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



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Noise Study Report I-15 ELPSE

California Department of Transportation, District 8 Riverside County, California 08-RIV-15-PM 20.3 to 40.1 EA 08-0J0820 / ID 08-18000063 May 2024

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Jakob Rzeszutko, INCE Noise Analyst ICF 949-333-6639

QA/QC By:

Jonathan Higginson, INCE Senior Noise Analyst ICF 949-333-6619

Approved By:

Peter Hardie, INCE Senior Noise Analyst ICF 949-333-6650

Concurred By: Olufami Odufalu

Date: 05/20/2024

Olufern A. Odufalu, P.E. Branch Chief/Environmental Engineering California Department of Transportation, District 8 909-501-5521

Date: 5/16/2024

Date: 5/16/2024

Prepared By:

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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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Table of Contents

Summary		S-i
Chapter 1	Introduction	1-1
• 1.1	Purpose of the Noise Study Report	1-1
1.2	Project Purpose and Need	1-2
	1.2.1 Project Purpose	1-2
	1.2.2 Project Need	1-2
Chapter 2	Project Description	2-1
2.1	Project Alternatives	2-2
	2.1.1 Build Alternative	2-2
	2.1.2 No-Build (No-Action) Alternative	2-2
Chapter 3	Fundamentals of Traffic Noise	3-1
3.1	Sound, Noise, and Acoustics	3-1
3.2	Frequency	3-1
3.3	Sound Pressure Levels and Decibels	3-1
3.4	Addition of Decibels	3-2
3.5	A-Weighted Decibels	
3.6	Human Response to Changes in Noise Levels	3-3
3.7	Noise Descriptors	
3.8	Sound Propagation	
	3.8.1 Geometric Spreading	
	3.8.2 Ground Absorption	
	3.8.3 Atmospheric Effects	
	3.8.4 Shielding by Natural of Human-Made Features	
Chapter 4	Federal Regulations and State Policies	4-1
4.1	Federal Regulations	4-1
	4.1.1 23 CFR 772	4-1
	4.1.2 Traffic Noise Analysis Protocol for New Highway Construction	
1.0	and Reconstruction Projects	
4.2	State Regulations and Policies	
	4.2.1 California Environmental Quality Act.	
	4.2.2 Section 216 of the California Streets and Highways Code	4-3
Chapter 5	Study Methods and Procedures	5-1
5.1	Methods for Identifying Land Uses and Selecting Noise Measurement	
	and Modeling Receiver Locations	
5.2	Field Measurement Procedures	
	5.2.1 Short-Term Measurements	
5.0	5.2.2 Long-Term Measurements	
5.3	Traffic Noise Level Prediction Methods. 5.2.1 Validation of the Traffic Nation Methods.	
	5.3.1 Validation of the Traffic Noise Model	
	5.3.2 Irallic Noise Wodeling	
5 1	5.5.5 nighway Capacity and Traine Congestion in the Study Area	
5.4	Abstement	5 1/1
	5.4.1 New Noise Abstement	

	5.4.2	Existing Noise Abatement	5-142
Chapter 6	Existi	ng Noise Environment	6-1
6.1	Existin	g Land Uses	6-1
6.2	Permit	ted Development	6-5
	6.2.1	I-15 Main Street Interchange Project (EA 1G7201)	6-6
	6.2.2	West Minthorn Street Industrial Building	6-6
	6.2.3	Ortega Grid Battery Energy Storage System	6-6
	6.2.4	Central Plaza Project	6-6
	6.2.5	I-15/SR-74 (Central Avenue) Interchange Improvement Project	
		(EA 0F310)	6-7
	6.2.6	Nichols Ranch Specific Plan	6-7
	6.2.7	Lake Street Storage Project	6-7
	6.2.8	Ranch RV and Self-Storage	6-8
	6.2.9	Toscana Village Commercial Center	6-8
	6.2.10	Serrano Single-Family Home Community	6-8
	6.2.11	Bedford Marketplace	6-8
	6.2.12	Woodsprings Hotel	6-8
	6.2.13	Latitude Business Park	6-9
	6.2.14	Foothill Center	6-9
6.3	Noise l	Measurement Results	6-9
	6.3.1	Short-Term Monitoring	6-9
	6.3.2	Long-Term Monitoring	6-21
	6.3.3	Traffic Noise Model Validation	6-41
Chapter 7	Future	e Noise Environment, Impacts, and Considered	
	Abate	ment	7-1
7.1	Future	Noise Environment and Impacts	7-1
7.2	Prelim	inary Noise Abatement Analysis	7-1
	7.2.1	NAA 1: East Side of I-15 between Main Street and SR-74	
		(Central Avenue)	7-3
	7.2.2	NAA 2: West Side of I-15 between Main Street and Central	
		Avenue (SR-74)	7-4
	7.2.3	NAA 3: East Side of I-15 between Central Avenue (SR-74) and	
		Nichols Road	7-8
	7.2.4	NAA 4: West Side of I-15 between Central Avenue (SR-74) and	
		Nichols Road	7-17
	7.2.5	NAA 5: East Side of I-15 between Nichols Road and Lake Street	7-17
	7.2.6	NAA 6: West Side of I-15 between Nichols Road and Lake	
		Street	7-17
	7.2.7	NAA 7: East Side of I-15 between Lake Street and Indian Truck	
		Trail	7-17
	7.2.8	NAA 8: West Side of I-15 between Lake Street and Indian Truck	7 10
	720	Irall.	/-18
	1.2.9	NAA 9: East Side of 1-15 between Indian Truck Trail and	7 00
	7 2 10	NAA 10, West Side of L15 between Ledien Trush Trush and	
	1.2.10	NAA 10: West Side of I-15 between Indian Truck Trail and	7.00
	7 2 1 1	I emescal Canyon Koad (underpass)	
	1.2.11	INAA 11: East Side of 1-15 between Temescal Canyon Koad	7.01
		(underpass) and Temescal Canyon Koad	/-21

	7.2.12	NAA 12: West Side of I-15 between Temescal Canyon Road	
		(underpass) and Temescal Canyon Road	7-21
	7.2.13	NAA 13: East Side of I-15 between Temescal Canyon Road and	
		Weirick Road/Dos Lagos Drive	7-24
	7.2.14	NAA 14: West Side of I-15 between Temescal Canyon Road and	
		Weirick Road/Dos Lagos Drive	7-28
	7.2.15	NAA 15: East Side of I-15 between Weirick Road/Dos Lagos	
		Drive and Cajalco Road	7-33
	7.2.16	NAA 16: West Side of I-15 between Weirick Road/Dos Lagos	
		Drive and Cajalco Road	7-36
	7.2.17	NAA 17: West Side of I-15 between Cajalco Road and El	
		Cerrito Road	7-41
	7.2.18	NAA 18: East Side of I-15 between Cajalco Road and El Cerrito	
		Road	7-41
	7.2.19	NAA 19: West Side of I-15 between El Cerrito Road and	
		Ontario Avenue	7-44
	7.2.20	NAA 20: East Side of I-15 between El Cerrito Road and Ontario	
		Avenue	7-47
Chapter 8	Const	ruction Noise	8-1
Chapter 9	Refere	ences	9-1
Chapter 10	Prepa	rers' Qualifications	10-1
Appendix A	Traffic	: Data Tables	
Annendix B	Prodic	ted Future Noise Levels and Noise Barrier Analysis	
Appendix D	Teale	aca i atare noise Levels and noise Darrier Analysis	

- Appendix C Noise Barrier Analysis Worksheets
- Appendix D Supplemental Data
- Appendix E Design Barrier Locations and Elevations

List of Figures

Figure	Page
Figure 1-1. Regional Vicinity	1-3
Figure 1-2. Project Location	1-4
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (1 of 66)	5-5
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (2 of 66)	5-7
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (3 of 66)	5-9
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (4 of 66)	5-11
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (5 of 66)	5-13
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (6 of 66)	5-15
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (7 of 66)	5-17
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (8 of 66)	5-19
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (9 of 66)	5-21
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (10 of 66)	5-23
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (11 of 66)	5-25
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (12 of 66)	5-27
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (13 of 66)	5-29
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (14 of 66)	5-31
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (15 of 66)	5-33
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (16 of 66)	5-35
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (17 of 66)	5-37

Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (18 of 66)	5-39
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (19 of 66)	5-41
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (20 of 66)	5-43
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (21 of 66)	5-45
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (22 of 66)	5-47
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (23 of 66)	5-49
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (24 of 66)	5-51
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (25 of 66)	5-53
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (26 of 66)	5-55
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (27 of 66)	5-57
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (28 of 66)	5-59
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (29 of 66)	5-61
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (30 of 66)	5-63
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (31 of 66)	
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (32 of 66)	5-67
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (33 of 66)	5-69
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (34 of 66)	5-71
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers	5-73
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers	5-75
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (37 of 66)	5-77

Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (38 of 66)	5-79
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (39 of 66)	5-81
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (40 of 66)	5-83
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (41 of 66)	5-85
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (42 of 66)	5-87
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (43 of 66)	5-89
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (44 of 66)	5-91
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (45 of 66)	5-93
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (46 of 66)	5-95
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (47 of 66)	5-97
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (48 of 66)	5-99
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (49 of 66)5	j-101
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (50 of 66)5	j-103
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (51 of 66)5	5-105
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (52 of 66)5	5-107
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (53 of 66)5	5-109
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (54 of 66)5	5-111
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (55 of 66)5	5-113
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (56 of 66)	5-115
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (57 of 66)	5-117

Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (58 of 66)5-	-119
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (59 of 66)	-121
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (60 of 66)	-123
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (61 of 66)5-	-125
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (62 of 66)5-	127
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (63 of 66)5-	-129
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (64 of 66)5-	-131
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (65 of 66)5-	-133
Figure 5-1. Noise Measurement and Modeling Locations, and Evaluated Noise Barriers (66 of 66)	-135
Figure 6-1. Long-Term Monitoring at Site LT01.01	6-23
Figure 6-2. Long-Term Monitoring at Site LT02.01	6-24
Figure 6-3. Long-Term Monitoring at Site LT03.01	6-25
Figure 6-4. Long-Term Monitoring at Site LT04.01	6-26
Figure 6-5. Long-Term Monitoring at Site LT05.01	6-27
Figure 6-6. Long-Term Monitoring at Site LT06.01	6-28
Figure 6-7. Long-Term Monitoring at Site LT07.01	6-29
Figure 6-8. Long-Term Monitoring at Site LT08.01	6-30
Figure 6-9. Long-Term Monitoring at Site LT09.01	6-31
Figure 6-10. Long-Term Monitoring at Site LT12.01	6-32
Figure 6-11. Long-Term Monitoring at Site LT13.01	6-33
Figure 6-12. Long-Term Monitoring at Site LT14.01	6-34
Figure 6-13. Long-Term Monitoring at Site LT15.01	6-35
Figure 6-14. Long-Term Monitoring at Site LT16.01	6-36
Figure 6-15. Long-Term Monitoring at Site LT17.01	6-37
Figure 6-16. Long-Term Monitoring at Site LT18.01	6-38
Figure 6-17. Long-Term Monitoring at Site LT19.01	6-39
Figure 6-18. Long-Term Monitoring at Site LT20.01	6-40

List of Tables

Table Pa	ige
Table 3-1. Typical A-Weighted Noise Levels	3-3
Table 4-1. Activity Categories and Noise Abatement Criteria (23 CFR 772)	4-2
Table 6-1. Summary of Short-Term Measurements	-13
Table 6-2. Long-Term Noise Measurement Data Summary6-	-22
Table 6-3. Long-Term Monitoring at Site LT01.01, October 14, 20206-	-23
Table 6-4. Long-Term Monitoring at Site LT02.01, October 14, 20206-	-24
Table 6-5. Long-Term Monitoring at Site LT03.01, October 14, 20206-	-25
Table 6-6. Long-Term Monitoring at Site LT04.01, October 14, 20206-	-26
Table 6-7. Long-Term Monitoring at Site LT05.01, October 20, 20206-	-27
Table 6-8. Long-Term Monitoring at Site LT06.01, October 20, 20206-	-28
Table 6-9. Long-Term Monitoring at Site LT07.01, September 22, 20206-	-29
Table 6-10. Long-Term Monitoring at Site LT08.01, September 22, 2020	-30
Table 6-11. Long-Term Monitoring at Site LT09.01, September 17, 2020	-31
Table 6-12. Long-Term Monitoring at Site LT12.01, September 17, 2020	-32
Table 6-13. Long-Term Monitoring at Site LT13.01, September 30, 2020	-33
Table 6-14. Long-Term Monitoring at Site LT14.01, September 30, 20206-	-34
Table 6-15. Long-Term Monitoring at Site LT15.01, October 28, 20216-	-35
Table 6-16. Long-Term Monitoring at Site LT16.01, October 28, 20216-	-36
Table 6-17. Long-Term Monitoring at Site LT17.01, October 7, 20206-	-37
Table 6-18. Long-Term Monitoring at Site LT18.01, October 8, 20206-	-38
Table 6-19. Long-Term Monitoring at Site LT19.01, October 20, 2020	-39
Table 6-20. Long-Term Monitoring at Site LT20.01, October 20, 20206-	-40
Table 6-21. Comparison of Measured and Modeled Sound Levels in TNM 2.56-	-42
Table 7-1. Summary of Reasonableness Allowances: Noise Barrier SW1142B at the ROW	7-4
Table 7-2. Summary of Reasonableness Allowances: Noise Barrier System SW1109A + SW1109B at the Mainline and Ramp Edge of Shoulder	7-7
Table 7-3. Summary of Reasonableness Allowances: Noise Barrier SW1137B on Private Property	7-7
Table 7-4. Summary of Reasonableness Allowances: Noise Barrier SW1204 on Private Property	7-9
Table 7-5. Summary of Reasonableness Allowances: Noise Barrier SW1208B on Private Property 7	-10

Table 7-6. Summary of Reasonableness Allowances: Noise Barrier SW1208D at the ROW	7-10
Table 7-7. Summary of Reasonableness Allowances: Noise Barrier SW1210 on Private Property	7-11
Table 7-8. Summary of Reasonableness Allowances: Noise Barrier SW1212 on Private Property	7-11
Table 7-9. Summary of Reasonableness Allowances: Noise Barrier SW1214A at the Mainline Edge of Shoulder	7-12
Table 7-10. Summary of Reasonableness Allowances: Noise Barrier SW1214B on Private Property	7-13
Table 7-11. Summary of Reasonableness Allowances: Noise Barrier SW1214C at the Mainline Edge of Shoulder	7-13
Table 7-12. Summary of Reasonableness Allowances: Noise Barrier SW1214D at the ROW	7-14
Table 7-13. Summary of Reasonableness Allowances: Noise Barrier SW1226A at the Mainline Edge of Shoulder	7-14
Table 7-14. Summary of Reasonableness Allowances: Noise Barrier SW1226B at the Mainline Edge of Shoulder	7-15
Table 7-15. Summary of Reasonableness Allowances: Noise Barrier SW1226C at the ROW	7-16
Table 7-16. Summary of Reasonableness Allowances: Noise Barrier SW1238 on Private Property	7-16
Table 7-17. Summary of Reasonableness Allowances: Noise Barrier SW1521C on Private Property	7-20
Table 7-18. Summary of Reasonableness Allowances: Noise Barrier SW1691 on Private Property	7-23
Table 7-19. Summary of Reasonableness Allowances: Noise Barrier SW1693 on Private Property	7-24
Table 7-20. Summary of Reasonableness Allowances: Noise Barrier SW1751B on Private Property	7-24
Table 7-21. Summary of Reasonableness Allowances: Noise Barrier SW1784B on Private Property	7-26
Table 7-22. Summary of Reasonableness Allowances: Noise Barrier SW1872 at the ROW	7-26
Table 7-23. Summary of Reasonableness Allowances: Noise Barrier SW1874 at the Ramp Edge of Shoulder	7-27
Table 7-24. Summary of Reasonableness Allowances: Noise Barrier System SW1874 + SW1878 at the Mainline and Ramp Edge of Shoulder	7-28
Table 7-25. Summary of Reasonableness Allowances: Noise Barrier SW1789 on Private Property	7-30

Table 7-26. Summary of Reasonableness Allowances: Noise Barrier SW1823 on Private Property	.7-31
Table 7-27. Summary of Reasonableness Allowances: Noise Barrier SW1831 on Private Property	.7-31
Table 7-28. Summary of Reasonableness Allowances: Noise Barrier SW1833 on Private Property	.7-32
Table 7-29. Summary of Reasonableness Allowances: Noise Barrier SW1839 on Private Property	.7-33
Table 7-30. Summary of Reasonableness Allowances: Noise Barrier SW1875 on Private Property	.7-33
Table 7-31. Summary of Reasonableness Allowances: Noise Barrier System SW1890A+ SW1890B at the Mainline and Ramp Edge of Shoulder	.7-35
Table 7-32. Summary of Reasonableness Allowances: Noise Barrier System SW1890A + SW1890C	.7-36
Table 7-33. Summary of Reasonableness Allowances: Noise Barrier SW1895 on Private Property	.7-37
Table 7-34. Summary of Reasonableness Allowances: Noise Barrier SW1899 on Private Property	.7-38
Table 7-35. Summary of Reasonableness Allowances: Noise Barrier SW1903 at the ROW	.7-38
Table 7-36. Summary of Reasonableness Allowances: Noise Barrier SW1905 on Private Property	.7-39
Table 7-37. Summary of Reasonableness Allowances: Noise Barrier SW1907 on Private Property	.7-39
Table 7-38. Summary of Reasonableness Allowances: Noise Barrier SW1913 on Private Property	.7-40
Table 7-39. Summary of Reasonableness Allowances: Noise Barrier SW1911 at the Mainline Edge of Shoulder	.7-41
Table 7-40. Summary of Reasonableness Allowances: Noise Barrier SW1996B at the Ramp Edge of Shoulder	.7-42
Table 7-41. Summary of Reasonableness Allowances: Noise Barrier SW1996C at the ROW	.7-43
Table 7-42. Summary of Reasonableness Allowances: Noise Barrier System SW1996A+ SW1996B at the Mainline and Ramp Edge of Shoulder	.7-44
Table 7-43. Summary of Reasonableness Allowances: Noise Barrier SW2007A at the Ramp Edge of Shoulder	.7-45
Table 7-44. Summary of Reasonableness Allowances: Noise Barrier System SW2001 + SW2007A at the Mainline and Ramp Edge of Shoulder	.7-46
Table 7-45. Summary of Reasonableness Allowances: Noise Barrier SW2007B at the ROW	.7-47

Table 7-46. Summary of Reasonableness Allowances: Noise Barrier SW2007C on	
Private Property	7-47
Table 8-1. Construction Equipment Noise	8-1
Table 8-2. Noise Restriction Exceptions	8-2

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
-	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 capacity¹ 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 lanes² 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 (<u>https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf</u>).

