Barrier Locations and Elevations - Noise Barrier SW1238 on private property

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1236+00	6,226,463.0	2,201,360.0	6,226,387.0	2,201,358.3	1,309.8	1,307.2	10	1,319.8	1,317.2
	6,226,387.0	2,201,358.3	6,226,356.5	2,201,361.5	1,307.2	1,305.8	8	1,315.2	1,313.8
	6,226,356.5	2,201,361.5	6,226,333.5	2,201,373.0	1,305.8	1,305.8	8	1,313.8	1,313.8
	6,226,333.5	2,201,373.0	6,226,316.0	2,201,390.0	1,305.8	1,305.8	8	1,313.8	1,313.8
	6,226,316.0	2,201,390.0	6,226,305.5	2,201,409.3	1,305.8	1,305.8	8	1,313.8	1,313.8
	6,226,305.5	2,201,409.3	6,226,300.0	2,201,434.5	1,305.8	1,306.8	8	1,313.8	1,314.8
	6,226,300.0	2,201,434.5	6,226,302.5	2,201,458.0	1,306.8	1,307.3	8	1,314.8	1,315.3
	6,226,302.5	2,201,458.0	6,226,311.0	2,201,478.3	1,307.3	1,308.3	8	1,315.3	1,316.3
	6,226,311.0	2,201,478.3	6,226,323.0	2,201,495.3	1,308.3	1,309.0	8	1,316.3	1,317.0
1238+00	6,226,323.0	2,201,495.3	6,226,337.0	2,201,508.8	1,309.0	1,310.6	8	1,317.0	1,318.6
Approximate Length: 290.5									

Table E-17. Barrier Locations and Elevations - Noise Barrier SW1521C on private property

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1522+25	6,203,226.5	2,214,094.3	6,203,236.5	2,214,175.3	1,264.0	1,260.2	10	1,274.0	1,270.2
	6,203,236.5	2,214,175.3	6,203,252.5	2,214,228.3	1,260.2	1,258.2	12	1,272.2	1,270.2
1521+00	6,203,252.5	2,214,228.3	6,203,345.0	2,214,187.3	1,258.2	1,258.9	16	1,274.2	1,274.9
	Barrier Gap								
1521+00	6,203,365.0	2,214,178.0	6,203,433.0	2,214,149.8	1,258.5	1,258.5	14	1,272.5	1,272.5
1519+75	6,203,433.0	2,214,149.8	6,203,500.5	2,214,121.5	1,258.5	1,259.0	12	1,270.5	1,271.0
Approximate Length: 146.8									

Table E-18. Barrier Locations and Elevations - Noise Barrier SW1691 on private property

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1690+25	6,189,484.0	2,223,236.5	6,189,495.0	2,223,241.3	1,096.3	1,096.3	6	1,102.3	1,102.3
	6,189,495.0	2,223,241.3	6,189,501.5	2,223,250.8	1,096.3	1,096.3	6	1,102.3	1,102.3
	6,189,501.5	2,223,250.8	6,189,501.5	2,223,263.3	1,096.3	1,096.5	6	1,102.3	1,102.5
	6,189,501.5	2,223,263.3	6,189,496.0	2,223,276.5	1,096.5	1,096.5	6	1,102.5	1,102.5
1690+75	6,189,496.0	2,223,276.5	6,189,486.0	2,223,299.5	1,096.5	1,096.8	6	1,102.5	1,102.8
Approximate Length: 75.4									

Table E-19. Barrier Locations and Elevations - Noise Barrier SW1693 on private property

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1693+00	6,189,390.5	2,223,552.0	6,189,400.0	2,223,553.5	1,097.5	1,097.5	6	1,103.5	1,103.5
	6,189,400.0	2,223,553.5	6,189,409.5	2,223,543.5	1,097.5	1,097.5	6	1,103.5	1,103.5
	6,189,409.5	2,223,543.5	6,189,470.0	2,223,442.5	1,097.5	1,097.5	6	1,103.5	1,103.5
1691+75	6,189,470.0	2,223,442.5	6,189,472.0	2,223,433.5	1,097.5	1,100.0	6	1,103.5	1,106.0
Approximate Length: 150.4									

Table E-20. Barrier Locations and Elevations - Noise Barrier SW1751B on private property

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1751+50	6,185,552.0	2,228,004.5	6,185,531.5	2,228,021.0	1,018.0	1,018.0	8	1,026.0	1,026.0
	6,185,531.5	2,228,021.0	6,185,525.5	2,228,022.8	1,018.0	1,017.5	6	1,024.0	1,023.5
	6,185,525.5	2,228,022.8	6,185,518.5	2,228,021.8	1,017.5	1,017.5	6	1,023.5	1,023.5
	6,185,518.5	2,228,021.8	6,185,513.0	2,228,018.0	1,017.5	1,017.5	6	1,023.5	1,023.5
	6,185,513.0	2,228,018.0	6,185,509.5	2,228,011.5	1,017.5	1,017.5	6	1,023.5	1,023.5
	6,185,509.5	2,228,011.5	6,185,510.0	2,228,004.3	1,017.5	1,017.5	6	1,023.5	1,023.5
	6,185,510.0	2,228,004.3	6,185,513.5	2,227,998.3	1,017.5	1,018.0	6	1,023.5	1,024.0
	6,185,513.5	2,227,998.3	6,185,522.0	2,227,990.0	1,018.0	1,018.0	6	1,024.0	1,024.0
	6,185,522.0	2,227,990.0	6,185,506.5	2,227,973.5	1,018.0	1,018.0	6	1,024.0	1,024.0
1751+50	6,185,506.5	2,227,973.5	6,185,514.5	2,227,966.5	1,018.0	1,018.0	6	1,024.0	1,024.0
Approximate Length: 113									