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 lowfrequency 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 (μ Pa). One μ Pa is approximately one hundred billionth (0.0000000001) of normal atmospheric pressure. Sound pressure amplitudes for different kinds of noise environments can range from less than 100 to 100,000,000 μ Pa. Because of this huge range of values, sound is rarely expressed in terms of μ Pa. 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 μ Pa.

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.

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

Table 3-1.	Typical	A-Weighted	Noise	Levels
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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., L₁₀ is the sound level exceeded 10 percent of the time, and L₉₀ 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.

Activity Category	Activity	Evaluation	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.
Cp	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.

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

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.

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.





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









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





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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Figure 5-1, Sheet 2 of 40 Noise Measurement and Modeling Locations, and Evaluated Noise Barriers **Interstate 15 Express Lanes Project Southern Extension**



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100 200 Feet Figure 5-1, Sheet 3 of 40 Noise Measurement and Modeling Locations, and Evaluated Noise Barriers Interstate 15 Express Lanes Project Southern Extension





Figure 5-1, Sheet 4 of 40 Noise Measurement and Modeling Locations, and Evaluated Noise Barriers Interstate 15 Express Lanes Project Southern Extension





Figure 5-1, Sheet 5a 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 6a of 40 Noise Measurement and Modeling Locations, and Evaluated Noise Barriers Interstate 15 Express Lanes Project Southern Extension





Figure 5-1, Sheet 7a of 40 Noise Measurement and Modeling Locations, and Evaluated Noise Barriers Interstate 15 Express Lanes Project Southern Extension





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





Figure 5-1, Sheet 6b of 40 Noise Measurement and Modeling Locations, and Evaluated Noise Barriers Interstate 15 Express Lanes Project Southern Extension





Figure 5-1, Sheet 7b of 40 Noise Measurement and Modeling Locations, and Evaluated Noise Barriers Interstate 15 Express Lanes Project Southern Extension





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





Figure 5-1, Sheet 6c of 40 Noise Measurement and Modeling Locations, and Evaluated Noise Barriers Interstate 15 Express Lanes Project Southern Extension




Legend	
Ð	Long-term Measurement Location
Ð	Short-term Measurement Location
\oplus	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 A	Acoustically Feasible
² Acou Failed	stically Feasible but to Meet Design Goal
³ Acou Met De	stically Feasible and esign Goal
[A] - A [B] - A [C] - A [D] - A [E] - A [F] - A [G] - A	ctivity Category A Land Uses ctivity Category B Land Uses ctivity Category C Land Uses ctivity Category D Land Uses ctivity Category E Land Uses ctivity Category F Land Uses ctivity Category G Land Uses

Figure 5-1, Sheet 7c 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 8 of 40 Noise Measurement and Modeling Locations, and Evaluated Noise Barriers Interstate 15 Express Lanes Project Southern Extension

Legend	
Ð	Long-term Measurement Location
Ð	Short-term Measurement Location
\oplus	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 A	coustically Feasible
² Acoustically Feasible but Failed to Meet Design Goal	
³ Acou Met De	stically Feasible and esign Goal
[A] - Ac [B] - Ac [C] - Ac [D] - Ac [E] - Ac [F] - Ac [G] - Ac	etivity Category A Land Uses etivity Category B Land Uses etivity Category C Land Uses etivity Category D Land Uses etivity Category E Land Uses etivity Category F Land Uses etivity Category G Land Uses





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





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





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





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





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





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





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





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





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





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		
Ð	Long-term Measurement Location	
⊕	Short-term Measurement Location	
\oplus	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 A	coustically Feasible	
² Acoustically Feasible but Failed to Meet Design Goal		
³ Acou Met De	stically Feasible and esign Goal	
[A] - Ac [B] - Ac [C] - Ac [D] - Ac [E] - Ac [F] - Ac	ctivity Category A Land Uses ctivity Category B Land Uses ctivity Category C Land Uses ctivity Category D Land Uses ctivity Category E Land Uses ctivity Category F Land Uses	

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





Legend		
Ð	Long-term Measurement Location	
Ð	Short-term Measurement Location	
\oplus	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 A	coustically Feasible	
² Acoustically Feasible but Failed to Meet Design Goal		
³ Acou Met De	stically Feasible and esign Goal	
[A] - Ac [B] - Ac [C] - Ac [D] - Ac [E] - Ac [F] - Ac [G] - Ac	ctivity Category A Land Uses ctivity Category B Land Uses ctivity Category C Land Uses ctivity Category D Land Uses ctivity Category E Land Uses ctivity Category F Land Uses ctivity Category G Land Uses	

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





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	
Ð	Long-term Measurement Location
Ð	Short-term Measurement Location
\oplus	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 	

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



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





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





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





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





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





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





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





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



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





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



C 0 100 200 1:2,400 Feet Figure 5-1, Sheet 34b of 40 Noise Measurement and Modeling Locations, and Evaluated Noise Barriers Interstate 15 Express Lanes Project Southern Extension





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





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

Legend	
Ð	Long-term Measurement Location
Ð	Short-term Measurement Location
\oplus	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 A	coustically Feasible
² Acou Failed	stically Feasible but to Meet Design Goal
³ Acou Met De	stically Feasible and esign Goal
[A] - Ac [B] - Ac [C] - Ac [D] - Ac [E] - Ac [F] - Ac [G] - Ac	tivity Category A Land Uses tivity Category B Land Uses tivity Category C Land Uses tivity Category D Land Uses tivity Category E Land Uses tivity Category F Land Uses tivity 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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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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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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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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Figure 5-1, Sheet 37 of 40 Noise Measurement and Modeling Locations, and Evaluated Noise Barriers **Interstate 15 Express Lanes Project Southern Extension**



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





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





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





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





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





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





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

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 highvolume 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 peakhour 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). 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 nonmetered 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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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 noisesensitive 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.

Site No.	Street Address, City	Land Use	Activity Category	Measurement Date	Start Time	Duration (minutes)	Measured L _{eq} , dBA
ST01 01	N/A	Undovolopod	G	10/14/2020	12:16 p.m.	10	77.7
5101.01	N/A	Undeveloped	G	10/14/2020	12:28 p.m.	10	77.5
ST01 02	N/A	Undovolopod	G	10/13/2020	10:40 a.m.	15	68.8
3101.02	NA	Ondeveloped	9	10/13/2020	10:57 a.m.	15	68.8
ST01 03/I T01 01	Ν/Δ	Indeveloped	G	10/13/2020	10:40 a.m.	15	64.2
0101.03/2101.01		Ondeveloped	0	10/13/2020	10:57 a.m.	15	64.2
ST01 04	Ν/Δ	Indeveloped	G	10/13/2020	9:40 a.m.	15	66.1
5101.04		Ondeveloped	0	10/13/2020	9:58 a.m.	15	66.1
ST01.05	29615 3rd St. Lake Elsinore, CA 92532	Restaurant	F	10/13/2020	9:40 a.m.	15	64.1
0101.00		Restaurant	L	10/13/2020	9:58 a.m.	15	64.4
ST02 01ª	131 W Minthorn St, Lake Elsinore, CA	Driveway	F	3/16/2021	4:11 p.m.	10	61.0
0102.01	92530	Diveway	1	3/16/2021	4:23 p.m.	10	59.2
ST02.02	Ν/Δ	Indeveloped	G	10/13/2020	12:46 p.m.	10	66.5
0102.02		Ondeveloped	0	10/13/2020	12:59 p.m.	10	66.1
ST02 03ª	ST02.03 ^a 18574 Collier Ave. Lake Elsinore. CA 92530 Residential	Residential	в	3/16/2021	2:56 p.m.	10	64.5
0102.00			6	3/16/2021	3:09 p.m.	10	65.1
ST02 04ª	Ν/Δ		G	3/16/2021	2:56 p.m.	10	59.8
0102.04		Ondeveloped	0	3/16/2021	3:09 p.m.	10	60.5
ST02.05	18310 Collier Ave Suite A, Lake Elsinore,	Restaurant outdoor	F	10/13/2020	11:47 a.m.	10	60.4
0102.00	CA 92530	dining	_	10/13/2020	12:00 p.m.	10	60.4
ST03.01	18611 Devter Ave Lake Elsinore CA 92532	Restaurant	F	10/13/2020	8:40 a.m.	15	64.7
0100.01		Restaurant		10/13/2020	8:56 a.m.	15	64.7
ST03.02	29315 Central Ave, Lake Elsinore, CA	Restaurant outdoor	F	10/14/2020	7:39 a.m.	15	62.6
0100.02	92532	dining	-	10/14/2020	7:57 a.m.	15	61.3
ST03.03	18220 Devter Ave Lake Elsinore CA 92532	Parking lot	F	10/14/2020	8:58 a.m.	10	61.9
0100.00			<u>'</u>	10/14/2020	9:11 a.m.	10	61.3
ST03 04	18159 Dexter Ave Lake Elsinore CA 92532	Residential	в	10/14/2020	8:58 a.m.	10	65.9
0100.01		rtoolaontia	2	10/14/2020	9:11 a.m.	10	65.3
ST03.05	18095 Dexter Ave Lake Elsinore CA 92532	Residential	в	10/14/2020	8:58 a.m.	10	65.4
0100.00				10/14/2020	9:11 a.m.	10	64.8
ST03.06	18055 Dexter Ave Lake Elsinore CA 92532	Residential	в	10/14/2020	8:58 a.m.	10	61.6
0100.00				10/14/2020	9:11 a.m.	10	61.0

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
ST02.07	29755 El Toro Dd. Lako Eloiparo, CA 02522	Sporto Field	6	10/13/2020	3:01 p.m.	10	68.7
5103.07	28755 EI TOTO RO, LAKE EISINOTE, CA 92532	Sports Field	C	10/13/2020	3:14 p.m.	10	69.4
ST02.09	20755 El Toro Del Lako Elainara, CA 02522	Sporto Field		10/13/2020	3:01 p.m.	10	73.5
3103.00	28755 EI TOIO RU, LARE EISIHOIE, CA 92552	Sports Field	C	10/13/2020	3:14 p.m.	10	73.5
ST02 00	N/A	Lindovolopod		10/14/2020	10:56 a.m.	10	61.0
3103.09		Ondeveloped	9	10/14/2020	11:08 a.m.	10	60.2
ST04 01	18170 Collier Ave. Lake Elsipore. CA 92530	Comotony	C	10/13/2020	12:46 p.m.	10	65.9
3104.01	10170 Collier Ave, Lake Lisinore, CA 32330	Cemetery	C	10/13/2020	12:59 p.m.	10	66.5
ST04 02	20033 El Toro Pd. Lako Elsinoro, CA 02530	Undovolopod	G	10/13/2020	12:46 p.m.	10	60.1
3104.02	29033 EI TOIO RU, LARE EISIHOIE, CA 92330	Undeveloped	9	10/13/2020	12:59 p.m.	10	60.6
ST04 02	17600 Collier Ave. Lake Elsipere, CA 92520	Outdoor dining	E	10/14/2020	10:05 a.m.	10	57.2
3104.03	17000 Collier Ave, Lake Eisinore, CA 92330		L	10/14/2020	10:17 a.m.	10	57.0
ST04 04	17600 Collier Ave. Lake Elsipere, CA 92520	Outdoor coating	E	10/14/2020	10:05 a.m.	10	63.2
3104.04	17600 Collier Ave, Lake Eisihore, CA 92550	Outdoor seating	E	10/14/2020	10:17 a.m.	10	62.2
ST04 05	17600 Collier Ave. Lake Elsipere, CA 92520	Outdoor coating	E	10/14/2020	10:05 a.m.	10	60.6
3104.05	17000 Collier Ave, Lake Eisinore, CA 92550	Outdoor seating	E E E G F G	10/14/2020	10:17 a.m.	10	60.4
ST04.06	N/A	Undeveloped G $\frac{10/7}{10/7}$	G	10/14/2020	10:56 a.m.	10	65.3
3104.00	N/A		10/14/2020	11:08 a.m.	10	65.3	
ST05 01	10000 Nichola Rd Laka Elainara, CA 02522	Agricultural	E	10/20/2020	11:17 a.m.	10	72.2
3105.01	10000 NICHOIS RU, LARE EISIHOIE, CA 92552	Agricultural	Г	10/20/2020	11:30 a.m.	10	72.0
ST05 02	N/A	Undovolopod	G	10/20/2020	11:17 a.m.	10	70.2
3105.02	N/A	Undeveloped	G	10/20/2020	11:30 a.m.	10	69.9
ST05 02	N/A		E	10/20/2020	12:29 p.m.	10	67.4
3105.03	N/A	Cell Tower	Г	10/20/2020	12:42 p.m.	10	67.4
ST05 04	N/A	Lindovolopod		9/23/2020	11:56 a.m.	10	58.3
3105.04	N/A	Undeveloped	G	9/23/2020	12:24 p.m.	10	57.6
STOC 018	N/A	Lindovolopod		3/18/2021	9:37 a.m.	10	60.3
3100.01-	N/A	Undeveloped	G	3/18/2021	9:51 a.m.	10	59.7
STOR 02	N/A	Lindovolopod		10/20/2020	12:29 p.m.	10	66.1
3100.02	N/A	Undeveloped	9	10/20/2020	12:42 p.m.	10	65.1
STOR 02	N/A	1 14:11:45.7	E	10/20/2020	12:29 p.m.	10	63.9
5100.03				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
S106.04 N/A		Undeveloped	G	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 018	14900 Concordia Ranch Rd, Lake Elsinore,	Industrial	F	3/16/2021	8:53 a.m.	10	66.3
5107.01	CA 92530	industrial	F	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
3107.02	N/A	Ondeveloped	9	9/23/2020	9:09 a.m.	10	73.8
ST07.03	Ν/Δ	Indeveloped	G	9/23/2020	8:57 a.m.	10	61.3
0107.00		Undeveloped	0	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
0107.04		Oldewalk	1	9/22/2020	1:33 p.m.	10	60.0
ST07.05	12869 Temescal Canyon Rd Suite B,	Office	F	9/22/2020	1:19 p.m.	10	62.0
5107.05	Corona, CA 92883	Once		9/22/2020	1:33 p.m.	10	63.1
ST07.06	Ν/Δ	Lindeveloped	G	9/22/2020	1:19 p.m.	10	65.1
0107.00		Ondeveloped	0	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
3107.07		Cell Tower	Г	9/22/2020	8:39 a.m.	10	60.6
ST07 08ª	N/A	Lindovolopod	G	3/17/2021	11:50 a.m.	10	57.6
5107.00		Ondeveloped	0	3/17/2021	12:03 p.m.	10	56.8
ST09 018	N/A	Undeveloped G	G	3/16/2021	8:53 a.m.	10	58.8
5106.01*	NA		9	3/16/2021	9:07 a.m.	10	57.8
ST08 02	N/A	Undoveloped	G	9/23/2020	9:53 a.m.	10	62.7
3100.02		Olideveloped	9	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
3100.03		muusinai	Г	9/22/2020	3:17 p.m.	10	62.9
ST08 04	26678 Hostettler Rd, Corona, CA 92883	Pesidential	B	9/22/2020	3:04 p.m.	10	62.3
5100.04	20078 Hostellier Rd, Corona, CA 92003	Residential	В	9/22/2020	3:17 p.m.	10	61.9
ST08 05	N/A	Lindovolopod	G	9/22/2020	11:54 a.m.	10	65.5
3100.05		Olideveloped	9	9/22/2020	12:06 p.m.	10	64.8
	26320 Horsethief Canyon Rd, Corona, CA	Posidontial	D	3/17/2021	10:07 a.m.	10	65.8
5106.00*	92883	Residential	Б	3/17/2021	10:21 a.m.	10	66.0
ST09 078	12005 Do Bolmo Bd. Corono, CA 02882	Posidontial	D	3/17/2021	10:07 a.m.	10	64.5
3100.07	13003 De Failla Rd, Cololla, CA 92885	Residential	В	3/17/2021	10:21 a.m.	10	65.7
	N/A	Lindovolopod		3/17/2021	8:41 a.m.	10	70.4
5100.00		Undeveloped	G	3/17/2021	8:54 a.m.	10	69.9
ST08 00	25000 Glop Edop Pd. Corono, CA 02893	PV/ Storage	E	9/22/2020	10:50 a.m.	10	59.5
\$108.09	25999 Gien Eden Rd, Corona, CA 92883	RV Storage	r	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
ST09 10	11992 De Delma Del Carona, CA 02992	Outdoor diping	F	9/22/2020	9:23 a.m.	10	63.9
5106.10	11862 De Painia Ru, Corona, CA 92663	Outdoor aining	E	9/22/2020	9:36 a.m.	10	63.3
ST08 11a	11800 Do Bolmo Bd. Coropo, CA 92883	Outdoor Sopting	E	3/17/2021	8:41 a.m.	10	60.7
5100.11	11800 De Fainia Ru, Colona, CA 92883	Outdoor Seating	Ľ	3/17/2021	8:54 a.m.	10	60.1
ST00 01ª	Ν/Δ	Indeveloped	G	3/17/2021	11:50 a.m.	10	69.1
0103.01		Undeveloped	0	3/17/2021	12:03 p.m.	10	68.6
ST09 02ª	N/A	Undeveloped	G	3/17/2021	12:48 p.m.	10	67.2
0100.02		endeveloped	Ŭ	3/17/2021	1:01 p.m.	10	67.5
ST09 03ª	N/A	Undeveloped	G	3/17/2021	12:48 p.m.	10	67.4
0100.00		endeveloped	Ŭ	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
0100.01		endeveloped	Ŭ	9/17/2020	1:44 p.m.	10	69.4
ST09.05	Ν/Δ	Undeveloped	G	9/16/2020	3:12 p.m.	10	67.5
0103.00		Undeveloped	0	9/16/2020	3:24 p.m.	10	67.8
ST10.01 25430 Temescal Valley Ln, Corona, CA	25430 Temescal Valley Ln, Corona, CA	Residential	в	9/16/2020	11:48 a.m.	10	55.8
0110.01	92883		В	9/16/2020	12:02 p.m.	10	56.0
ST10.02	25310 Campbell Ranch Rd, Corona, CA	Emergency services	F	9/16/2020	11:48 a.m.	10	59.9
5110.02	92883	Emergency services	1	9/16/2020	12:02 p.m.	10	60.4
ST10.02	11512 Magnelia St. Carona, CA 02883	Posidontial	В	9/16/2020	10:27 a.m.	10	52.6
5110.05		Residential	В	9/16/2020	10:40 a.m.	10	52.6
ST10.04	11360 Magnolia St. Corona, CA 92883	Residential	в	9/16/2020	10:27 a.m.	10	55.7
5110.04		Residential	В	9/16/2020	10:40 a.m.	10	55.8
ST10.05	11268 Pinecone St. Corona, CA 02883	Residential	в	9/17/2020	9:05 a.m.	10	60.2
5110.05		Residential	В	9/17/2020	9:19 a.m.	10	59.0
ST10.06	11118 Whitebark I.n. Corona, CA 02882	Posidontial	В	9/17/2020	9:05 a.m.	10	55.9
3110.00	TTTT8 Whitebark En; Corona, CA 92003	Residential	В	9/17/2020	9:19 a.m.	10	55.4
ST10.07	24848 Cassia Ct. Carona, CA 02882	Posidential	Б	9/17/2020	9:05 a.m.	10	54.5
3110.07	24048 Cassia Ci, Cololla, CA 92003	Residential	В	9/17/2020	9:19 a.m.	10	53.6
ST10.09	N/A	Undoveloped	6	9/16/2020	3:12 p.m.	10	67.4
3110.00		Undeveloped	9	9/16/2020	3:24 p.m.	10	66.6
ST11 02	10671 Orongo Crovo Bl. Corono, CA 02882	Inductrial	-	9/17/2020	11:37 a.m.	10	61.1
5111.02		inuustilai		9/17/2020	11:52 a.m.	10	61.8
ST11 02	N/A	Lindovolopod	0	9/15/2020	10:17 a.m.	10	59.4
5111.05	N/A	Undeveloped	G	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	10652 Wrangler Way, Carona, CA 02002	Desidential	Р	9/17/2020	10:34 a.m.	10	61.6
3112.01	10655 Whangler Way, Corona, CA 92665	Residential	Б	9/17/2020	10:47 a.m.	10	62.0
ST12 02ª	10348 Whitecrown Cir Corona, CA 92883	Sidewalk	F	3/17/2021	3:19 p.m.	10	54.4
5112.02		Sidewalk	1	3/17/2021	3:32 p.m.	10	54.9
ST12.03	10/08 Whitecrown Cir Corona, CA 92883	Pesidential	в	9/17/2020	10:34 a.m.	10	60.1
5112.05		Residential	В	9/17/2020	10:47 a.m.	10	60.0
ST12 04	10438 Whitecrown Cir Corona CA 92883	Residential	в	9/17/2020	11:37 a.m.	10	60.0
0112.04		Residential	В	9/17/2020	11:52 a.m.	10	58.8
ST12.05	10396 Whitecrown Cir Corona, CA 92883	Pesidential	в	9/15/2020	1:06 p.m.	10	63.5
3112.05	10390 Whitecrown Cir, Corona, CA 92883	Residential	В	9/15/2020	1:20 p.m.	10	62.9
ST12.06	10286 Icofield Ct. Carona, CA 02882	Posidontial	P	9/15/2020	1:06 p.m.	10	54.5
3112.00	10200 ICENEIO CI, COIONA, CA 92005	Residential	В	9/15/2020	1:20 p.m.	10	55.1
ST12.07	23900 Temescal Canyon Rd, Corona, CA	Carousol	C	9/15/2020	11:26 a.m.	10	58.9
5112.07	92883	Calousei	C	9/15/2020	11:39 a.m.	10	59.3
ST12.08	23900 Temescal Canyon Rd, Corona, CA	Outdoor coating area		9/15/2020	11:26 a.m.	10	61.6
3112.00	92883		E	9/15/2020	11:39 a.m.	10	61.8
ST12.00	23740 Temescal Canyon Rd, Corona, CA	Parking lot	F	9/15/2020	10:17 a.m.	10	66.0
5112.03	92883		1	9/15/2020	10:30 a.m.	10	66.3
ST12 01	23255 Temescal Canyon Rd, Corona, CA			9/29/2020	9:13 a.m.	10	65.0
5115.01	92883	Outdoor seating area	L	9/29/2020	9:27 a.m.	10	64.6
ST13.02	23100 Temescal Canyon Rd, Corona, CA	Driving range	C	9/29/2020	10:24 a.m.	10	63.1
5115.02	92883	Driving range	C	9/29/2020	10:37 a.m.	10	62.5
ST13.03	22420 Temescal Canyon Rd, Corona, CA	Industrial/commercial	F	9/29/2020	3:28 p.m.	10	66.4
5115.05	92883	industrial/commercial	1	9/29/2020	3:41 p.m.	10	66.8
ST13.04	0022 Pulsar Ct Corona, CA 02883	Outdoor Dining	F	9/29/2020	3:28 p.m.	10	67.8
3113.04	9022 Fulsal Cl, Cololla, CA 92005		E	9/29/2020	3:41 p.m.	10	68.0
ST12 058	0010 Lorov Pd Corona, CA 02882	Posidontial	P	3/18/2021	2:01 p.m.	10	58.2
3113.05*	9010 Leiby Ru, Cololla, CA 92885	Residential	В	3/18/2021	2:12 p.m.	10	58.1
ST12.06	8020 Easter Pd. Carona, CA 02882	Lindovolopod	G	9/30/2020	1:51 p.m.	10	62.6
3113.00	6920 FOSIEL RU, COTOLIA, CA 92005	Undeveloped	9	9/30/2020	2:03 p.m.	10	61.0
ST12 07	21705 Temescal Canyon Rd, Corona, CA	Drivowov	E	9/30/2020	1:51 p.m.	10	64.5
5113.07	92883			9/30/2020	2:03 p.m.	10	63.9
ST12 09	21653 Temescal Canyon Rd, Corona, CA	Posidontial	P	10/1/2020	9:04 a.m.	10	68.4
3113.00	92883	RESIDEITIIDI	В	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
CT14 013	N/A	Lindovolonod	6	3/17/2021	2:23 p.m.	10	63.5
S114.01ª	N/A	Undeveloped	G	3/17/2021	2:35 p.m.	10	62.6
ST14.02	0552 Stope Conver Bd Corone, CA 02882	Regidential	Б	9/29/2020	11:45 a.m.	10	62.3
3114.02	9555 Storie Carlyon Rd, Corona, CA 92885	Residential	D	9/29/2020	11:58 a.m.	10	62.4
ST14 02	0204 Scotty Way Corona CA 02883	Posidontial	в	9/29/2020	2:23 p.m.	10	53.7
5114.05	9294 Scotty Way, Colona, CA 92885	Residential	В	9/29/2020	2:35 p.m.	10	53.8
ST14 04	9538 Palm Capyon Dr. Corona, CA 92883	Pesidential	в	9/29/2020	11:33 a.m.	10	56.4
3114.04	9558 Faill Callyon DI, Cololla, CA 92885	Residential	В	9/29/2020	11:45 a.m.	10	57.5
ST14 05a	Between 9424 & 9439 Lapis Ct, Corona, CA	Sidowalk	-	3/17/2021	2:23 p.m.	10	57.8
3114.05*	92883	Sidewalk	Г	3/17/2021	2:35 p.m.	10	56.2
ST14.06	22806 Hannah Ct. Corona, CA 02883	Posidontial	в	9/29/2020	1:12 p.m.	10	56.0
3114.00	22000 Hallhan Ct, Corona, CA 92005	Residential	В	9/29/2020	1:25 p.m.	10	55.6
ST14 07	22706 Hannah Ct. Corona, CA 02883	Posidontial	в	9/29/2020	2:23 p.m.	10	60.1
0111.07	22700 Hallhan Ci, Cololla, CA 92883	Residential B 9	9/29/2020	2:35 p.m.	10	60.7	
ST14.08	22517 Silver Dellar St. Corona, CA 02882	Posidontial	в	9/30/2020	9:03 a.m.	10	48.6
		Residential	В	9/30/2020	9:15 a.m.	10	48.9
ST14.00	A 0056 Pating Ct. Corona, CA 02883 Pacidontial	Regidential	Б	9/30/2020	10:40 a.m.	10	51.6
5114.09	9030 Palina Cl, Colona, CA 92883	Residential B	D	9/30/2020	10:53 a.m.	10	52.3
ST14 10	22480 Silver Deller St. Corona, CA 02882	Posidontial	Б	9/30/2020	9:03 a.m.	10	60.7
5114.10	22460 Silver Dollar St, Corona, CA 92665	Residential	D	9/30/2020	9:15 a.m.	10	60.3
ST1/ 11	22420 Silver Dellar St. Corona, CA 02882	Posidontial	в	9/30/2020	9:47 a.m.	10	61.9
5114.11	22430 Silver Dollar St, Corona, CA 92883	Residential	D	9/30/2020	10:00 a.m.	10	61.6
ST14 10a	22212 Howworth Ct. Carona, CA 02882	Posidontial	Б	3/18/2021	2:01 p.m.	10	62.9
5114.12**	22312 Hayworth Ct, Corona, CA 92003	Residential	В	3/18/2021	2:24 p.m.	10	62.7
ST1/ 10a	22070 Knobe Bd Carona CA 02882	Office outdoor	_	3/16/2021	1:13 p.m.	10	67.4
5114.15	22079 Kilabe Ru, Cololla, CA 92002	seating		3/16/2021	1:26 p.m.	10	66.6
	Redger Rd Corona CA 02882	Drivowov	_	3/16/2021	1:13 p.m.	10	67.5
5114.14	Bauger Ru, Corona, CA 92883	Diiveway	Г	3/16/2021	1:26 p.m.	10	66.8
QT14 15	21634 Retreat Pkwy, Temescal Valley, CA	Medical facilities	6	10/1/2020	9:04 a.m.	10	68.5
5114.15	92883	outdoor seating	C	10/1/2020	9:17 a.m.	10	68.7
ST15 01	2804 Eachian Dr. Carona, CA 02882	Posidontial	Б	10/1/2020	12:50 p.m.	10	58.1
5115.01	2004 Fashiun Di, Culuna, CA 92003	Residential	D	10/1/2020	1:02 p.m.	10	59.0
ST15 02a	2804 Eachion Dr. Corona, CA 02882	Posidontial	P	3/16/2021	11:58 a.m.	10	52.3
5115.02ª	2804 Fashion Dr, Corona, CA 92883	IVESIDEI III di		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 02	2804 Eachian Dr. Carona, CA 02882	Regidential	D	10/1/2020	11:32 a.m.	10	60.4
3115.03	2804 Pasilion DI, Corona, CA 92883	Residential	Б	10/1/2020	11:47 a.m.	10	60.8
ST15 04	2785 Cabot Dr #101 Corona CA 02883	Restaurant outdoor	_	10/6/2020	9:55 a.m.	10	54.1
3115.04	2785 Cabol DI #101; Cololla, CA 92883	dining	E	10/6/2020	10:27 a.m.	10	55.5
ST15.05	2724 Blue Springs Dr. Corona, CA 02882	Posidontial	D	10/6/2020	9:55 a.m.	10	51.0
3115.05	2724 Blue Springs DI, Corona, CA 92003	Residential	В	10/6/2020	10:27 a.m.	10	52.1
ST15.06	2728 Blue Springs Dr. Corona, CA 92883	Pesidential	в	10/6/2020	11:05 a.m.	10	54.6
3115.00	2728 Blue Splings DI, Cololla, CA 92883	Residential	В	10/6/2020	11:19 a.m.	10	55.8
ST15 07	2721 Plue Springs Dr. Corona, CA 02882	Hotal pool	E	10/6/2020	11:05 a.m.	10	51.3
3115.07	2731 Blue Splings DI, Cololla, CA 92883			10/6/2020	11:19 a.m.	10	52.8
ST15 09a	N/A	Lindovolopod	G	3/16/2021	10:42 a.m.	10	65.5
5115.00	N/A	Olideveloped	9	3/16/2021	10:56 a.m.	10	66.5
ST15 00	2804 Eachian Dr. Carona, CA 02882	Posidontial	D	1/26/2022	11:10 a.m.	10	55.2
5115.09	2804 Fashion DI, Corona, CA 92883	Residential	Б	1/26/2022	11:20 a.m.	10	55.2
ST15 10	T15 10 2804 Fashion Dr. Corona, CA 92883 Residential	Posidontial	D	1/26/2022	11:10 a.m.	10	56.5
5115.10	2004 Fashion DI, Corona, CA 92003	Residential	Б	1/26/2022	11:20 a.m.	10	56.6
QT15 11	2804 Eachian Dr. Carona, CA 02882	Residential	D	1/26/2022	11:50 a.m.	10	59.6
5115.11	2804 Pasilion DI, Corona, CA 92883		Б	1/26/2022	12:00 p.m.	10	60.1
ST15 10	2804 Eachian Dr. Carona, CA 02882	Posidontial	D	1/26/2022	11:50 a.m.	10	62.3
3115.12	2804 Fashion DI, Corona, CA 92883	Residential	Б	1/26/2022	12:00 p.m.	10	63.1
ST16 01a	8540 Wairick Rd, Carona, CA 92883	Place of worship	C	3/16/2021	11:58 a.m.	10	59.0
3110.01*	6540 Weillek Ru, Cololla, CA 92665	Place of worship	C	3/16/2021	12:15 p.m.	10	59.7
ST16 02	8520 Nob Hill Bd. Corono, CA 02882	Posidontial	D	10/7/2020	1:33 p.m.	10	64.2
3110.02	8550 NOD I III KU, COIOIIA, CA 92865	Residential	В	10/7/2020	1:45 p.m.	10	63.6
ST16 02	8580 Clop Bd Carona, CA 03883	Posidontial	D	10/6/2020	1:48 p.m.	10	66.2
3110.03	6560 Gieli Ru, Cololia, CA 92665	Residential	Б	10/6/2020	2:01 p.m.	10	65.8
ST16 04	8405 Clop Bd Caropa, CA 02882	Posidontial	D	10/6/2020	1:48 p.m.	10	65.1
3110.04	6405 Gien Ru, Corona, CA 92665	Residential	Б	10/6/2020	2:01 p.m.	10	65.0
ST16.05	N/A	Lindovolopod	G	10/6/2020	1:48 p.m.	10	65.7
3110.05	N/A	Olideveloped	9	10/6/2020	2:01 p.m.	10	65.6
ST16.06	N/A	Lindovolopod	G	10/6/2020	12:30 p.m.	10	73.8
5110.00		ondeveloped	6	10/6/2020	12:43 p.m.	10	73.9
ST17.01	2270 Eagle Clop Bluer Corona, CA 02892	Restaurant outdoor		10/7/2020	9:45 a.m.	10	65.2
5117.01	2279 Eagle Glen Pkwy, Corona, CA 92883 dining		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	20170 Orango St. Corono, CA 02881	Posidontial	D	10/7/2020	9:45 a.m.	10	63.4
3117.02	20179 Ofange St, Corona, CA 92881	Residential	Б	10/7/2020	10:00 a.m.	10	63.1
ST17.03	20045 Bedford Canyon Rd, Corona, CA	Pesidential	B	10/7/2020	11:24 a.m.	10	55.7
5117.05	92881	Residential	В	10/7/2020	11:37 a.m.	10	56.3
ST17.04	19905 Bedford Canyon Rd, Corona, CA	Posidontial	D	10/7/2020	11:24 a.m.	10	60.4
3117.04	92881	Residential	Б	10/7/2020	11:37 a.m.	10	60.1
ST19 01	2620 Tuscany St Suite 101, Corona, CA	Potail facilities		10/7/2020	8:42 a.m.	10	57.2
5110.01	92881	Retail lacilities	Г	10/7/2020	8:55 a.m.	10	57.2
ST10 02	2415 Tuppony St. Corona, CA 02881	Botail facilities	E	10/7/2020	8:42 a.m.	10	58.9
5110.02	2415 Tuscarly St, Colona, CA 92881	Retail facilities	Г	10/7/2020	8:55 a.m.	10	58.6
ST19 02	T18.03 199/1 Katy Way, Corona, CA. 92881 Residential B	Б	10/7/2020	12:23 p.m.	10	66.1	
5110.05	19941 Katy Way, Cololla, CA 92001	Residential B	10/7/2020	12:36 p.m.	10	65.8	
ST19 04	10801 Frances St. Corona, CA 02881	Posidontial	D	10/7/2020	12:23 p.m.	10	66.0
3110.04	19801 Flances St, Colona, CA 92881	Residential	Б	10/7/2020	12:36 p.m.	10	65.9
ST10 01a	1087 Footbill Dkway Coropa CA 02881	Postouropt	_	3/18/2021	8:05 a.m.	10	70.6
3119.01	1987 FOUTINI FRWY; COIONA, CA 92081	Restaurant	L	3/18/2021	8:17 a.m.	10	70.9
ST10.02	7303 Calico Cir. Corona, CA 02881	Posidontial	Б	10/20/2020	9:34 a.m.	10	62.5
3119.02	7303 Calico Cli, Cololla, CA 92001	Residential	В	10/20/2020	9:45 a.m.	10	62.7
ST10.02	19476 Dry Gulch Pd. Corona, CA 92881	Posidontial	Б	10/20/2020	9:34 a.m.	10	65.5
3119.03	19478 DIY GUICH RU, COIOHA, CA 92881	Residential	Б	10/20/2020	9:45 a.m.	10	65.2
ST20.01	7500 El Corrito Pd. Corona, CA 92881	Sports park	C	10/20/2020	8:38 a.m.	10	61.3
5120.01				10/20/2020	8:50 a.m.	10	62.3
ST20.02	7267 Piute Creek Dr. Corona, CA 02991	Pesidential	B	10/20/2020	8:38 a.m.	10	59.1
5120.02	1201 FILLE CIEER DI, COIOIIA, CA 92001	Residential	В	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.