Table E-21. Barrier Locations and Elevations - Noise Barrier SW1784B on private property

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1780+00 - 1784+00	6,185,096.5	2,231,088.5	6,184,926.5	2,231,340.0	932.2	931	8	940.2	939.0
Approximate Length: 303.6									

Table E-22. Barrier Locations and Elevations - Noise Barrier SW1872 at the ROW

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1869+44	6,180,298.0	2,238,502.8	6,180,283.5	2,238,557.3	929.8	923.0	12	941.8	935.0
	6,180,283.5	2,238,557.3	6,180,271.5	2,238,601.8	923.0	918.0	14	937.0	932.0
	6,180,271.5	2,238,601.8	6,180,231.0	2,238,752.3	918.0	918.2	14	932.0	932.2
	6,180,231.0	2,238,752.3	6,180,205.0	2,238,849.8	918.2	920.8	14	932.2	934.8
	6,180,205.0	2,238,849.8	6,180,192.0	2,238,898.5	920.8	920.4	14	934.8	934.4
	6,180,192.0	2,238,898.5	6,180,179.0	2,238,947.3	920.4	918.5	16	936.4	934.5
	6,180,179.0	2,238,947.3	6,180,166.0	2,238,996.0	918.5	915.6	16	934.5	931.6
	6,180,166.0	2,238,996.0	6,180,153.0	2,239,044.8	915.6	912.7	16	931.6	928.7
	6,180,153.0	2,239,044.8	6,180,140.0	2,239,093.5	912.7	909.8	16	928.7	925.8
1876+00	6,180,140.0	2,239,093.5	6,180,127.0	2,239,142.3	909.8	906.9	12	921.8	918.9
Approximate Length: 662									

Table E-23. Barrier Locations and Elevations - Noise Barrier SW1874 at the ramp edge of shoulder

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1869+00	6,180,278.5	2,238,446.0	6,180,263.0	2,238,493.5	929.7	929.5	6	935.7	935.5
	6,180,263.0	2,238,493.5	6,180,248.0	2,238,541.0	929.5	929.3	8	937.5	937.3
	6,180,248.0	2,238,541.0	6,180,187.0	2,238,731.5	929.3	929.0	10	939.3	939.0
	6,180,187.0	2,238,731.5	6,180,130.0	2,238,906.8	929.0	926.5	10	939.0	936.5
	6,180,130.0	2,238,906.8	6,180,128.0	2,238,922.5	926.5	926.0	8	934.5	934.0
1875+00	6,180,128.0	2,238,922.5	6,180,104.5	2,239,019.5	926.0	922.5	8	934.0	930.5
Approximate Length: 599.8									

Table E-24a. Barrier Locations and Elevations - Noise Barrier System SW1874 & SW1878 at the mainline and ramp edge of shoulder

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1869+00	6,180,278.5	2,238,446.0	6,180,263.0	2,238,493.5	929.7	929.5	6	935.7	935.5
	6,180,263.0	2,238,493.5	6,180,248.0	2,238,541.0	929.5	929.3	8	937.5	937.3
	6,180,248.0	2,238,541.0	6,180,187.0	2,238,731.5	929.3	929.0	10	939.3	939.0
	6,180,187.0	2,238,731.5	6,180,130.0	2,238,906.8	929.0	926.5	10	939.0	936.5
	6,180,130.0	2,238,906.8	6,180,128.0	2,238,922.5	926.5	926.0	10	936.5	936.0
	6,180,128.0	2,238,922.5	6,180,104.5	2,239,019.5	926.0	922.5	10	936.0	932.5
1876+00	6,180,104.5	2,239,019.5	6,180,074.5	2,239,114.8	922.5	919.4	10	932.5	929.4
Approximate Length: 699.7									

Table E-24b. Barrier Locations and Elevations - Noise Barrier System SW1874 & SW1878 at the mainline and ramp edge of shoulder

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1873+75	6,180,118.0	2,238,786.0	6,180,069.5	2,238,901.5	930.5	931.2	8	938.5	939.2
	6,180,069.5	2,238,901.5	6,179,992.5	2,239,085.8	931.2	931.5	10	941.2	941.5
	6,179,992.5	2,239,085.8	6,179,973.0	2,239,132.0	931.5	931.7	10	941.5	941.7
	6,179,973.0	2,239,132.0	6,179,954.0	2,239,178.0	931.7	931.9	10	941.7	941.9
	6,179,954.0	2,239,178.0	6,179,934.5	2,239,224.0	931.9	932.0	10	941.9	942.0
1878+00	6,179,934.5	2,239,224.0	6,179,915.0	2,239,270.3	932.0	932.2	8	940.0	940.2
Approximate Length: 525.1									

Table E-25. Barrier Locations and Elevations - Noise Barrier SW1789 on private property

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1789+00	6,183,820.0	2,231,285.5	6,183,881.5	2,231,235.8	985.2	987.0	8	993.2	995.0
1788+00	6,183,881.5	2,231,235.8	6,183,813.5	2,231,185.5	987.0	987.0	8	995.0	995.0
Approximate Length: 163.7									

Table E-26. Barrier Locations and Elevations - Noise Barrier SW1823 on private property

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1828+00	6,181,844.5	2,234,672.5	6,181,868.0	2,234,662.5	956.9	957.0	8	964.9	965.0
	6,181,868.0	2,234,662.5	6,181,874.5	2,234,650.0	957.0	957.2	10	967.0	967.2
	6,181,874.5	2,234,650.0	6,181,980.0	2,234,474.0	957.2	958.0	14	971.2	972.0
	6,181,980.0	2,234,474.0	6,182,086.5	2,234,304.5	958.0	959.0	14	972.0	973.0
	6,182,086.5	2,234,304.5	6,182,193.5	2,234,135.8	959.0	959.5	12	971.0	971.5
	6,182,193.5	2,234,135.8	6,182,232.5	2,234,073.8	959.5	960.0	12	971.5	972.0
1821+00	6,182,232.5	2,234,073.8	6,182,228.0	2,234,049.3	960.0	960.0	6	966.0	966.0
Approximate Length: 742.9									

Table E-27. Barrier Locations and Elevations - Noise Barrier SW1831 on private property

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1829+00	6,181,759.0	2,234,707.8	6,181,804.5	2,234,732.0	954.8	952.5	8	962.8	960.5
	6,181,804.5	2,234,732.0	6,181,812.5	2,234,759.8	952.5	953.5	10	962.5	963.5
	6,181,812.5	2,234,759.8	6,181,773.0	2,234,835.0	953.5	955.0	10	963.5	965.0
	6,181,773.0	2,234,835.0	6,181,704.0	2,234,968.5	955.0	954.5	10	965.0	964.5
	6,181,704.0	2,234,968.5	6,181,689.0	2,234,998.0	954.5	949.6	10	964.5	959.6
1832+00	6,181,689.0	2,234,998.0	6,181,667.5	2,234,952.8	949.6	950.8	10	959.6	960.8
Approximate Length: 398.8									

Table E-28. Barrier Locations and Elevations - Noise Barrier SW1833 on private property

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1834+00	6,181,571.0	2,235,189.0	6,181,578.5	2,235,192.0	948.0	948.0	6	954.0	954.0
	6,181,578.5	2,235,192.0	6,181,581.0	2,235,186.8	948.0	948.1	6	954.0	954.1
	6,181,581.0	2,235,186.8	6,181,627.5	2,235,103.8	948.1	949.7	12	960.1	961.7
	6,181,627.5	2,235,103.8	6,181,619.0	2,235,084.3	949.7	955.5	12	961.7	967.5
1832+00	6,181,619.0	2,235,084.3	6,181,589.5	2,235,015.3	955.5	955.9	12	967.5	967.9
Approximate Length: 205.3									

Table E-29. Barrier Locations and Elevations - Noise Barrier SW1839 on private property

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1841+00	6,181,176.0	2,235,741.0	6,181,202.0	2,235,776.5	939.0	937.9	10	949.0	947.9
	6,181,202.0	2,235,776.5	6,181,276.0	2,235,760.0	937.9	938.0	12	949.9	950.0
	6,181,276.0	2,235,760.0	6,181,302.0	2,235,717.8	938.0	937.1	6	944.0	943.1
	6,181,302.0	2,235,717.8	6,181,354.0	2,235,632.0	937.1	938.3	6	943.1	944.3
	6,181,354.0	2,235,632.0	6,181,380.0	2,235,589.3	938.3	938.8	6	944.3	944.8
	6,181,380.0	2,235,589.3	6,181,406.0	2,235,546.5	938.8	939.4	6	944.8	945.4
	6,181,406.0	2,235,546.5	6,181,441.5	2,235,479.5	939.4	941.4	12	951.4	953.4
	6,181,441.5	2,235,479.5	6,181,497.5	2,235,375.3	941.4	944.6	16	957.4	960.6
	6,181,497.5	2,235,375.3	6,181,497.0	2,235,368.5	944.6	945.0	14	958.6	959.0
	6,181,497.0	2,235,368.5	6,181,495.5	2,235,358.3	945.0	948.3	14	959.0	962.3
1835+00	6,181,495.5	2,235,358.3	6,181,540.5	2,235,277.5	948.3	947.8	14	962.3	961.8
Approximate Length: 673.5									

Table E-30. Barrier Locations and Elevations - Noise Barrier SW1875 on private property

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1875+00	6,179,565.0	2,238,868.5	6,179,571.0	2,238,873.0	955.0	955.0	6	961.0	961.0
	6,179,571.0	2,238,873.0	6,179,577.5	2,238,875.8	955.0	955.0	6	961.0	961.0
	6,179,577.5	2,238,875.8	6,179,587.5	2,238,875.8	955.0	955.0	6	961.0	961.0
1875+75	6,179,587.5	2,238,875.8	6,179,672.5	2,238,833.5	955.0	955.0	6	961.0	961.0
Approximate Length: 119.5									

Table E-31a. Barrier Locations and Elevations - Noise Barrier System SW1890A + SW1890B at the mainline and ramp edge of shoulder