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 2 nd 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°	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)

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

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).

° 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).

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		

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



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

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		

	Table 6-4. Long-Term Monitoring	at Site LT02.01,	October 14	2020
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Figure 6-2. Long-Term Monitoring at Site LT02.01

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		

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



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

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		

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



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

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		

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



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

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		

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

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

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		

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



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

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		

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



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

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		

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



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

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		

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



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

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



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

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		

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



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

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		

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



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

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		

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



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

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		

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



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

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		

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



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

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		

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



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

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		

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

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 doublechecking 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).

		Run Results to	1 Decimal Place	Rounded Average		Measured		
Measurement ID	Model ID	Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Minus Predicted (dB)	K-Factor Used	K-Factor Applied to Additional Modeled Receiver(s)
0704.04	1404.04	77.7	75.1	70	75			
ST01.01	M01.01	77.5	74.9	/8	75	3	0	
0704.00	M04.00	68.8	71.2	00	74	0	0	
5101.02	M01.03	68.8	71.2	69	71	-2	0	
ST01 02	M01.09	64.2	66.5	64	67	2	0	
5101.03	10101.06	64.2	66.5	04	07	-3	0	
ST01 04	M01 10	66.1	66.5	66	66	0	0	
3101.04	101.10	66.1	66.3	00	00	0	0	
ST01 05	M01 14	64.1	66.7	64	67	-3	0	
5101.05	101.14	64.4	66.7	04	07	-5	0	
ST02 01 (10/14/2020)	M02.03	57.7	65.0	58	65	-7	Ν/Δ	
0102.01 (10/14/2020)	102.00	57.7	64.1	50	00	-1	11/7	
ST02.01ª (3/16/2021) M02.03	M02.03	61.0	63.0	- 60	63	-3	0	
	102.00	59.2	62.4			0	0	
ST02.02	M02.08	66.5	67.8	66	68	-2	0	
0102.02	102.00	66.1	68.0	00	00	2	Ŭ	
ST02.03/LT02.01	M02 11	62.1	66.1	62	67	-5	N/A	
(10/13/2020)	102.11	62.2	66.9	02	01	0	11/7	
ST02 03 ^a (3/16/2021)	M02 11	64.5	66.1	65	66	-1	1 0	
0102.00 (0/10/2021)	102.11	65.1	66.4	00	00	•	Ŭ	
ST02 04 (10/13/2020)	M02 12	58.5	63.5	58	64	-6	N/A	
	102.12	58.4	64.3		01	Ű	14/73	
ST02 04 ^a (3/16/2021)	M02 12	59.8	63.4	60	64	-4	-4	M02 12
	102.12	60.5	63.7		01	•		102.12
ST02.05	M02 14	60.4	62.8	60	63	-3	0	
0102.00	102.11	60.4	63.4	00		Ű	Ŭ	
ST03.01	M03.01	64.7	67.6	65	68	-3	0	
		64.7	67.6			Ŭ	Ŭ	
ST03 02	M03.03	62.6	60.9	62	61	1	0	
0100.02	1003.03	61.3	61.2	02	01	I	5	

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

		Run Results to	1 Decimal Place	Rounded Average		Measured		
Measurement ID	Model ID	Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Minus Predicted (dB)	K-Factor Used	K-Factor Applied to Additional Modeled Receiver(s)
ST02 02	M02.06	61.9	64.2	62	64	2	0	
3103.03	1003.00	61.3	64.2	02	04	-2	0	
ST03.04 M03.13	65.9	65.5	66	65	1	0		
3103.04	1003.13	65.3	65.2	00	05	I	0	
	M03 14	65.4	66.5	65	66	1	0	
3103.05/L103.01	1003.14	64.8	66.0	05	00	- 1	0	
ST02 06	M02 10	61.6	64.2	61	64	2	0	
3103.00	1003.19	61.0	63.8	01	04	-3	0	
ST02 07	M02 22	68.7	71.9	60	70	2	0	
3103.07	1003.23	69.4	72.4	69	12	-3	0	
ST03 08	M03 27	73.5	74.1	74	74 74	74 0	0	
3103.00	1003.27	73.5	74.5	74	74		0	
ST02 00	M02.26	61.0	65.4	61	65	4	4	M02.26
3103.09 1003.30	1003.30	60.2	65.3	01	05	-4	-4	1003.30
ST04 01	M04 02	65.9	68.2	66	69	2	0	
5104.01	1004.02	66.5	68.6	00	00	-2	0	
ST04 02	M04.05	60.1	62.7	60	63	2	0	
3104.02	1004.05	60.6	63.1	00	03	-3	0	
ST04 03	M04.07	57.2	57.0	57	57 57	0	0	l
3104.03	1004.07	57.0	56.9	57	57	0		
STOA DA	M04.00	63.2	62.2	63	62	1	0	
3104.04	1004.09	62.2	61.0	03	02	I	0	
ST04 05	M04 11	60.6	59.4	61	50	2	0	
3104.05	1004.11	60.4	58.7	01	- 59	2	0	
ST04 06	M04 12	65.3	64.3	65	64	1	0	
3104.00	1004.12	65.3	63.7	00	04	I	0	
ST05 01	M05 01	72.2	72.3	72	70	0	0	
3105.01	1005.01	72.0	72.5	12	12	0	0	
ST05 02/I T05 01	M05.05	70.2	72.9	70	73	-3	0	
0103.02/1103.01	1003.00	69.9	73.3	10	13		U	
ST05 03	M05.09	67.4	70.7	67	71	_1	_1	M05.07_M05.11
5105.05	1003.08	67.4	70.8	67	/ 1	-4	-4	

		Run Results to	1 Decimal Place	Rounded Average		Measured		
Measurement ID	Model ID	Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Minus Predicted (dB)	K-Factor Used	K-Factor Applied to Additional Modeled Receiver(s)
ST05 04	M05 12	58.3	62.3	59	62	Λ	4	M05 12 M05 12
3105.04	1005.15	57.6	62.4	56	02	-4	-4	1005.12-1005.13
ST06 01 (10/20/2020) M06 01	M06.01	58.0	61.8	57	62	-5	NI/A	
3100.01 (10/20/2020)	100.01	56.6	61.6	57	02	-5		-
ST06 01ª (3/18/2021) M06 (M06.01	60.3	63.2	60	63	-3	0	
3100.01 (3/10/2021)	100.01	59.7	62.9	00	05	-3	0	-
ST06.02	M06.04	66.1	66.9	66	67	-1	0	
0100.02	1000.04	65.1	66.5	00	07	- 1	0	
ST06 03/I T06 01	M06.06	63.9	66.6	63	66	-3	0	
3100.03/2100.01	100.00	62.7	66.2	03	00	-3	0	-
ST06 04	M06.08	70.0	72.2	70	70 72	-2	-2 0	
0100.04	1000.00	70.7	72.3	10	12	-2		
ST07 01 (0/23/2020)	M07 02	66.4	70.7	66	71	-5	N/A	
ST07:01 (9/23/2020) 1007:0	101.02	66.5	70.8	00	7.1	-5		-
ST07 01ª (3/16/2021)	M07 02	66.3	69.3	66	69	-3	0	
	107.02	65.5	68.6	00	00	Ŭ	0	
ST07 02	M07.05	73.0	72.3	73	73	0	0	
0107.02	107.00	73.8	73.2	15	15	0	0	
ST07 03	M07.07	61.3	64.7	62	65	-3	0	
0107.00	107.07	61.8	65.6	02	00	-3		
ST07 04	M07 09	59.1	63.1	60	63	-3	0	
0107.04	107.03	60.0	62.4	00	00	-0	0	
ST07 05	M07 11	62.0	61.1	63	61	2	0	
0107.00	107.11	63.1	60.0	00	01	2	0	
ST07 06/I T07 01	M07 12	65.1	69.0	65	69	-1	-1	M07 12
0107.00/2107.01	1017.12	65.1	68.2	00	03	-4	-4	107.12
ST07 07	M07 14	61.5	64.5	61	65	-1	-1	M07 13_M07 14
5107.07	1007.14	60.6	64.9	01	05	-4	-4	107.13-1007.14
ST07 08 (0/22/2020)	M07 15	52.9	61.0	53	61	_8	N/A	
0101.00 (3/22/2020)	101.13	52.8	60.9		01	-0	IN/A	-
ST07 08ª (3/17/2021)	M07 15	57.6	61.5	57	61	-1	-1	M07 15
	10107.15	56.8	60.7	57	01	-4	-4	107.15

		Run Results to	1 Decimal Place	Rounded Average		Measured		
Measurement ID	Model ID	Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Minus Predicted (dB)	K-Factor Used	K-Factor Applied to Additional Modeled Receiver(s)
ST09 01 (0/22/2020)	M09.01	55.1	61.3	FF	61	6	NI/A	
3106.01 (9/23/2020)	100.01	54.3	60.9	55	01	-0	N/A	
ST08 01ª (3/16/2021)	M08.01	58.8	61.2	58	61	-3	0	
3108.01* (3/10/2021)	100.01	57.8	61.0	50	01	-3	0	
ST08.02 M08.0	M08.04	62.7	67.4	63	67	-1	1	M08 03-M08 04
5100.02	1000.04	62.5	67.4	03	07	-4	-4	1008.03-1008.04
ST08 03	M08 07	64.2	67.4	64	67	67 2	0	
5100.05	1000.07	62.9	66.9	04	07	-5	0	
ST08 04	M08.08	62.3	65.6	62	66	-1	-1	M08 05-M08 07
5100.04	1000.00	61.9	65.8	02	00	-4	-4	1008.03-1008.07
ST08 05/I T08 01	M08 10	65.5	67.4	65	67	-2	0	
3100.03/2100.01	1000.10	64.8	67.3	00	07	-2	0	
ST08 06 (0/22/2020)	M08 1/	63.8	69.2	64	60	-5	NI/A	
3100.00 (9/22/2020)	1000.14	63.9	68.8	04	09	-5		
ST08 068 (2/17/2021) M08 14	M08 14	65.8	68.3	66	68	-2	0	
3100.00 (3/17/2021)	1000.14	66.0	68.0	00	00	-2	0	
ST08 07 (0/22/2020)	M08 16	63.2	69.9	63	70	-7	NI/A	
3100.07 (9/22/2020)	1000.10	63.0	69.6	03	70	-7		
ST08 07ª (3/17/2021)	M08 16	64.5	68.2	65	68	2	-3 0	
3100.07 (3/17/2021)	1000.10	65.7	68.0	00	00	-5	0	
ST08 08 (0/22/2020)	M08 10	68.0	73.0	69	70	2	NI/A	
3108.08 (9/22/2020)	1000.19	67.5	61.9	00	70	-2	IN/A	
ST08 08ª (3/17/2021)	M08 10	70.4	71.9	70	72	-2	0	
0100.00 (0/11/2021)	1000.13	69.9	71.5	10	12	-2	0	
ST08 00	M08 21	59.5	61.3	59	61	-2	0	
5100.09	1000.21	59.3	61.1		01	-2	0	
ST08 10	M08 24	63.9	65.8	64	65	_1	0	
5100.10	100.24	63.3	64.9	04	05	-1	0	
ST08 11 (0/22/2020)	M08 27	59.5	65.0	60	65	-5	NI/A	
0100.11 (3/22/2020)	100.27	59.5	64.0	00	00	-0	11/74	
ST08 11a (2/17/2021)	M08 27	60.7	64.5	60	64	_1	_1	M08 25_M08 27
	IVIU8.27	60.1	64.1	60	04	-4	-4	

		Run Results to	1 Decimal Place	Rounded	Average	Measured		
Measurement ID	Model ID	Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Minus Predicted (dB)	K-Factor Used	K-Factor Applied to Additional Modeled Receiver(s)
ST00 01 (0/16/2020)	M00.02	65.2	70.8	65	71	6	NI/A	
3109.01 (9/16/2020)	W09.03	65.4	71.5	60	71	-0	N/A	
ST00 01a (3/17/2021)	M00 03	69.1	72.1	60	72	-3	0	
3109.01 (3/17/2021)	109.03	68.6	71.8	09	12	-5	0	-
ST09 02 (9/16/2020)		66.2	71.1	66	71	-5	Ν/Δ	
0103.02 (3/10/2020)	1003.03	66.0	71.6	00	71	-0	11/7	
ST09 02ª (3/17/2021)	MU0 U0	67.2	71.9	67	72	-5	-5	M09 07-M09 11
0100.02 (0/11/2021)	1000.00	67.5	72.3	01	12	<u> </u>	Ŭ	100.07 1005.11
ST09.03/LT09.01	M09 13	66.1	71.4	66	72	-6	Ν/Δ	
(9/16/2020)	1000.10	66.0	71.8	00	12	Ŭ	11/7	
ST09 03 ^a (3/17/2021)	M09 13	67.4	72.3	67	72	-5	-5	M09 12-M09 14
	1000.10	66.8	72.6	01	12	Ŭ	Ŭ	
ST09 04	M09 15	69.4	73.5	69	73	-4	-4	M09 15
0100.01	1000.10	69.4	73.4	00	10			
ST09.05	M09 17	67.5	70.3	68	70	-2	0	
0100.00	11100.17	67.8	70.0	00	10	-	Ŭ	
ST10.01	M10.05	55.8	57.9	56	58	-2	0	
0110.01	1110.00	56.0	57.3	00			Ŭ	
ST10.02	M10 11	59.9	63.1	60	63	-3	0	
0110.02	WITO.TT	60.4	62.5	00		Ű	Ŭ	
ST10.03	M10 12	52.6	55.7	53	56	-3	0	
0110.00	10112	52.6	55.9	00		Ű	Ŭ	
ST10.04	M10 20	55.7	56.0	56	56	0	0	
	W10.20	55.8	56.2	00		<u> </u>	Ŭ	
ST10.05	M10 26	60.2	57.7	60	58	2	0	
0110.00	10120	59.0	58.4	00		-	Ŭ	
ST10.06	M10 35	55.9	55.7	56	56	0	0	
0110.00	1010.00	55.4	56.5			Ŭ	Ŭ	
ST10.07	M10 44	54.5	53.3	54	54	0	0	
		53.6	54.1	07		U U	Ŭ	
ST10.08	M10 49	67.4	66.0	67	66	1	0	
0110.00	10110.75	66.6	65.6	07	00	'	Ū	

		Run Results to	1 Decimal Place	Rounded	l Average	Measured		
Measurement ID	Model ID	Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Minus Predicted (dB)	K-Factor Used	K-Factor Applied to Additional Modeled Receiver(s)
ST11 02	M11.02	61.1	65.5	61	65	4	4	M11 01 M11 05
5111.02	IVIT1.03	61.8	65.2	01	co	-4	-4	WITT.01-WITT.05
ST11 02	M11.09	59.4	62.3	60	62	2	0	
3111.03	10111.00	59.6	62.4	00	02	-2	0	
ST12.01	M12 14	61.6	63.5	62	64	-2	0	
3112.01	10112.14	62.0	63.7	02	04	-2	0	
ST12 02 (0/17/2020)	M12 3/	49.1	54.9	50	55	-5	Ν/Δ	
0112.02 (3/11/2020)	1012.04	49.9	54.8	50		-0	11/7	
ST12 02ª (3/17/2021)	M12 3/	54.4	54.4	55	54	1	0	
0112.02 (0/11/2021)	10112.04	54.9	54.2		54		0	
ST12.03	M12 24	60.1	60.5	60	61	-1	0	
0112.00	IVI IZ.Z-T	60.0	61.0	00	01	,	Ŭ	
ST12 04/I T12 01	M12 28	60.0	60.2	59	60	-1	0	
0112.0 // 2112.01	1112.20	58.8	60.4	00	00		Ŭ	
ST12.05	M12 32	63.5	61.5	63	61	2	0	
0112100		62.9	61.4		0.	-	Ű	
ST12.06	M12.39	54.5	55.9	55	56	-1	0	
0112100		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	/2.1	68	72	-4	-4	M13.12–M13.14
		68.0	71.4					

		Run Results to	1 Decimal Place	Rounded	l Average	Measured		
Measurement ID	Model ID	Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Minus Predicted (dB)	K-Factor Used	K-Factor Applied to Additional Modeled Receiver(s)
ST12 05 (0/20/2020)	M12 16	58.5	65.8	50	66	7	NI/A	
3113.05 (9/30/2020)	WITS. TO	59.0	65.7	59	00	-7	IN/A	
		58.2	62.3					
ST13.05 ^a (3/18/2021)	M13.16	58.1	62.3	58	62	-4	-4	M13.15–M13.16
		57.1	61.8					
ST12.06	M12 10	62.6	66.2	62	65	2	0	
5113.00	WI 13.19	61.0	64.5	02	co	-3	0	
ST42.07	M12 22	64.5	67.2	64	67	2	0	
5113.07	1113.22	63.9	66.4	04	07	-3	0	
ST12.00	M12 22	68.4	72.1	69	70	4	4	M12 22 M12 25 M12 27
5113.00	1113.23	68.0	72.0	00	12	-4	-4	10113.23-10113.25, 10113.27
ST14 01 (0/20/2020)	M14.02	52.5	64.8	50	6F	10	N1/A	
5114.01 (9/29/2020)	10114.03	51.6	65.6	52	co	-13	N/A	
ST14 018 (2/17/2021)	M14.02	63.5	65.7	62	66	2	0	
5114.01° (3/17/2021)	10114.03	62.6	65.5	03	00	-3	0	
ST14.00	M14.06	62.3	65.2	60	6F	2	0	
5114.02	1114.06	62.4	65.5	02	co	-3	0	
ST14 02	M14 20	53.7	53.2	54	54	0	0	
3114.03	1114.20	53.8	54.2	54	54	0	0	
ST14 04	M14.00	56.4	59.3	FZ	50	2	0	
5114.04	1114.09	57.5	59.4	57	59	-2	0	
ST14 05 (0/20/2020)	M14 15	55.3	60.3	55	60	F	NI/A	
3114.05 (9/29/2020)	10114.15	54.3	60.4	55	00	-5	IN/A	
ST14 058 (2/17/2021)	M14 15	57.8	59.4	57	50	2	0	
5114.05° (3/17/2021)	10114.15	56.2	59.3	57	59	-2	0	
ST14 06	M14 22	56.0	58.9	56	50	2	0	
3114.00	10114.22	55.6	59.0	50	59	-3	0	
ST44.07	M14.20	60.1	63.9	60	64	4	4	M14.27, M14.30, M14.32-
3114.07	1114.30	60.7	64.2	00	04	-4	-4	M13.33
ST14 09	M14.20	48.6	47.8	40	40	4	0	
3114.00	1114.39	48.9	48.2	49	40	· ·	U	

		Run Results to	1 Decimal Place	Rounded	I Average	Measured		
Measurement ID	Model ID	Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Minus Predicted (dB)	K-Factor Used	K-Factor Applied to Additional Modeled Receiver(s)
ST14 00	M14 48	51.6	54.8	52	55	-3	0	
3114.09	1114.40	52.3	54.9	52		-5	0	
ST14 10	M14 42	60.7	64.6	61	65	-1	-1	M14.34–M14.35, M14.37–
5114.10	10114.42	60.3	65.4	01	05	-4	-4	M14.38, M14.40
ST1/ 11	M14.46	61.9	65.3	62	65	-3	0	
0114.11	10114.40	61.6	65.6	02	00	-0	0	
ST1/ 12 (9/30/2020)	M14 52	60.9	66.9	61	67	-6	Ν/Δ	
0114.12 (3/30/2020)	10114.52	61.2	66.6	01	07	-0	11/7	
ST1/ 12ª (3/18/2021)	M14 52	62.9	65.6	63	65	-2	0	
3114.12 (3/10/2021)	10114.52	62.7	65.1	03	05	-2	0	
ST1/ 13 (0/30/2020)	M14 58	65.4	73.4	65	73	_8	N/A	
3114.13 (9/30/2020)	10114.50	65.4	73.2	05	75	-0		
ST1/ 13ª (3/16/2021)	M14 58	67.4	70.6	67	71	-1	-1	M14 55 M14 58
3114.13 (3/10/2021)	10114.50	66.6	70.7	07	71	-4	-4	1014.35-1014.36
ST14 14 (10/1/2020)	M14 61	55.3	63.4	56	64	_8	N/A	
3114.14 (10/1/2020)	10114.01	55.7	63.6	50	04	-0		
ST1/ 1/a (3/16/2021)	M14 61	67.5	69.5	67	70	-3	0	
3114.14* (3/10/2021)	10114.01	66.8	69.6	07	70	-5	0	
ST1/ 15	M14 63	68.5	70.8	69	71	-2	0	
5114.15	1014.05	68.7	70.6	03	7.1	-2	U	
ST15 01	M15 14	58.1	59.2	50	50	0	0	
5115.01	10113.14	59.0	59.2			0	0	
ST15 02 (10/1/2020)	M15 /6	50.8	58.4	51	58	-7	N/A	
3113.02 (10/1/2020)	10113.40	51.2	58.4	51		-7		
ST15 02ª (3/16/2021)	M15.46	52.3	54.8	53	54	-1	0	
3113.02 (3/10/2021)	10113.40	53.8	54.1		54	-1	0	
ST15 02	M15 11 2	60.4	62.8	61	62	1	0	
3115.05	10115.11-2	60.8	61.9	01	02	- 1	0	
ST15 04	M15 65	54.1	57.6	55	50	4	4	M15 64 M15 67
0110.04	10110.00	55.5	59.6		59	-4	-4	10113.04-10113.07
ST15.05	M15 60	51.0	52.3	52	52	0	0	
5115.05	1015.09	52.1	52.6	52	52	U	U	

		Run Results to	1 Decimal Place	Rounded	l Average	Measured		
Measurement ID	Model ID	Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Minus Predicted (dB)	K-Factor Used	K-Factor Applied to Additional Modeled Receiver(s)
ST15.06	M15 72 2	54.6	58.7	55	50	Λ	4	M15.68-2-M15.68-3,
3115.00	10110.72-3	55.8	59.7	55	59	-4	-4	M15.70-2–M15.72-3
ST15.07	M15 74	51.3	54.3	52	55	-3	0	
5115.07	10113.74	52.8	54.9	52		-3	0	
ST15 08 (10/6/2020)	M15 75	66.0	70.9	66	71	-5	NI/A	
3115.08 (10/0/2020)	WI15.75	65.2	71.3	00	71	-5	IN/A	
ST15 08ª (3/16/2021)	M15 75	65.5	69.9	66	70	-1	-1	M15 75
3113.00 (3/10/2021)	10113.73	66.5	70.2	00	10	-4	-4	W13.75
ST15 00	M15 54	55.2	55.7	55	56	1	0	
3115.09	10115.54	55.2	56.3		50	- 1	0	
ST15 10	M15 55-2	56.5	57.4	57	58	-1	0	
5115.10	10113.33-2	56.6	57.8	57	50	- 1	U	
ST15 11	M15 /0-3	59.6	61.9	60	62	-2	0	
5115.11	10110.49-0	60.1	61.9	00	02	-2	0	
ST15 12	M15 50-4	62.3	64.9	63	65	-2	0	
5115.12	10113.30-4	63.1	65.0	03	05	-2	U	
ST16 01 (10/1/2020)	M16.02	56.6	64.0	56	64	0	NI/A	
3110.01 (10/1/2020)	W10.02	55.8	63.6	50	04	-0	N/A	
ST16 018 (2/16/2021)	M16.02	59.0	64.1	50	64	Б	5	M16.01 M16.02
3110.01 (3/10/2021)	1010.02	59.7	64.3		04	-5	-5	1010.01-1010.02
ST16 02	M16.02	64.2	66.0	64	66	2	0	
3110.02	10110.03	63.6	65.7	04	00	-2	0	
ST16.03	M16 10	66.2	69.3	66	69	-3	0	
5110.05	10110.10	65.8	68.6	00	09	-5	U	
ST16 04	M16 12	65.1	67.7	65	67	2	0	
3110.04	10110.12	65.0	66.9	05	07	-2	0	
ST16 05	M16 14	65.7	69.0	66	60	2	0	
3110.05	10110.14	65.6	68.0	00	09	-3	0	
ST16.06	M16 15	73.8	73.9	74	74	0	0	
5110.00	WI10.15	73.9	74.1	/4	/4	U	U	
ST17.01	M17.03	65.2	67.1	65	67	_2	0	
5117.01	WT7.03	64.9	66.9	05	07	-2	U	

		Run Results to	1 Decimal Place	Rounded	Average	Measured		
Measurement ID	Model ID	Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Minus Predicted (dB)	K-Factor Used	K-Factor Applied to Additional Modeled Receiver(s)
0747.00	M47.00	63.4	63.9		04	4	0	
5117.02	IN17.08	63.1	63.8	63	64	-1	0	
0747.00	M47.40	55.7	58.9	50	50	2	0	
5117.03	10117.12	56.3	59.0	00	29	-3	0	
CT47.04		60.4	62.9	60		2	0	
5117.04	W17.14	60.1	62.7	60	63	-3	0	
ST10.01	M18.02	57.2	57.9	57	59	1	0	
5116.01	IVI 16.02	57.2	58.5	57	00	- 1	0	
ST10.00	M10.04	58.9	60.6	50	61	2	0	
5116.02	IVI 10.04	58.6	60.7	59	01	-2	0	
ST10 02/1 T10 01	M10 17	66.1	68.2	66	69	2	0	
ST10.03/L110.01	1110.14	65.8	68.2	00	00	-2	0	
ST10 04	M10 10	66.0	67.2	66	67	1	0	
3110.04	10110.19	65.9	66.9	00	07	- 1	0	
ST10 01 (10/7/2020)	M10 02	64.5	70.9	65	71	-6	NI/A	
3119.01 (10/1/2020)	10119.02	64.6	70.5	05	/1	-0		
ST10 01ª (3/18/2021)	M10.02	70.6	69.1	71	60	2	0	
3119.01 (3/10/2021)	10113.02	70.9	69.6	71	09	2	0	-
ST10.02	M10 10	62.5	65.9	63	66	-3	0	
0119.02	10119.10	62.7	65.6	03	00	-3	0	
ST10 03/I T10 01	M10 13	65.5	66.7	65	67	-2	0	
3119.03/2119.01	10119.15	65.2	66.4	05	07	-2	0	-
ST20.01	M20.03	61.3	64.0	62	64	-2	0	
5120.01	10120.03	62.3	64.4	02	04	-2	0	
ST20.02	M20 13	59.1	61.2	50	61	_2	0	
5120.02	10120.13	59.6	61.2	59	01	-2	U	

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 worsthour 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.

	Barrier Height, feet										
Design Year with Barrier	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		

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

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 worsthour 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

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

					Barrier He	ight, feet ¹			
Design Year with Barrier		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 worsthour 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.

Decign Veer with	Barrier Height, feet ¹										
Barrier	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		

Table 7-4. Summary of F	Reasonableness Allowar	nces: Noise Barrier SW1	204 on Private Property
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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

Decign Veer with		Barrier Height, feet										
Barrier	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 \$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.

Decign Veer with				Barrier He	eight, feet ¹							
Barrier	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			

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

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 Allowance	es: Noise Barrier SW1212 on Private Property
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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			

Decign Veer with	Barrier Height, feet ¹											
Barrier	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 Veer with					Barrier Heig	ght, feet ¹						
Barrier	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.

Design Year with Barrier				Barrier H	leight, 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												

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

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

Decign Veer with		Barrier Height, feet ¹										
Barrier	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.

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			

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

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 Veer with		Barrier Height, feet ¹										
Barrier	6	8	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				Barri	er 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.

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	

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

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 worsthour 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 worsthour 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 worsthour 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 worsthour 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 worsthour exterior traffic noise levels range from 50 to 75 dBA Leq(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.

Design Veer with	Barrier Height, feet ¹											
Barrier	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			

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

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 worsthour 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 worsthour 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 Leq(h) for Existing, 40 to 75 dBA Leq(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. 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.

Design Veen with	Barrier Height, feet ¹											
Barrier	6	8	10	12	14	16	18	B 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			

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

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.

Design Vear with	Barrier Height, feet ¹											
Barrier	6	8	10	12	14	16 18 20 1	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			

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

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 Height, feet ¹									
Barrier	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 worsthour 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.

Design Vear with	Barrier Height, feet ¹										
Barrier	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		

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

Decign Veer with	Barrier Height, feet ¹											
Barrier	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

Decign Veer with		Barrier Height, feet ¹									
Barrier	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 Number of Benefited Residences		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 Leq(h) for Existing, 42 to 75 dBA Leq(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.

Decign Veer with		Barrier Height, feet ¹										
Barrier	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			

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

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				B	Barrier Heig	jht, feet ¹						
Barrier	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
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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.

Docian Yoar with		Barrier Height, feet ¹											
Barrier	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				

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

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.

Design Year with					Barrier Heig	jht, feet ¹					
Barrier	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		

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

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 He	eight, 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 receivers), 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 Height, feet ¹											
Barrier	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. 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.

Decign Veer		Barrier Height, feet ¹												
with Barrier	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					

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

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 worsthour 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.

Design Year with Barrier				Barrier I	leight, feet	t 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		

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

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.

Design Year with		Barrier Height, feet ¹											
Barrier	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				

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

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 Height, feet											
Barrier	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 Vear with				Barri	ier Height,	feet ¹					
Barrier	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

Docian Yoor with	Barrier Height, feet ¹										
Barrier	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

Decign Veer with		Barrier Height, feet ¹									
Barrier	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.

Decign Veer with		Barrier Height, feet ¹										
Barrier	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			

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

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 worsthour 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 worsthour 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 Veer with	Barrier Height, feet ¹									
Barrier	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				\$14	6,000					

Decign Veer with		Barrier Height, feet ¹								
Barrier	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

Dosign Voor with		Barrier Height, feet										
Barrier	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					\$146,00)0						
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 Veer with	Barrier Height, feet ¹									
Barrier	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 worsthour 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.

Decign Veer with				Height, fee	t ¹				
Barrier	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

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

 of Shoulder

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 Veer with	Barrier Height, feet ¹									
Barrier	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.

Design Vear with		Barrier Height, feet											
Barrier	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				

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

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 worsthour 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. 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.

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			
Sweeper Trencher Trucks (concrete, dump, flat bed, pickup, vacuum, water) Source: EHWA 2008, See alog: http://www.fbwp.det.gov/conjregment/paie	82 80 74–85			

Table 8-1. Construction Equipment Noise

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

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:

	Ho	ours	Days		
Activity	From	То	From	То	

Table 8-2. Noise Restriction Exceptions

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
- 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

Jonathan Higginson, INCE-USA. Senior Acoustics Specialist. 22 years of experience. BEng, Acoustical Engineering, University of Southampton, Institute of Sound and Vibration Research, 2001. Member, Institute of Noise Control Engineering.

Jakob Rzeszutko, INCE-USA. Acoustics Specialist. 5 years of experience. B.S., Acoustics, Columbia College Chicago, 2018. Member, Institute of Noise Control Engineering.

Peter Hardie, INCE-USA. Senior Acoustics Specialist. 19 years of experience. MESM, Environmental Science and Management, University of California Santa Barbara, 2004. Member, Institute of Noise Control Engineering. This page intentionally left blank.