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1874+50	6,180,050.0	2,238,947.5	6,180,031.0	2,238,993.5	931.3	931.4	8	939.3	939.4
	6,180,031.0	2,238,993.5	6,180,012.0	2,239,039.5	931.4	931.4	12	943.4	943.4
	6,180,012.0	2,239,039.5	6,179,992.5	2,239,085.8	931.4	931.5	14	945.4	945.5
	6,179,992.5	2,239,085.8	6,179,954.0	2,239,178.0	931.5	931.9	14	945.5	945.9
	6,179,954.0	2,239,178.0	6,179,915.0	2,239,270.3	931.9	932.2	14	945.9	946.2
	6,179,915.0	2,239,270.3	6,179,837.5	2,239,454.8	932.2	933.0	14	946.2	947.0
	6,179,837.5	2,239,454.8	6,179,809.5	2,239,522.3	933.0	933.0	14	947.0	947.0
	6,179,809.5	2,239,522.3	6,179,803.0	2,239,537.0	933.0	933.0	14	947.0	947.0
	6,179,803.0	2,239,537.0	6,179,760.5	2,239,639.0	933.0	933.4	14	947.0	947.4
	6,179,760.5	2,239,639.0	6,179,749.0	2,239,665.8	933.4	933.4	14	947.4	947.4
	6,179,749.0	2,239,665.8	6,179,745.0	2,239,675.5	933.4	933.0	14	947.4	947.0
	6,179,745.0	2,239,675.5	6,179,683.5	2,239,823.8	933.0	933.8	14	947.0	947.8
	6,179,683.5	2,239,823.8	6,179,607.5	2,240,008.8	933.8	933.4	14	947.8	947.4
	6,179,607.5	2,240,008.8	6,179,532.0	2,240,194.0	933.4	932.8	14	947.4	946.8
	6,179,532.0	2,240,194.0	6,179,513.0	2,240,240.3	932.8	932.8	14	946.8	946.8
	6,179,513.0	2,240,240.3	6,179,494.0	2,240,286.5	932.8	932.7	14	946.8	946.7
	6,179,494.0	2,240,286.5	6,179,475.0	2,240,332.8	932.7	932.7	12	944.7	944.7
1890+00	6,179,475.0	2,240,332.8	6,179,456.0	2,240,379.0	932.7	932.6	10	942.7	942.6
Approximate Length: 1549.9									

Table E-31b. Barrier Locations and Elevations - Noise Barrier System SW1890A + SW1890B at the mainline and ramp edge of shoulder

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1882+50	6,179,871.0	2,239,732.8	6,179,791.0	2,239,874.0	904.5	909.0	14	918.5	923.0
	6,179,791.0	2,239,874.0	6,179,756.0	2,239,935.5	909.0	911.0	14	923.0	925.0
	6,179,756.0	2,239,935.5	6,179,758.0	2,239,948.5	911.0	911.7	14	925.0	925.7
	6,179,758.0	2,239,948.5	6,179,736.0	2,239,988.5	911.7	912.8	14	925.7	926.8
	6,179,736.0	2,239,988.5	6,179,718.5	2,240,001.3	912.8	913.4	14	926.8	927.4
	6,179,718.5	2,240,001.3	6,179,692.0	2,240,048.0	913.4	914.8	14	927.4	928.8
	6,179,692.0	2,240,048.0	6,179,643.0	2,240,135.3	914.8	917.9	14	928.8	931.9
	6,179,643.0	2,240,135.3	6,179,596.0	2,240,223.8	917.9	921.4	14	931.9	935.4
	6,179,596.0	2,240,223.8	6,179,584.0	2,240,246.3	921.4	922.2	14	935.4	936.2
	6,179,584.0	2,240,246.3	6,179,574.5	2,240,274.8	922.2	922.9	14	936.2	936.9
	6,179,574.5	2,240,274.8	6,179,540.0	2,240,341.3	922.9	925.0	14	936.9	939.0
	6,179,540.0	2,240,341.3	6,179,512.0	2,240,383.3	925.0	926.8	14	939.0	940.8
	6,179,512.0	2,240,383.3	6,179,503.0	2,240,400.5	926.8	926.7	14	940.8	940.7
	6,179,503.0	2,240,400.5	6,179,410.0	2,240,577.8	926.7	928.8	14	940.7	942.8
	6,179,410.0	2,240,577.8	6,179,364.0	2,240,666.8	928.8	928.6	14	942.8	942.6
	6,179,364.0	2,240,666.8	6,179,321.0	2,240,756.8	928.6	928.5	12	940.6	940.5
1894+25	6,179,321.0	2,240,756.8	6,179,310.5	2,240,781.0	928.5	928.4	6	934.5	934.4
Approximate Length: 1194.4									

Table E-32a. Barrier Locations and Elevations - Noise Barrier System SW1890A + SW1890C