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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								Αι	utos	Medium	n Trucks	Heavy	Trucks	Bu	ses	Motor	rcycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST01.01	Vacant lot/open space	Undeveloped Lands	G	10/14/2020 12:16	10	77.7	NB I-15 Ln 1 (between Main St Ramps)	1272	75	18	75	0	0	0	0	6	75
				p.m.			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 Bamp	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	10	77 5	NB I-15 I n 1 (between Main St Ramns)	1488	74	0	0	0	0	0	0	6	74
				n m	10	77.5	NB I-15 Ln 2 (between Main St Ramps)	978	69	66	69	102	57	0	0	6	69
				p.m.			NB L15 Ln 2 (between Main St Ramps)	666	62	108	62	102	57	0	0	0	0
							SB L 15 Ln 1 (between Main St Ramps)	1170	76	6	76	0	0	0	0	6	76
							SB I 15 Lit 1 (between Main St Ramps)	1226	69	20	60	36	52	0	0	0	0
							SB I 15 Lit 2 (between Main St Ramps)	606	60	50	60	190	55	0	0	0	0
							NR Main St On Ramp	72	62	12	62	100	35	0	0	0	0
							SP Main St Off Ramp	114	62	12	02	0	0	0	0	0	0
							NR Camina Del Norte (N of Main St)	250	02	0	0	0	0	0	0	0	0
							CB Comine Del Norte (N of Main St)	200	55	6	55	6	55	0	0	0	0
CT04 02		the deviate we dit and a	6	40/42/2020 40.40	45	60.0	SB Camino Del Norte (N of Main St)	294	22	0	22	0	55	0	0	0	70
5101.02	Street Lake Eleinare CA 02522	Undeveloped Lands	G	10/13/2020 10:40	15	08.8	NB I-15 Ln 1 (between Central Ave Ramps)	1050	70	12	70	22	50	0	70	Ô	/0
	Street, Lake Eisinore, CA 92532			d.m.			NB I-15 Ln 2 (between Central Ave Ramps)	/08	70	64 52	70	32	59	8	70	0	0
							NB I-15 LH 3 (between Central Ave Ramps)	128	05	52	05	208	59	0	0	0	75
							SB I-15 LF1 (between Central Ave Ramps)	930	75	12	75	50	0	0	71	°	75
							SB I-15 Ln 2 (between Central Ave Ramps)	796	/1	28	/1	56	55	4	/1	4	/1
							SB I-15 Ln 3 (between Central Ave Ramps)	204	63	48	63	200	55	4	63	0	0
							NB Central Ave Off Ramp	/68	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	15	68.8	NB I-15 Ln 1 (between Central Ave Ramps)	1148	74	12	74	0	0	0	0	4	74
				a.m.			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
						1	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
						<u> </u>	SB Camino Del Norte (@ O Hana Cir)	184	25	8	25	0	0	0	0	4	25
ST01.03	Vacant lot at approximately	Undeveloped Lands	G	10/13/2020 10:40	15	64.2	Simultaneous with ST01.02									i i	
	18801 Dexter Ave, Lake Elsinore,			a.m.		1										i i	
	CA 92532	1		10/13/2020 10:57	15	64.2	Simultaneous with ST01.02									i	
1			1	a.m.		1		1						1		1	

								Au	tos	Medium	n Trucks	Heavy	Trucks	Bu	ses	Motor	rcycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST01.04	Vacant lot at approximately	Undeveloped Lands	G	10/13/2020 9:40	15	66.1	NB I-15 Ln 1 (between Central Ave Ramps)	1216	76	8	76	0	0	0	0	8	76
	29615 3rd St, Lake Elsinore, CA			a.m.			NB I-15 Ln 2 (between Central Ave Ramps)	744	71	40	71	52	56	8	71	0	0
	92532						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 Bamp	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 DExter Ave)	788	45	20	45	36	45	0	0	0	0
							WR Central Ave W of NR Ramps)	1256	45	20	45	0	45	0	0	0	0
							NB Dexter Ave (S of Central Ave)	264	40	0	45	0	45	0	0	0	0
							SB Dexter Ave (S of Central Ave)	206	40	1	40	4	10	0	0	0	0
							NB Dexter Ave (S of Central Ave)	468	40	16	40	4	40	0	0	0	0
							SP. Dexter Ave (N of Central Ave)	252	45	0	45	0	0	0	0	0	0
							SB Dexter Ave (N of Central Ave)	232	45	0	0	0	0	0	0	4	45
							NB Dexter Ave (@ 3rd St)	240	45	0	45	0	0	0	0	4	45
				10/12/2020 0.59	15	CC 1	NR L 15 Lp 1 (between Control Ave Ramps)	132	43	4	45	0	0	0	0	4	76
				10/15/2020 9.58	15	00.1	NB L 15 LB 2 (between Central Ave Ramps)	776	70	61	70	44	56	4	60	4	60
				d.111.			NB L 15 LB 2 (between Central Ave Ramps)	140	60	4	60	216	50	4	09	4	09
							NB I-15 Lin 3 (between Central Ave Ramps)	140	02	48	62	210	50	0	70	0	70
							SB I-15 Ln 1 (between Central Ave Ramps)	704	78	0	71	0	0	4	78	4	78
							SB I-15 Ln 2 (between Central Ave Ramps)	048	/1	50	/1	44	57	4	/1	4	/1
							SB I-15 Ln 3 (between Central Ave Ramps)	204	65	68	65	1/2	5/	0	0	0	0
							NB Central Ave Off Ramp	792	62	16	62	12	50	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	5/	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)	11/6	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)	/52	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,	Restaurant	E	10/13/2020 9:40	15	64.1	Simultaneous with ST01.04										
	CA 92532 (Douglas Burgers)			a.m.													
				10/13/2020 9:58	15	64.4	Simultaneous with ST01.04										
		1	1	a.m.	1	1		1									

								Au	tos	Medium	n Trucks	Heavy	Trucks	Bu	ses	Motor	cycles
			Activity		Duration	Lea											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST02 01	Vacant lot next to residence at	Driveway	F	3/16/2021 04.11	10	61	NB I-15 I n 1 (between Main St Bamns)	1296	74	0	0	0	0	6	74	0	0
5102.01	131 W Minthorn St. Lake Elsinore	Differency		n m	10	01	NB I-15 Ln 2 (between Main St Ramps)	1110	70	54	70	12	58	0	0	6	70
	CA 92530			P			NB I-15 Ln 3 (between Main St Ramps)	840	66	54	66	102	58	0	0	0	0
	CA 52550						SB L15 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 2 (between Main St Ramps)	816	68	24	68	42	58	0	0	6	68
							NB Main St On Ramp	222	66	6	66	-12	0	0	0	0	0
							NB Main St Off Ramp	492	66	6	66	0	0	0	0	0	0
							SR Main St On Ramp	360	68	0	0	6	58	0	0	0	0
							SB Main St Off Ramp Lane 1	156	68	19	68	0	0	0	0	0	0
							SB Main St Off Ramp Lane 2	169	68	19	68	0	0	0	0	0	0
							ER Main Street (S of SR Pamps)	564	25	10	00	6	25	0	0	0	0
							WR Main Street (S of SR Pamps)	690	25	30	25	0	0	0	0	0	0
							EP Main Street (botween Main St Pamps) Lang 1	120	25	0	0	0	0	0	0	0	0
							EB Main Street (between Main St Ramps) Lane 1	212	25	12	25	0	0	0	0	0	0
							WP 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	F10	33	6	25	0	0	0	0	0	0
							NB Collier Ave (N of Minthern)	150	33	6	33	0	0	0	0	0	0
							SP. Collier Ave (N of Minthorn)	226	45	6	45	0	0	0	0	0	0
							All Minthern Street (C of Collier)	196	45	6	45	6	45	0	0	0	0
							NB Minthorn Street (S of Collier)	100	45	6	45	0	45	0	0	0	0
							SB Minthorn Street (S of Collier)	402	45	0	45	c	40	0	0	0	0
							NB Minthorn Street (N of Collier)	50	40	0	0	0	40	0	0	0	0
				2/10/2021 04-22	10	50.2	SB Minthorn Street (N of Collier)	1220	40	24	0	0	0	0	0	C C	0
				3/16/2021 04:23	10	59.Z	NB I-15 Ln 1 (Detween Main St Ramps)	1320	70	24	70	24	50	0	0	C C	70
				p.m.			NB 1-15 Ln 2 (between Main St Ramps)	996	72	72	72	24	59	0	0	C C	12
							NB I-15 Ln 3 (between Main St Ramps)	780	00	/2	00	150	59	0	0	0	00
							SB I-15 Ln 1 (between Main St Ramps)	1140	75	0	0	0	0	0	0	0	0
							SB I-15 Ln 2 (between Main St Ramps)	1146	/1	30	/1	ь 24	59	0	0	0	0
							SB I-15 Ln 3 (between Main St Ramps)	762	70	35	70	24	59	0	0	ь	/0
							NB Main St On Ramp	204	66	12	66	0	0	0	0	0	0
							NB Main St Off Ramp	468	55	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
		1			1	1	SB Minthorn Street (N of Collier)	90	40	6	40	0	0	0	0	0	0

								Au	itos	Medium	n Trucks	Heavy	Trucks	Bu	ses	Motor	rcycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST02.02	Vacant lot next to residence at	Undeveloped Lands	G	10/13/2020 12:46	10	66.5	NB I-15 Ln 1 (between Central Ave Ramps)	1314	75	6	75	0	0	0	0	0	0
	18740 Collier Ave, Lake Elsinore,			p.m.			NB I-15 Ln 2 (between Central Ave Ramps)	720	67	48	67	60	55	0	0	0	0
	CA 92530						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	10	66.1	NB I-15 Ln 1 (between Central Ave Ramps)	1146	75	12	75	0	0	0	0	0	0
				p.m.			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	0	0
ST02 03	18574 Collier Ave. Lake Elsinore	Residential	в	3/16/2021 02:56	10	64.5	NB I-15 Ln 1 (between Central Ave Ramps)	1236	73	12	73	0	0	0	0	0	0
5102.05	CA 92530	neondernah	5	n m	10	05	NB I-15 Ln 2 (between Central Ave Ramps)	774	67	78	67	48	56	0	0	0	0
	CR 92930			p.m.			NB I-15 Ln 3 (between Central Ave Ramps)	252	62	60	62	114	56	0	0	0	0
							SB L15 Ln 5 (between Central Ave Ramps)	1356	76	18	76	0	0	0	0	0	0
							SB I-15 Ln 2 (between Central Ave Ramps)	1134	70	30	70	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
							SR Central Ave On Ramp lane 1	354	70	0	0	0	0	0	0	0	0
							SB Central Ave On Ramp Jane 2	606	70	6	70	6	57	0	0	0	0
							NB Collier Ave (S of Central Ave) Lane 1	6	/5	0	0	0	0	0	0	0	0
							NB Collier Ave (5 of Central Ave) Lane 1	330	45	6	45	6	45	0	0	0	0
							SR Collier Ave (S of Central Ave)	282	45	19	45	6	45	0	0	0	0
				2/16/2021 02:00	10	CE 1	NR L 15 Lp 1 (botwoon Control Ave Romps)	1629	74	26	74	0	45	6	74	0	0
				5/10/2021 05.05	10	05.1	NB L15 Ln 2 (between Central Ave Ramps)	1062	68	90	68	36	56	0	0	0	0
				p.m.			NB L15 Ln 2 (between Central Ave Ramps)	246	60	60	60	144	50	0	0	0	0
							SR L15 Ln 1 (between Central Ave Ramps)	1/0/	75	24	75	0	0	0	0	0	0
							SB I-15 Ln 2 (between Central Ave Ramps)	12/19	75	19	75	6	57	0	0	0	0
							SB I-15 Ln 2 (between Central Ave Ramps)	1240	67	940	67	79	57	0	0	6	67
							ND Control Aug Off Domo Long 1	400	62	04 10	62	6	57	0	0	0	0/
							NB Central Ave Off Ramp Lane 1	430	60	10	62	10	50	0	0	0	0
							NR Control Ave Off Romp Long 2	240	60	10	60	10	50	0	0	0	0
							SP. Control Ave On Romp Jane 1	312	63	18	67	0	0	0	0	0	0
							SB Central Ave On Ramp Jane 2	390	67	0	0/	· ·	57	0	0	0	0
	1						SD Central Ave Off Ramp lane 2	10	0/	0	0	0	5/	0	U	0	0
							NB Collier Ave (S of Central Ave) Lane 1	18	45	0	0	0	U	0	U	0	U
							INB Collier Ave (S of Central Ave) Lane 2	324	45	b 10	45	0	U	0	U	0	U
CT02.01	Managertalat	Understein 11 - 1	6	2/46/2021 22 5-	10	50.0	SB Collier Ave (S of Central Ave)	378	45	18	45	U	U	U	U	U	U
ST02.04	Vacant lot	Undeveloped Lands	G	3/16/2021 02:56	10	59.8	Simultaneous with ST02.03	1									
				p.m.				1									
				3/16/2021 03:09	10	60.5	Simultaneous with ST02.03	1				1		1			
1	1		1	p.m.	1	1		1		1		1		1		1	

								Au	tos	Medium	Trucks	Heavy	Trucks	Bu	ses	Motor	cycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST02.05	18310 Collier Ave, Suite B, Lake	outdoor dining	E	10/13/2020 11:47	10	60.4	NB I-15 Ln 1 (between Central Ave Ramps)	1296	76	6	76	0	0	0	0	6	76
	Elsinore, CA 92530 (Pieology,			a.m.			NB I-15 Ln 2 (between Central Ave Ramps)	738	69	102	69	66	55	0	0	0	0
	outdoor dining)						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	5/	0	0	0	0
							NB Central Ave Off Ramp Lane 1	282	67	0	0	12	0	0	0	0	0
							NB Central Ave Off Ramp Lane 2	342	67	6	67	12 6	55	0	0	0	0
							NB Central Ave On Ramp Lane 5	414	67	12	67	12	55	0	0	0	0
							SB Central Ave Off Ramp Lane 1	150	68	0	0	42	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
							FB 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 Control Ave (W of NB Ramps) Lane 2^3	252	25	6	25	26	25	6	25	0	25
							ED Central Ave (W of ND Ramps) Lafe 5	252	25	c	25	50	25	0	25	0	25
							WB Central Ave (W of NB Ramps) left turn lane	414	25	6	25	0	25	0	25	0	25
							WB Central Ave (W of NB Ramps) Lane 1	540	25	6	25	12	25	0	25	0	25
							WB Central Ave (W of NB Ramps) Lane 2	786	25	6	25	0	25	0	25	0	25
							EB Central Ave (W of SB Ramps) Lane 1	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 70	45	U	0	0	U	0	U	0	U
							SB Collier Ave (N of Central Ave) Lane 2	/8	45	6	15	6	45	0	45	0	0
1	1	I	I	I	1	1	So comer Ave (N of central Ave) right turn lane	42	45	U	45	0	40	U U	U	U U	U

								Au	tos	Mediun	n Trucks	Heavy	Trucks	Bu	ses	Motor	rcycles
			Activity		Duration	Leg											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
				10/13/2020 12:00	10	60.4	NB I-15 Ln 1 (between Central Ave Ramps)	1086	77	0	0	0	0	0	0	0	0
				p.m.			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	/1	0	0	0	0	0	0
							SB Central Ave Off Ramp Lane 2	126	71	6	71	0	0	0	0	0	0
							SB Central Ave On Ramp Lane 1	220	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
							ED Central Ave (W of ND Ramps) Leng 1 ³	642	25	c	25	c	25	0	0	0	0
							EB Central Ave (W of NB Ramps) Lane 1	042	25	0	25	0	25	0	0	0	0
							EB Central Ave (w of NB Ramps) Lane 2	312	25	6	25	18	25	6	25	0	0
							EB Central Ave (W of NB Ramps) Lane 3	252	25	6	25	30	25	0	0	0	0
							WB Central Ave (W of NB Ramps) left turn lane	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	200	25	12	25	6	25	0	0	0	0
							WD Central Ave (W of SD Ramps) right turn long 2 ³	200	25	12	25	0	25	0	0	0	0
							NB Collier Ave (S of Control Ave) left turn lane	120	25	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
1		1	1	1	I	1	SB Collier Ave (N of Central Ave) right turn lane	42	45	0	0	6	45	0	0	0	0

								Au	itos	Medium	n Trucks	Heavy	Trucks	Bu	ises	Motor	cycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST03.01	18611 Dexter Ave, Lake Elsinore,	Restaurant	E	10/13/2020 8:40	15	64.7	NB I-15 Ln 1 (between Central Ave Ramps)	1268	77	4	77	0	0	0	0	4	77
	CA 92532 (Burger King)			a.m.			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	15	64.7	NB I-15 Ln 1 (between Central Ave Ramps)	1068	75	4	75	0	0	0	0	4	75
				a.m.			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
					1		WB Central Ave (W of Dexter Ave)	1176	45	56	45	44	45	4	45	0	0
		1			1	1	EB Central Ave (W of NB Ramps)	592	45	12	45	36	45	0	0	0	0
		1			1	1	WB Central Ave (W of NB Ramps)	1216	45	44	45	12	45	4	45	0	0
		1			1	1	NB Dexter Ave (S of Central Ave)	244	40	28	40	0	0	0	0	0	0
		1			1	1	SB Dexter Ave (S of Central Ave)	260	40	12	40	4	40	0	0	4	40
					1		NB Dexter Ave (N of Central Ave)	336	45	12	45	0	0	0	0	0	0
1			1		1	1	SB Dexter Ave (N of Central Ave)	224	45	12	45	4	45	0	0	0	0

								Au	tos	Medium	n Trucks	Heavy	Trucks	Bu	ses	Motor	rcycles
			Activity		Duration	Leg											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST03.02	29315 Central Ave, Lake Elsinore,	Restaurant outdoor	E	10/14/2020 7:39	15	62.6	NB I-15 Ln 1 (between Central Ave Ramps)	1424	75	20	75	0	0	0	0	12	75
	CA 92532 (Costco, next to	dining		a.m.			NB I-15 Ln 2 (between Central Ave Ramps)	824	72	36	72	36	55	0	0	0	0
	exterior food court)						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	15	61.3	NB I-15 Ln 1 (between Central Ave Ramps)	1340	77	16	77	0	0	0	0	4	77
				a.m.			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
		1					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

			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST03.03	18220 Dexter Ave, Lake Elsinore,	Parking Lot	F	10/14/2020 8:58	10	61.9	NB I-15 Ln 1 (between Central Ave Ramps)	1296	76	0	0	0	0	0	0	24	76
	CA 92532 (Church of Jesus Christ	-		a.m.			NB I-15 Ln 2 (between Central Ave Ramps)	858	72	42	72	66	56	0	0	0	0
	of Latter-day Saints)						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	10	61.3	NB I-15 Ln 1 (between Central Ave Ramps)	1218	76	0	0	0	0	0	0	0	0
				a.m.			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,	Residential	В	10/14/2020 8:58	10	65.9	Simultaneous with ST03.03, ST03.05, and ST03.06										
	CA 92532			a.m.													
				10/14/2020 9:21	10	65.3	Simultaneous with ST03.03, ST03.05, and ST03.06										
				a.m.													
ST03.05	18095 Dexter Ave., Lake Elsinore,	Residential	В	10/14/2020 8:58	10	65.4	Simultaneous with ST03.03, ST03.04, and ST03.06										
(LT03.01)	CA 92532			a.m.													
				10/14/2020 9:21	10	64.8	Simultaneous with ST03.03, ST03.04, and ST03.06										
				a.m.													
ST03.06	18055 Dexter Ave., Lake Elsinore,	Residential	В	10/14/2020 8:58	10	61.6	Simultaneous with ST03.03, ST03.04, and ST03.05										
	CA 92532		1	a.m.	1												
			1	10/14/2020 9:21	10	61.0	Simultaneous with ST03.03, ST03.04, and ST03.05										
				a.m.		1											

								Au	tos	Medium	n Trucks	Heavy	Trucks	Bu	ses	Motor	rcycles
			Activity		Duration	Leg											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST03.07	28755 El Toro Rd, Lake Elsinore,	Sports Field	С	10/13/2020 3:01	10	68.7	NB I-15 Ln 1 (between Nichols Rd Ramps)	1140	75	12	75	0	0	0	0	0	0
	CA 92532 (Temescal Canyon High			p.m.			NB I-15 Ln 2 (between Nichols Rd Ramps)	876	69	114	69	36	55	6	69	0	0
	School, tennis court)						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	10	69.4	NB I-15 Ln 1 (between Nichols Rd Ramps)	1470	74	12	74	0	0	6	74	6	74
				p.m.			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,	Sports Field	С	10/13/2020 3:01	10	73.5	Simultaneous with ST03.07										
	CA 92532 (Temescal Canyon High			p.m.													
	School, baseball field)			10/13/2020 3:14	10	73.5	Simultaneous with ST03.07										
				p.m.													

								Αι	utos	Mediu	n Trucks	Heavy	Trucks	Bu	ses	Motor	cycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST03.09	Vacant lot/open space	Undeveloped Lands	G	10/14/2020 10:56	10	61	NB I-15 Ln 1 (between Nichols Rd Ramps)	1284	76	12	76	0	0	0	0	0	0
				a.m.			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	10	60.2	NB I-15 Ln 1 (between Nichols Rd Ramps)	1140	76	0	0	0	0	0	0	6	76
				a.m.			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,	Cemetery	С	10/13/2020 12:46	10	65.9	Simultaneous with ST02.02 and ST04.02	1									
	CA 92530 (Elsinore Valley			p.m.				1		1							
	Cemetery)			10/13/2020 12:59	10	66.5	Simultaneous with ST02.02 and ST04.02	1									
			-	p.m.				<u> </u>				<u> </u>		<u> </u>			
ST04.02	29033 El Toro Rd, Lake Elsinore,	Undeveloped	G	10/13/2020 12:46	10	60.1	Simultaneous with ST02.02 and ST04.01	1									
	CA 92530			p.m.		co -		1		1							
	1		1	10/13/2020 12:59	10	60.6	Simultaneous with ST02.02 and ST04.01	1		1							
			1	p.m.	1			1		1		1		1			

								Au	itos	Mediur	n Trucks	Heavy	Trucks	Bu	ses	Motor	rcycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST04.03	17600 Collier Ave, Lake Elsinore,	Outdoor dining	E	10/14/2020 10:05	10	57.2	NB I-15 Ln 1 (between Nichols Rd Ramps)	1164	76	12	76	0	0	0	0	6	76
	CA 92530 (Outlets at Lake			a.m.			NB I-15 Ln 2 (between Nichols Rd Ramps)	906	68	60	68	42	52	0	0	0	0
	Elsinore, patio)						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	10	57.0	NB I-15 Ln 1 (between Nichols Rd Ramps)	1404	77	24	77	0	0	0	0	18	77
				a.m.	-		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	outdoor seating	F	10/14/2020 10:05	10	63.2	Simultaneous with ST04.03 and ST04.05	50	50		50	Ű		Ű	Ū		
5104.04	CA 92530 (Outlets at Lake	outdoor scatting	-	10/14/2020 10:05	10	03.2	Sindlaneous with Stor.05 and Stor.05										
	Elsinore exterior seating)			10/14/2020 10:17	10	62.2	Simultaneous with ST04.03 and ST04.05										
	Lisinore, exterior seating)			10/14/2020 10.17	10	02.2	Sinulaieous with 5104.05 and 5104.05										
ST04 05	17600 Collier Ave. Lake Elsinore	outdoor seating	F	10/14/2020 10:05	10	60.6	Simultaneous with ST04.03 and ST04.04										
3104.05	CA 02520 (Outlots at Lako	outdoor seating	L	10/14/2020 10:05	10	00.0	Sinulaieous with 5104.05 and 5104.04										
	Elciporo)			d.III. 10/14/2020 10:17	10	60.4	Simultaneous with ST04 02 and ST04 04										
	Eisiliore)			10/14/2020 10.17	10	00.4	Simultaneous with 3104.05 and 3104.04										
5704.06	Vacant lat couth of Arco at 10020	Lindovolopod Lond	C	d.III. 10/14/2020 10:E6	10	65.2	Simultaneous with ST02.00										
3104.00	Collier Ave. Lake Elsipere. CA	ondeveloped Land	9	10/14/2020 10.50	10	05.5	Sinultaneous with \$105.09										
				d.III. 10/14/2020 11:09	10	65.2	Simultaneous with ST02.00										
	92530			10/14/2020 11:08	10	05.3	Simulateous with \$103.09										
CTOF 01	1000 Niebole Dd. Leke Eleipere	Agricultural	r	d.III.	10	72.2	ND 15 = 1 (hotuses Main St Domas)	1226	74	6	74	0	0	0	0	0	
5105.01	1000 Nichols Ru, Lake Eisihore,	Agricultural	r	10/20/2020 11:17	10	12.2	NB 1-15 LH 1 (Detween Main St Ramps)	1014	74	40	74	20	56	0	0	0	0
	CA 92530 (aggregate mining)			d.m.			NB 1-15 LH 2 (between Main St Ramps)	224	03	40	03	222	50	0	0	0	0
							NB 1-15 LH 3 (between Main St Ramps)	324	64	90	04	222	50	0	0	0	0
							SB I-15 Ln 1 (between Main St Ramps)	072	80	12	80	24	0	0	80	0	0
							SB I-15 Ln 2 (between Main St Ramps)	972	76	50	76	100	50	0	0	0	0
							SB I-15 Ln 3 (between Main St Ramps)	288	66	/8	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	10	72	NB I-15 Ln 1 (between Main St Ramps)	1092	77	0	0	0	0	0	0	6	77
				a.m.			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
				1			SB I-15 Ln 3 (between Main St Ramps)	360	69	66	69	216	55	0	0	0	0
				1			NB Main St On Ramp	36	67	0	0	24	59	0	0	0	0
						L	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	10	70.2	Simultaneous with ST05.01	1									
		1		a.m.				1				1					
		1		10/20/2020 11:30	10	69.9	Simultaneous with ST05.01	1				1					
1	1	I	1	a.m.	1	1		1		1		1		1		1	

								Au	utos	Mediur	n Trucks	Heavy	Trucks	Bu	ses	Motor	rcvcles
			Activity		Duration	100											
Receiver	Address/Description	and Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Sneed ²								
ST05 03	Cell phone tower	Cell Tower	F	10/20/2020 12:29	10	67.4	NB L15 Lp 1	1230	75	54	75	0	0	0	0	0	0
5105.05	cell phone tower	centrower		n m	10	07.4	NB L15 Ln 2	810	70	66	70	66	53	0	0	12	70
				p.m.			NB 15 In 3	198	65	72	65	300	53	0	0	0	0
							SB I-15 In 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 2	348	63	42	63	234	55	6	63	0	0
							EB Walker Canvon	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	10	67.4	NB I-15 I n 1	1368	76	18	76	0	0	0	0	6	76
				n m	10	07.4	NB L15 Ln 2	894	69	102	69	66	56	0	0	0	0
				p.m.			NB L15 Ln 2	264	66	72	66	224	56	0	0	0	0
							SR L15 Ln 1	1159	75	6	75	234	0	0	0	0	0
							SB -15 n 2	084	69	0	69	30	55	0	0	0	0
								224	60	70	60	210	55	0	0	0	0
							SB I-15 LII 3	524	02	/8	02	210	55	0	0	0	0
							EB Walker Canyon	0	0	0	0	0	0	0	0	0	0
	Undeveloped	Lindovalanad Land	C	0/22/2020 11-50	10	F0 2	WB Walker Callyon	1100	74	12	74	0	0	0	0	0	0
5105.04	Undeveloped	Undeveloped Land	G	9/23/2020 11:56	10	58.5	NB 1-15 LH 1 (Detween Lake Street Ramps)	1182	74	12	74	40	52	0	0	12	0
				d.m.			NB I 15 LR 2 (between Lake Street Ramps)	322	69	42	69	48	52	0	0	12	69
							NB I-15 LII 3 (Detween Lake Street Ramps)	1228	74	54	05	2/6	52	0	0	0	0
							SB I-15 Ln 1 (between Lake Street Ramps)	1230	74	0	71	20	56	0	0	0	0
							SB I-15 Ln 2 (between Lake Street Ramps)	924	/1	60	/1	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	10	57.6	NB I-15 Ln 1 (between Lake Street Ramps)	1170	74	6	74	0	0	0	0	6	74
				p.m.			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
1	1				1	1	NB Lake St (N of SB Ramps) Lane 1	306	50	12	50	0	0	0	0	0	0
	1					1	NB Lake St (N of SB Ramps) Lane 2	0	0	0	0	0	0	0	0	0	0
1	1				1	1	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
1	1				1	1	EB Walker Canyon Road	0	0	0	0	0	0	0	0	0	0
	1						WB Walker Canyon Road	0	0	0	0	0	0	0	0	0	0

								A	utos	Medium	n Trucks	Heavy	Trucks	Bu	ses	Moto	rcycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST06.01	Undeveloped	Undeveloped Land	G	3/18/2021 09:37	10	60.3	NB I-15 Ln 1 (between Lake Street Ramps)	1272	71	30	71	0	0	0	0	0	0
				a.m.			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	10	59.7	NB I-15 Ln 1 (between Lake Street Ramps)	1500	71	30	71	0	0	0	0	6	71
				a.m.			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	10	66.1	Simultaneous with ST05.03 and ST06.03										
				p.m.													
				10/20/2020 12:42	10	65.1	Simultaneous with ST05.03 and ST06.03										
				p.m.													
ST06.03	Undeveloped	Utility	F	10/20/2020 12:29	10	63.9	Simultaneous with ST05.03 and ST06.02										
				p.m.													
				10/20/2020 12:42	10	62.7	Simultaneous with ST05.03 and ST06.02										
				p.m.													
ST06.04	Undeveloped	Undeveloped Land	G	9/23/2020 11:56	10	70.0	Simultaneous with ST05.04										
				a.m.													
				9/23/2020 12:24	10	70.7	Simultaneous with ST05.04										
				p.m.													
ST07.01	14900 Concordia Ranch Rd, Lake	Industrial	F	3/16/2021 08:53	10	66.3	NB I-15 Ln 1 (between Lake Street Ramps)	1488	77	12	77	0	0	0	0	0	0
	Elsinore, CA 92530 (Coffman			a.m.			NB I-15 Ln 2 (between Lake Street Ramps)	978	72	66	72	42	58	0	0	6	72
	Specialties)						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	10	65.5	NB I-15 Ln 1 (between Lake Street Ramps)	1344	78	0	0	0	0	0	0	0	0
				a.m.			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

								Αι	utos	Mediun	n Trucks	Heavy	Trucks	Bu	ises	Motor	rcycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST07.02	Undeveloped	Undeveloped Land	G	9/23/2020 08:57	10	73.0	NB I-15 Ln 1 (N of Lake Street Ramps)	1392	74	12	74	0	0	0	0	0	0
				a.m.			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	10	73.8	NB I-15 Ln 1 (N of Lake Street Ramps)	1542	77	0	0	0	0	0	0	0	0
				a.m.			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 Canvon (W of Concordia)	36	55	6	55	12	55	0	0	0	0
ST07.03	Undeveloped	Undeveloped Land	G	9/23/2020 08:57	10	61.3	Simultaneous with ST07.02										
			-	a.m.													
				9/23/2020 09:09	10	61.8	Simultaneous with ST07.02										
				a.m.		-											
ST07.04	26340 Lester Cir, Corona, CA	Sidewalk	F	9/22/2020 01:19	10	59.1	NB I-15 Ln 1 (N of Lake Street Ramps)	1296	80	12	80	0	0	0	0	0	0
	92883 (Salva Equipment Rentals)			p.m.			NB I-15 Ln 2 (N of Lake Street Ramps)	972	73	66	73	42	65	0	0	6	73
	· · · · (· · · · · · · · · · · · · · ·			r.			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 Canvon (S of horsethief)	120	55	0	0	6	55	0	0	0	0
							NB Temescal Canyon (N of borsethief)	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	10	60.0	NB I-15 I n 1 (N of Lake Street Ramns)	1380	79	12	79	0	0	0	0	0	0
				n m	10	00.0	NB I-15 Ln 2 (N of Lake Street Ramps)	1038	75	48	75	24	60	0	0	0	0
				p.m.			NB I-15 Ln 2 (N of Lake Street Ramps)	366	65	84	65	198	60	0	0	0	0
							SR L15 Ln 1 (N of Lake Street Pamps)	1668	77	0	0	0	0	0	0	24	77
							SB L15 Ln 2 (N of Lake Street Ramps)	1192	75	60	75	0	0	6	75	0	0
							SB I 15 Lit 2 (N of Lake Street Ramps)	1102	75	20	75	156	60	0	/3	0	0
							NR Tomoscal Canyon (S of horsethiof)	400	05	50 6	05	130	50	0	0	0	0
			1		1	1	SP Tomoscal Canyon (S of horsethiof)	114	55	0	35	6	33	0	0	0	0
		1	1		1	1	ND Temescal Canyon (S of horsethier)	114	55	0 C	0	0	55	0	0	0	0
		1	1		1	1	INB Terriescal Canyon (N of horsethief)	132	55	0	22	12	55	0	0	0	0
		1	1		1	1	SB Terriescal Canyon (N of norsetnier)	120	22	0	0	12	22	0	0	0	0
			1			1	NB Lester	12	25	0	U	0	U	0	U	U	U
CT07.05	12860 Tomoscal Conven Dd	Office	-	0/22/2020 01:10	10	62.0	SB Lester	U	U	U	U	U	U	U	U	U	U
5107.05	12809 Temescal Canyon Rd,	Unice	C .	9/22/2020 01:19	10	62.0	Simultaneous with \$107.04 and \$107.06										
	Corona, CA 92883 (commercial			p.m.													
	parking lot)	1		9/22/2020 01:33	10	63.1	Simultaneous with ST07.04 and ST07.06										
				p.m.		65.4											
ST07.06	Undeveloped	Undeveloped Land	G	9/22/2020 01:19	10	65.1	Simultaneous with ST07.04 and ST07.05										
			1	p.m.	10	CF -											
		1	1	9/22/2020 01:33	10	65.1	Simultaneous with ST07.04 and ST07.05										
	L		1	p.m.		1	l										

								Au	tos	Medium	n Trucks	Heavy	Trucks	Bu	ses	Motor	rcycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST07.07	12250 Temescal Canyon Road,	Cell Tower	F	9/22/2020 08:26	10	61.5	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1566	72	0	0	0	0	0	0	0	0
	Corona, CA			a.m.			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	10	60.6	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1608	75	0	0	0	0	0	0	12	75
				a.m.			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

								Au	tos	Medium	n Trucks	Heavy	Trucks	Bu	ses	Motor	cycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST07.08	Undeveloped	Undeveloped Land	G	3/17/2021 11: 50	10	57.6	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1470	75	6	75	0	0	0	0	0	0
				a.m.			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
		1				1	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

								Au	tos	Medium	Trucks	Heavy	Trucks	Bu	ses	Motor	rcycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
				3/17/2021 12:03	10	56.8	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1230	79	0	0	0	0	0	0	6	79
				p.m.			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
					1	1	NB Temescal Canyon (N of Indian Truck Trail) Lane 2	54	55	0	0	36	55	0	0	0	0
					1	1	SB Temescal Canyon (N of Indian Truck Trail) Lane 1	24	55	0	0	0	0	0	0	0	0
					1	1	SB Temescal Canyon (N of Indian Truck Trail) Lane 2	60	55	18	55	30	55	0	0	0	0
					1	1	NB Temescal Canyon (S of Indian Truck Trail) Lane 1	84	55	6	55	0	0	0	0	0	0
					1	1	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