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1874+00	6,180,069.5	2,238,901.5	6,180,050.0	2,238,947.5	931.2	931.3	10	941.2	941.3
	6,180,050.0	2,238,947.5	6,180,031.0	2,238,993.5	931.3	931.4	10	941.3	941.4
	6,180,031.0	2,238,993.5	6,180,012.0	2,239,039.5	931.4	931.4	12	943.4	943.4
	6,180,012.0	2,239,039.5	6,179,992.5	2,239,085.8	931.4	931.5	14	945.4	945.5
	6,179,992.5	2,239,085.8	6,179,954.0	2,239,178.0	931.5	931.9	14	945.5	945.9
	6,179,954.0	2,239,178.0	6,179,915.0	2,239,270.3	931.9	932.2	14	945.9	946.2
	6,179,915.0	2,239,270.3	6,179,837.5	2,239,454.8	932.2	933.0	14	946.2	947.0
	6,179,837.5	2,239,454.8	6,179,809.5	2,239,522.3	933.0	933.0	14	947.0	947.0
	6,179,809.5	2,239,522.3	6,179,803.0	2,239,537.0	933.0	933.0	14	947.0	947.0
	6,179,803.0	2,239,537.0	6,179,760.5	2,239,639.0	933.0	933.4	14	947.0	947.4
	6,179,760.5	2,239,639.0	6,179,749.0	2,239,665.8	933.4	933.4	14	947.4	947.4
	6,179,749.0	2,239,665.8	6,179,745.0	2,239,675.5	933.4	933.0	14	947.4	947.0
	6,179,745.0	2,239,675.5	6,179,683.5	2,239,823.8	933.0	933.8	14	947.0	947.8
	6,179,683.5	2,239,823.8	6,179,607.5	2,240,008.8	933.8	933.4	14	947.8	947.4
	6,179,607.5	2,240,008.8	6,179,532.0	2,240,194.0	933.4	932.8	14	947.4	946.8
	6,179,532.0	2,240,194.0	6,179,513.0	2,240,240.3	932.8	932.8	14	946.8	946.8
	6,179,513.0	2,240,240.3	6,179,494.0	2,240,286.5	932.8	932.7	14	946.8	946.7
	6,179,494.0	2,240,286.5	6,179,475.0	2,240,332.8	932.7	932.7	14	946.7	946.7
1890+00	6,179,475.0	2,240,332.8	6,179,456.0	2,240,379.0	932.7	932.6	14	946.7	946.6
Approximate Length: 1599.8									

Table E-32b. Barrier Locations and Elevations - Noise Barrier System SW1890A + SW1890C

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1882+00	6,179,907.5	2,239,731.5	6,179,885.0	2,239,770.8	903.0	905.1	16	919.0	921.1
	6,179,885.0	2,239,770.8	6,179,863.0	2,239,810.0	905.1	907.1	16	921.1	923.1
	6,179,863.0	2,239,810.0	6,179,841.0	2,239,849.0	907.1	909.2	16	923.1	925.2
	6,179,841.0	2,239,849.0	6,179,819.0	2,239,888.3	909.2	911.2	16	925.2	927.2
	6,179,819.0	2,239,888.3	6,179,708.5	2,240,083.5	911.2	915.5	16	927.2	931.5
	6,179,708.5	2,240,083.5	6,179,669.0	2,240,096.5	915.5	916.0	16	931.5	932.0
	6,179,669.0	2,240,096.5	6,179,599.5	2,240,225.5	916.0	921.4	16	932.0	937.4
	6,179,599.5	2,240,225.5	6,179,579.0	2,240,261.5	921.4	922.5	16	937.4	938.5
	6,179,579.0	2,240,261.5	6,179,574.5	2,240,274.8	922.5	922.9	16	938.5	938.9
	6,179,574.5	2,240,274.8	6,179,540.0	2,240,341.3	922.9	925.0	16	938.9	941.0
	6,179,540.0	2,240,341.3	6,179,512.0	2,240,383.3	925.0	926.8	16	941.0	942.8
	6,179,512.0	2,240,383.3	6,179,492.0	2,240,421.0	926.8	926.7	16	942.8	942.7
	6,179,492.0	2,240,421.0	6,179,510.0	2,240,455.0	926.7	927.0	16	942.7	943.0
	6,179,510.0	2,240,455.0	6,179,433.5	2,240,589.8	927.0	931.0	16	943.0	947.0
	6,179,433.5	2,240,589.8	6,179,386.0	2,240,677.8	931.0	930.0	16	947.0	946.0
	6,179,386.0	2,240,677.8	6,179,341.5	2,240,767.3	930.0	930.0	16	946.0	946.0
	6,179,341.5	2,240,767.3	6,179,321.0	2,240,812.3	930.0	929.5	14	944.0	943.5
	6,179,321.0	2,240,812.3	6,179,300.0	2,240,857.3	929.5	929.0	14	943.5	943.0
	6,179,300.0	2,240,857.3	6,179,280.0	2,240,903.0	929.0	926.0	14	943.0	940.0
1895+78	6,179,280.0	2,240,903.0	6,179,268.5	2,240,930.3	926.0	925.2	12	938.0	937.2
Approximate Length: 1388									

Table E-33. Barrier Locations and Elevations - Noise Barrier SW1895 on private property

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1894+75	6,178,587.0	2,240,540.3	6,178,612.5	2,240,558.0	1,060.0	1,060.0	6	1066.0	1066.0
1895+00	6,178,612.5	2,240,558.0	6,178,630.0	2,240,584.8	1,060.0	1,060.0	6	1066.0	1066.0
Approximate Length: 63									

Table E-34. Barrier Locations and Elevations - Noise Barrier SW1899 on private property

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1899+25	6,178,616.0	2,241,037.3	6,178,609.5	2,241,069.5	1,101.0	1,101.0	6	1107.0	1107.0
1899+75	6,178,609.5	2,241,069.5	6,178,601.5	2,241,082.3	1,101.0	1,101.0	6	1107.0	1107.0
Approximate Length: 47.9									

Table E-35. Barrier Locations and Elevations - Noise Barrier SW1903 at the ROW

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1918+00	6,178,046.5	2,242,779.0	6,178,152.5	2,242,615.8	920.5	926.2	18	938.5	944.2
	6,178,152.5	2,242,615.8	6,178,231.0	2,242,494.0	926.2	924.0	18	944.2	942.0
	6,178,231.0	2,242,494.0	6,178,274.0	2,242,461.8	924.0	922.5	20	944.0	942.5
	6,178,274.0	2,242,461.8	6,178,315.5	2,242,430.5	922.5	921.8	20	942.5	941.8
	6,178,315.5	2,242,430.5	6,178,388.0	2,242,301.5	921.8	922.8	20	941.8	942.8
	6,178,388.0	2,242,301.5	6,178,479.0	2,242,128.3	922.8	915.7	20	942.8	935.7
	6,178,479.0	2,242,128.3	6,178,501.0	2,242,084.8	915.7	913.8	18	933.7	931.8
	6,178,501.0	2,242,084.8	6,178,535.5	2,241,938.5	913.8	913.6	18	931.8	931.6
	6,178,535.5	2,241,938.5	6,178,550.0	2,241,875.5	913.6	922.0	16	929.6	938.0
1906+00	6,178,550.0	2,241,875.5	6,178,554.0	2,241,734.5	922.0	940.8	10	932.0	950.8
Approximate Length: 1193.6									

Table E-36. Barrier Locations and Elevations - Noise Barrier SW1905 on private property

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1905+25	6,178,301.0	2,241,555.0	6,178,306.0	2,241,562.3	955.5	955.5	6	961.5	961.5
	6,178,306.0	2,241,562.3	6,178,306.5	2,241,567.8	955.5	955.5	6	961.5	961.5
	6,178,306.5	2,241,567.8	6,178,302.5	2,241,574.5	955.5	955.5	6	961.5	961.5
1905+75	6,178,302.5	2,241,574.5	6,178,264.0	2,241,581.0	955.5	956.0	8	963.5	964.0
Approximate Length: 61.2									

Table E-37. Barrier Locations and Elevations - Noise Barrier SW1907 on private property

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1906+00	6,178,518.5	2,241,720.5	6,178,505.5	2,241,735.0	936.0	936.0	6	942.0	942.0
	6,178,505.5	2,241,735.0	6,178,495.5	2,241,742.0	936.0	936.0	6	942.0	942.0
	6,178,495.5	2,241,742.0	6,178,480.0	2,241,746.5	936.0	935.0	8	944.0	943.0
	6,178,480.0	2,241,746.5	6,178,467.5	2,241,744.8	935.0	935.0	6	941.0	941.0
1906+50	6,178,467.5	2,241,744.8	6,178,451.0	2,241,738.8	935.0	934.0	6	941.0	940.0
Approximate Length: 78									

Table E-38. Barrier Locations and Elevations - Noise Barrier SW1913 on private property

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1910+75	6,178,128.5	2,242,144.5	6,178,118.5	2,242,181.0	1,013.0	1,015.0	6	1019.0	1021.0
	6,178,118.5	2,242,181.0	6,178,096.5	2,242,202.5	1,015.0	1,015.0	6	1021.0	1021.0
	6,178,096.5	2,242,202.5	6,178,081.5	2,242,211.5	1,015.0	1,015.0	8	1023.0	1023.0
	6,178,081.5	2,242,211.5	6,178,071.5	2,242,213.5	1,015.0	1,015.0	6	1021.0	1021.0
	6,178,071.5	2,242,213.5	6,178,051.5	2,242,211.5	1,015.0	1,015.0	6	1021.0	1021.0
	6,178,051.5	2,242,211.5	6,178,032.5	2,242,204.0	1,015.0	1,015.0	6	1021.0	1021.0
1913+00	6,178,032.5	2,242,204.0	6,178,003.5	2,242,184.3	1,015.0	1,015.0	6	1021.0	1021.0
Approximate Length: 171.9									

Table E-39. Barrier Locations and Elevations - Noise Barrier SW1911 at the mainline edge of shoulder

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1918+00	6,178,114.0	2,242,825.3	6,178,223.0	2,242,660.8	914.5	916.0	10	924.5	926.0
	6,178,223.0	2,242,660.8	6,178,326.0	2,242,492.8	916.0	917.2	14	930.0	931.2
	6,178,326.0	2,242,492.8	6,178,424.0	2,242,321.3	917.2	919.0	14	931.2	933.0
	6,178,424.0	2,242,321.3	6,178,516.0	2,242,146.8	919.0	919.8	14	933.0	933.8
	6,178,516.0	2,242,146.8	6,178,601.5	2,241,969.3	919.8	921.1	14	933.8	935.1
1906+00	6,178,601.5	2,241,969.3	6,178,670.0	2,241,806.0	921.1	922.5	14	935.1	936.5
Approximate Length: 1163.3									

Table E-40. Barrier Locations and Elevations - Noise Barrier SW1996B at the ramp edge of shoulder

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1981+00	6,173,893.5	2,247,468.3	6,173,863.0	2,247,506.5	944.8	945.7	10	954.8	955.7
	6,173,863.0	2,247,506.5	6,173,832.0	2,247,544.8	945.7	946.7	12	957.7	958.7
	6,173,832.0	2,247,544.8	6,173,776.0	2,247,621.0	946.7	948.8	14	960.7	962.8
	6,173,776.0	2,247,621.0	6,173,719.5	2,247,697.0	948.8	950.8	14	962.8	964.8
	6,173,719.5	2,247,697.0	6,173,612.5	2,247,869.8	950.8	954.0	14	964.8	968.0
	6,173,612.5	2,247,869.8	6,173,523.0	2,248,044.5	954.0	956.9	14	968.0	970.9
	6,173,523.0	2,248,044.5	6,173,429.0	2,248,240.0	956.9	957.5	14	970.9	971.5
	6,173,429.0	2,248,240.0	6,173,350.5	2,248,424.3	957.5	952.8	14	971.5	966.8
	6,173,350.5	2,248,424.3	6,173,284.5	2,248,615.0	952.8	946.1	14	966.8	960.1
	6,173,284.5	2,248,615.0	6,173,236.0	2,248,781.0	946.1	941.1	14	960.1	955.1
1996+00	6,173,236.0	2,248,781.0	6,173,233.0	2,248,812.8	941.1	940.8	12	953.1	952.8
Approximate Length: 1510.9									

Table E-41. Barrier Locations and Elevations - Noise Barrier SW1996C at the ROW

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1983+00	6,173,794.0	2,247,639.0	6,173,765.0	2,247,678.5	944.3	946.0	14	958.3	960.0
	6,173,765.0	2,247,678.5	6,173,735.5	2,247,718.0	946.0	946.5	14	960.0	960.5
	6,173,735.5	2,247,718.0	6,173,695.5	2,247,807.8	946.5	945.4	16	962.5	961.4
	6,173,695.5	2,247,807.8	6,173,655.5	2,247,897.5	945.4	943.0	16	961.4	959.0
	6,173,655.5	2,247,897.5	6,173,576.0	2,248,076.0	943.0	930.5	18	961.0	948.5
	6,173,576.0	2,248,076.0	6,173,516.5	2,248,209.0	930.5	928.6	18	948.5	946.6
	6,173,516.5	2,248,209.0	6,173,489.5	2,248,248.3	928.6	929.0	18	946.6	947.0
	6,173,489.5	2,248,248.3	6,173,368.5	2,248,422.3	929.0	946.9	18	947.0	964.9
	6,173,368.5	2,248,422.3	6,173,303.5	2,248,624.3	946.9	942.0	18	964.9	960.0
	6,173,303.5	2,248,624.3	6,173,277.0	2,248,722.8	942.0	940.5	18	960.0	958.5
1995+71	6,173,277.0	2,248,722.8	6,173,259.0	2,248,792.0	940.5	940.2	18	958.5	958.2
Approximate Length: 1281.3									

Table E-42a. Barrier Locations and Elevations - Noise Barrier System SW1996A + SW1996B at the mainline and ramp edge of shoulder

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
1990+00	6,173,394.0	2,248,196.5	6,173,371.5	2,248,240.3	962.2	963.0	6	968.2	969.0
	6,173,371.5	2,248,240.3	6,173,349.0	2,248,284.0	963.0	963.7	6	969.0	969.7
	6,173,349.0	2,248,284.0	6,173,326.5	2,248,327.8	963.7	964.5	10	973.7	974.5
	6,173,326.5	2,248,327.8	6,173,304.0	2,248,371.5	964.5	965.2	12	976.5	977.2
	6,173,304.0	2,248,371.5	6,173,218.0	2,248,551.0	965.2	967.3	14	979.2	981.3
1995+82	6,173,218.0	2,248,551.0	6,173,136.5	2,248,722.0	967.3	968.0	14	981.3	982.0
Approximate Length: 585.3									

Table E-42b. Barrier Locations and Elevations - Noise Barrier System SW1996A + SW1996B at the mainline and ramp edge of shoulder

Approximate Start and End	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting	Bottom of barrier Ending	Barrier Height, ft	Top of Barrier Starting	Top of Barrier Ending Segment
	X	Y	X	Y					
1982+00	6,173,832.0	2,247,544.8	6,173,776.0	2,247,621.0	946.7	948.8	14	960.7	962.8
	6,173,776.0	2,247,621.0	6,173,719.5	2,247,697.0	948.8	950.8	14	962.8	964.8
	6,173,719.5	2,247,697.0	6,173,612.5	2,247,869.8	950.8	954.0	14	964.8	968.0
	6,173,612.5	2,247,869.8	6,173,523.0	2,248,044.5	954.0	956.9	14	968.0	970.9
	6,173,523.0	2,248,044.5	6,173,429.0	2,248,240.0	956.9	957.5	14	970.9	971.5
	6,173,429.0	2,248,240.0	6,173,350.5	2,248,424.3	957.5	952.8	14	971.5	966.8
	6,173,350.5	2,248,424.3	6,173,284.5	2,248,615.0	952.8	946.1	14	966.8	960.1
	6,173,284.5	2,248,615.0	6,173,236.0	2,248,781.0	946.1	941.1	14	960.1	955.1
	6,173,236.0	2,248,781.0	6,173,233.0	2,248,812.8	941.1	940.8	14	955.1	954.8
1996+00	6,173,233.0	2,248,812.8	6,173,240.5	2,248,836.8	940.8	940.0	12	952.8	952.0
Approximate Length: 1437.9									

Table E-43. Barrier Locations and Elevations - Noise Barrier SW2007A at the ramp edge of shoulder

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
STA2011+37	6,172,310.5	2,250,042.8	6,172,369.5	2,249,919.0	959.5	960.8	8	967.5	968.8
	6,172,369.5	2,249,919.0	6,172,451.5	2,249,736.5	960.8	961.8	10	970.8	971.8
	6,172,451.5	2,249,736.5	6,172,522.5	2,249,548.3	961.8	963.1	10	971.8	973.1
	6,172,522.5	2,249,548.3	6,172,540.0	2,249,502.0	963.1	963.0	8	971.1	971.0
	6,172,540.0	2,249,502.0	6,172,557.0	2,249,455.5	963.0	962.8	8	971.0	970.8
STA204+50	6,172,557.0	2,249,455.5	6,172,574.5	2,249,409.0	962.8	962.7	8	970.8	970.7
Approximate Length: 687.1									

Table E-44a. Barrier Locations and Elevations - Noise Barrier System SW2001 & SW2007A at the mainline and ramp edge of shoulder

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
2004+54	6,172,618.0	2,249,433.8	6,172,641.5	2,249,384.3	964.6	965.1	6	970.6	971.1
2002+00	6,172,641.5	2,249,384.3	6,172,727.5	2,249,203.5	965.1	966.5	6	971.1	972.5
Approximate Length: 255									

Table E-44b. Barrier Locations and Elevations - Noise Barrier System SW2001 & SW2007A at the mainline and ramp edge of shoulder

Approximate Start and End	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting	Bottom of barrier Ending	Barrier Height, ft	Top of Barrier Starting	Top of Barrier Ending Segment
	X	Y	X	Y					
2011+37	6,172,310.5	2,250,042.8	6,172,369.5	2,249,919.0	959.5	960.8	10	969.5	970.8
	6,172,369.5	2,249,919.0	6,172,451.5	2,249,736.5	960.8	961.8	10	970.8	971.8
	6,172,451.5	2,249,736.5	6,172,522.5	2,249,548.3	961.8	963.1	10	971.8	973.1
	6,172,522.5	2,249,548.3	6,172,540.0	2,249,502.0	963.1	963.0	8	971.1	971.0
2205+00	6,172,540.0	2,249,502.0	6,172,557.0	2,249,455.5	963.0	962.8	6	969.0	968.8
Approximate Length: 637.4									

Table E-45. Barrier Locations and Elevations - Noise Barrier SW2007B at the ROW

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
2011+00	6,172,316.0	2,249,995.8	6,172,348.0	2,249,908.8	958.8	957.5	14	972.8	971.5
	6,172,348.0	2,249,908.8	6,172,420.0	2,249,721.5	957.5	954.0	18	975.5	972.0
	6,172,420.0	2,249,721.5	6,172,491.0	2,249,536.0	954.0	956.9	18	972.0	974.9
	6,172,491.0	2,249,536.0	6,172,509.0	2,249,489.3	956.9	957.2	14	970.9	971.2
2005+00	6,172,509.0	2,249,489.3	6,172,527.0	2,249,442.5	957.2	957.6	14	971.2	971.6
Approximate Length: 592.2									

Table E-46. Barrier Locations and Elevations - Noise Barrier SW2007C on private property

Approximate Start and End Station	Segment Start Coordinates		Segment End Coordinates		Bottom of barrier Starting Segment Elevation, ft	Bottom of barrier Ending Segment Elevation, ft	Barrier Height, ft	Top of Barrier Starting Segment Elevation, ft	Top of Barrier Ending Segment Elevation, ft
	X	Y	X	Y					
2005+50	6,172,270.0	2,249,979.0	6,172,271.0	2,249,943.5	966.5	970.0	6	972.5	976.0
	6,172,271.0	2,249,943.5	6,172,272.5	2,249,889.0	970.0	970.0	8	978.0	978.0
	6,172,272.5	2,249,889.0	6,172,270.0	2,249,853.0	970.0	969.0	10	980.0	979.0
	6,172,270.0	2,249,853.0	6,172,269.5	2,249,795.0	969.0	969.0	10	979.0	979.0
	6,172,269.5	2,249,795.0	6,172,269.0	2,249,766.0	969.0	968.0	10	979.0	978.0
	6,172,269.0	2,249,766.0	6,172,279.0	2,249,765.5	968.0	966.0	10	978.0	976.0
	6,172,279.0	2,249,765.5	6,172,275.5	2,249,667.0	966.0	969.0	10	976.0	979.0
	6,172,275.5	2,249,667.0	6,172,268.5	2,249,667.3	969.0	970.0	10	979.0	980.0
	6,172,268.5	2,249,667.3	6,172,270.0	2,249,566.3	970.0	972.0	10	980.0	982.0
	6,172,270.0	2,249,566.3	6,172,267.5	2,249,467.0	972.0	974.0	8	980.0	982.0
	6,172,267.5	2,249,467.0	6,172,259.5	2,249,467.3	974.0	976.5	6	980.0	982.5
2011+00	6,172,259.5	2,249,467.3	6,172,255.5	2,249,366.5	976.5	979.3	6	982.5	985.3
Approximate Length: 637.9									