								Au	tos	Mediur	n Trucks	Heavy	Trucks	Bu	ses	Motor	cycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST08.01	Undeveloped	Undeveloped Land	G	3/16/2021 08:53	10	58.8	NB I-15 Ln 1 (between Lake Street Ramps)	1488	77	12	77	0	0	0	0	0	0
				a.m.			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	10	57.8	NB I-15 Ln 1 (between Lake Street Ramps)	1344	78	0	0	0	0	0	0	0	0
				a.m.			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
1		1	1		1	1	WB Temescal Canyon Lane 2	18	50	0	0	0	0	0	0	0	0

								Au	itos	Mediun	n Trucks	Heavy	Trucks	Bu	ses	Motor	rcycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST08.02	14881 Temescal Canyon Rd, Lake	Undeveloped	G	9/23/2020 09:53	10	62.7	NB I-15 Ln 1 (N of Lake Street Ramps)	1524	75	0	0	0	0	0	0	6	75
	Elsinore, CA 92530 (Jungle Island			a.m.			NB I-15 Ln 2 (N of Lake Street Ramps)	1038	69	36	69	42	56	0	0	0	0
	Paintball)						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	10	62.5	NB I-15 Ln 1 (N of Lake Street Ramps)	1426	76	12	76	0	0	0	0	18	76
				a.m.			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	Industrial	F	9/22/2020 03:04	10	64.2	NB I-15 Ln 1 (N of Lake Street Ramps)	1482	78	0	0	0	0	0	0	6	78
	14360 Temescal Canyon Rd,			p.m.			NB I-15 Ln 2 (N of Lake Street Ramps)	1080	75	30	75	42	55	0	0	6	75
	Corona, CA 92883						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	10	62.9	NB I-15 Ln 1 (N of Lake Street Ramps)	1398	83	18	83	0	0	0	0	0	0
				p.m.			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	Residential	В	9/22/2020 03:04	10	62.3	Simultaneous with ST08.03										
	92883			p.m.													
				9/22/2020 03:17	10	61.9	Simultaneous with ST08.03										
				p.m.		1											

								Au	tos	Mediun	n Trucks	Heavy	Trucks	Bu	ses	Motor	rcycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST08.05	Undeveloped	Undeveloped Land	G	9/22/2020 11:54	10	65.5	NB I-15 Ln 1 (N of Lake Street Ramps)	1470	83	6	83	0	0	0	0	0	0
(LT08.01)				a.m.			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	10	64.8	NB I-15 Ln 1 (N of Lake Street Ramps)	1524	80	0	0	0	0	0	0	12	80
				p.m.			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,	Residential	В	3/17/2021 10:07	10	65.8	NB I-15 Ln 1 (N of Lake Street Ramps)	1488	77	6	77	0	0	0	0	12	77
	Corona, CA 92883			a.m.			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	10	66	NB I-15 Ln 1 (N of Lake Street Ramps)	1524	77	12	77	0	0	0	0	0	0
				a.m.			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
							FB Horsethief (W of De Palma) Left Turn Lane	132	40	0	0	0	0	0	0	6	40
		1					EB Horsethief (W of De Palma) Lane 1	78	40	6	40	ő	0	0	õ	0	40
		1					WB Horsethief (W of De Palma)	156	40	6	40	6	40	0	õ	6	40
ST08 07	13005 De Palma Rd. Corona. CA	Residential	в	3/17/2021 10:07	10	64 5	Simultaneous with ST08 06	100				Ť		Ŭ	v		
5100.07	92883	nesidentia	ľ	a m		54.5		1				1					
	52000	1		3/17/2021 10:21	10	65.7	Simultaneous with ST08.06	1				1					
		1		a.m.		55.7		1				1					

								Au	itos	Mediun	n Trucks	Heavy	Trucks	Bu	ises	Motor	rcycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST08.08	Undeveloped	Undeveloped Land	G	3/17/2021 08:41	10	70.4	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1788	73	0	0	0	0	0	0	0	0
				a.m.			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 Banch Rd (N of Indian Truck Trail) Lane 2	48	45	6	45	0	0	0	0	6	45
							SB Campbell Banch Rd (N of Indian Truck Trail) Lane 3	36	45	0	0	0	0	0	0	0	0
							SB Campbell Banch 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
1					1	1	NB De Palma (N of Santiago Cnyn) Lane 4	288	50	0	0	6	50	0	0	0	0
1					1	1	SB De Palma (N of Santiago Cnyn) Lane 1	204	50	0	0	0	0	0	0	0	0
1					1	1	SB De Palma (N of Santiago Cnyn) Lane 2	90	50	6	50	18	50	0	0	0	0
1					1	1	NB De Palma (S of Santiago Cnyn)	168	50	0	0	0	0	0	0	0	0
					1		SB De Palma (S of Santiago Cnyn)	108	50	0	0	6	50	0	0	0	0

								Au	tos	Medium	n Trucks	Heavy	Trucks	Bu	ses	Motor	cycles
			Activity		Duration	Lea											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
				3/17/2021 08:54	10	69.9	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1476	74	6	74	0	0	0	0	0	0
				a.m.			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
					1	1	NB De Palma (N of Santiago Cnyn) Lane 1	0	0	0	0	0	0	0	0	0	0
					1	1	NB De Palma (N of Santiago Cnyn) Lane 2	30	50	0	0	0	0	0	0	0	0
					1	1	NB De Palma (N of Santiago Cnyn) Lane 3	36	50	0	0	0	0	0	0	0	0
					1	1	NB De Palma (N of Santiago Cnyn) Lane 4	258	50	0	0	12	50	0	0	0	0
					1	1	SB De Palma (N of Santiago Cnyn) Lane 1	228	50	0	0	0	0	0	0	0	0
					1	1	SB De Palma (N of Santiago Cnyn) Lane 2	84	50	6	50	12	50	0	0	0	0
					1		NB De Palma (S of Santiago Cnyn)	216	50	0	0	0	0	0	0	0	0
1	1	1	1	1	1	1	SB De Palma (S of Santiago Cnyn)	132	50	6	50	6	50	0	0	0	0

								Au	utos	Mediur	n Trucks	Heavy	Trucks	Bu	ses	Motor	rcycles
			Activity		Duration	Leg											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST08.09	25999 Glen Eden Rd, Temescal	Recreational Vehicle	F	9/22/2020 10:50	10	59.5	NB I-15 Ln 1 (N of Lake Street Ramps)	1326	79	48	79	0	0	0	0	0	0
	Valley, CA 92883 (Glen Eden Sun	Storage		a.m.			NB I-15 Ln 2 (N of Lake Street Ramps)	1020	68	84	68	18	62	0	0	0	0
	Club, RV Storage)	-					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	10	59.3	NB I-15 Ln 1 (N of Lake Street Ramps)	1182	79	6	79	0	0	0	0	12	79
				a.m.			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	Outdoor dining	E	9/22/2020 09:23	10	63.9	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1486	77	0	0	0	0	0	0	0	0
	92883 (T's Tayern and Sports		-	a m			NB I-15 Ln 2 (between Indian Truck Trail Ramps)	1012	71	42	71	66	58	0	0	0	0
	Grill outdoor dining)						NB I-15 Ln 3 (between Indian Truck Trail Ramps)	258	62	84	62	234	58	0	0	6	62
	onin, outdoor uning,						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	10	63.3	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1422	72	30	72	0	0	0	0	0	0
				a m		00.0	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
							NR De Palma (N of Santiago Canvon Pd)	354	50	0	0	0	0	0	0	0	0
							SR De Palma (N of Santiago Canyon Rd)	282	50	0	0	6	50	0	0	0	0
							NR De Palma (Not Santiago Canyon Rd)	202	50	0	0	0	0	0	0	0	0
		1					SB De Palma (S of Santiago Canyon Rd)	156	50	0	n	6	50	0	0	0	0
ST08 11	Near 11762 De Palma Rd #14	Outdoor seating	F	3/17/2021 08:41	10	60.7	Simultaneous with ST08 08	100	50		U	0	50		U	0	0
5100.11	Corona CA 92883 (outdoor	Gatabol seating	-	a m	10	30.7	Sinataneous with 5106.06										
	conting)	1		2/17/2021 08-54	10	60.1	Simultaneous with STOR OR										
	seating/	1		a m	10	30.1	Sinataneous with 5106.06										

								Au	Autos		Medium Trucks		Trucks	Buses		Motorcycles	
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST09.01	Undeveloped	Undeveloped Land	G	3/17/2021 11:50	10	69.1	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1470	75	6	75	0	0	0	0	0	0
				a.m.			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)	/8	55	6	55	48	55	0	0	0	0
				3/1//2021 12:03	10	68.6	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1230	79	0	0	0	0	0	0	6	/9
				p.m.			NB I-15 Ln 2 (between Indian Truck Trail Ramps)	252	72	24	72	0	0	0	0	0	0
							NB I-15 Ln 3 (between Indian Truck Trail Ramps)	252	62	/8	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	/1	78	/1	24	57	0	0	0	0
							SB 1-15 LH 3 (Detween Indian Truck Trail Ramps)	120	63	54 6	63	144	57	0	0	6	62
							NB Indian Truck Trail On Ramp Lane 1	190	62	6	62	0	0	0	0	0	02
							NB Indian Truck Trail Off Ramp Lane 1	100	62	0	02	0	0	0	0	0	0
							NB Indian Truck Trail Off Ramp Lane 2	102	62	0	0	0	0	0	0	0	0
							NB Indian Truck Trail Off Ramp Lane 2	42	62	6	62	20	50	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 Canvon Bd 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 Canvon Rd Lane 1 (north of Indian Truck Trail)	24	55	0	0	0	0	0	0	0	0
							SB Temescal Canvon 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	10	67.2	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1524	76	18	76	0	0	0	0	6	76
				p.m.			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	10	67.5	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1548	75	18	75	0	0	0	0	6	75
				p.m.			NB I-15 Ln 2 (between Indian Truck Trail Ramps)	1158	70	96	70	42	57	0	0	0	0
			1			1	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	10	66.1	Simultaneous with ST09.02										
				a.m.													
				9/16/2020 09:09	10	66.0	Simultaneous with ST09.02										
1	1		1	a.m.	I	1		1						l			

								Autos		Medium	Medium Trucks		Heavy Trucks		Buses		Motorcycles	
			Activity		Duration	Leq												
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²									
ST09.04	Undeveloped	Undeveloped Land	G	9/17/2020 1:31	10	69.4	NB I-15 Ln 1 (N of Indian Truck Trail Ramps)											
				p.m.				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	10	69.4	NB I-15 Ln 1 (N of Indian Truck Trail Ramps)											
				p.m.				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	10	67.5	NB I-15 Ln 1 (N of Indian Truck Trail Ramps)	1692	75	36	75	0	0	6	75	0	0	
				p.m.			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	10	67.8	NB I-15 Ln 1 (N of Indian Truck Trail Ramps)	1566	73	18	73	0	0	0	0	0	0	
				p.m.			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 Mavhew	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	
								Au	itos	Medium	n Trucks	Heavy	Trucks	Bu	ses	Motor	cycles	
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			Activity		Duration	Lea												
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²									
ST10.01	25430 Temescal Valley Ln.	Residential	B	9/16/2020 11:48	10	55.8	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1446	72	6	72	0	0	0	0	6	72	
5110.01	Corona CA 92883	nesidentiai	5	a m	10	55.0	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 Lin 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 0	
							FB Woodstock	18	25	0	0	0	0	0	0	0	0 0	
							WB Woodstock	12	25	0	0	0	0	0	0	0	0	
							NB Campbell Banch Bd (S of Woodstock)	156	25	0	0	0	0	0	0	0	0	
							SB Campbell Parch Pd (S of Woodstock)	224	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 Parch Pd (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	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	10	56	NB L15 Lp 1 (between Indian Truck Trail Ramps)	1104	73	12	73	6	58	0	0	0	0	
				5/10/2020 12.02	10	50	NB L15 Ln 2 (between Indian Truck Trail Ramps)	252	68	66	68	12	50	0	0	0	0	
				p.m.			NB L15 Ln 2 (between Indian Truck Trail Ramps)	282	62	49	62	150	58	0	0	0	0	
							SB L15 Ln 1 (between Indian Truck Trail Pamps)	1202	75	40	02	12	10	6	75	0	0	
							SB I-15 Ln 2 (between Indian Truck Trail Pamps)	976	60	24	60	12	49	0	0	6	69	
							SB F15 En 2 (between Indian Truck Trail Ramps)	196	63	24	63	120	49	6	63	6	63	
							SB Indian Truck Trail Off Ramp	224	63	12	63	120	49	0	03	0	0	
							NB Indian Truck Trail On Ramp	240	63	C	63	24	45 E0	6	62	0	0	
							EP Woodstock	10	25	0	02	24	0	0	02	0	0	
							N/R Woodstock	10	25	6	25	0	0	0	0	0	0	
							NB Campbell Banch Bd (S of Woodstock)	129	45	0	25	6	45	0	0	0	0	
							SB Campbell Parch Pd (S of Woodstock)	162	45	0	0	0	45	0	0	0	0	
							NB Campbell Ranch Rd (N of Woodstock)	144	45	0	0	0	0	0	0	0	0	
							SB Campbell Parch Pd (N of Woodstock)	144	45	0	0	0	0	0	0	0	0	
							NB Holly Hill	0		0	0	6	25	0	0	0	0	
								6	25	0	0	0	25	0	0	0	0	
							NB Temescal Valley Lane (S of Holly Hill)	6	25	0	0	6	25	0	0	0	0	
							SR Temescal Valley Lane (S of Holly Hill)	0	25	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	
							SR Temescal Valley Lane (N of Holly Hill)	0	0	0	0	0	0	0	0	0	0	
ST10.02	25310 Campbell Banch Bd	Emergency Services	F	9/16/2020 11:48	10	59.9	Simultaneous with ST10.01		U		U	<u> </u>	v	, v	v		0	
5110.02	Corona CA 92883 (Fire Station	Entergency Services	ľ	a m	10	33.3	Sinataneous With ST10.01					1						
	64)			u.m.								1						
	o-1,			9/16/2020 12:02	10	60.4	Simultaneous with ST10.01					1						
	1	1		5/ 10/ 2020 12.02	10	00.4	Simulaneous with 5110.01					1						
			1	p.m.	1			1										

								Aut	tos	Medium	n Trucks	Heavy	Trucks	Bu	ses	Moto	rcycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST10.03	11512 Magnolia St, Corona, CA	Residential	В	9/16/2020 10:27	10	52.6	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1386	70	18	70	0	0	0	0	6	70
	92883			a.m.			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	10	52.6	NB I-15 Ln 1 (between Indian Truck Trail Ramps)	1380	71	0	0	0	0	0	0	6	71
				a.m.			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	Residential	В	9/16/2020 10:27	10	55.7	Simultaneous with ST10.03										
	92883			a.m.													
				9/16/2020 10:40	10	55.8	Simultaneous with ST10.03										
				a.m.													

								Au	tos	Mediun	n Trucks	Heavy	Trucks	Bus	ses	Motor	cycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST10.05	11268 Pinecone St, Corona, CA	Residential	В	9/17/2020 09:05	10	60.2	NB I-15 Ln 1 (N of Indian Truck Trail Ramps)	1596	79	18	79	0	0	0	0	12	79
	92883			a.m.			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	10	59	NB I-15 Ln 1 (N of Indian Truck Trail Ramps)	1812	76	12	76	0	0	0	0	0	0
				a.m.			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
		1					NB Whitebark	0	0	0	0	0	0	0	0	0	0
						ļ	SB Whitebark	6	25	0	0	0	0	0	0	0	0
ST10.06	11118 Whitebark Ln, Corona, CA	Residential	В	9/17/2020 09:05	10	55.9	Simultaneous with ST10.05 and ST10.07	1									
	92883	1		a.m.				1									
		1		9/17/2020 09:19	10	55.4	Simultaneous with ST10.05 and ST10.07	1									
		1		a.m.				1									
ST10.07	24848 Cassia St, Corona, CA	Residential	В	9/17/2020 09:05	10	54.5	Simultaneous with ST10.05 and ST10.06	1									
	92883	1		a.m.				1									
		1		9/17/2020 09:19	10	53.6	Simultaneous with ST10.05 and ST10.06	1									
		1		a.m.													

								Au	itos	Mediur	n Trucks	Heavy	Trucks	Bu	ses	Motor	cycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST10.08	Undeveloped	Undeveloped Land	G	9/16/2020 3:12	10	67.4	Simultaneous with ST09.05										
				p.m.								ĺ					
				9/16/2020 3:24	10	66.6	Simultaneous with ST09.05										
				p.m.													
ST11.02	10671 Orange Grove Place,	Industrial	F	9/17/2020 11:37	10	61.1	NB I-15 Ln 1 (N of Indian Truck Trail Ramps)	1410	79	18	79	0	0	0	0	6	79
	Corona, CA 92883			a.m.			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	10	61.8	NB I-15 Ln 1 (N of Indian Truck Trail Ramps)	1398	78	6	78	0	0	0	0	6	78
				a.m.			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	10	59.4	NB I-15 Ln 1 (between Temescal Canyon Ramps)	1362	72	6	72	0	0	0	0	12	72
				a.m.			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	10	59.6	NB I-15 Ln 1 (between Temescal Canyon Ramps)	1356	68	24	68	0	0	0	0	0	0
				a.m.			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
1		1				1	SB I-15 Ln 3 (between Temescal Canyon Ramps)	180	60	24	60	180	52	0	0	6	60
1		1				1	NB Temescal Canyon On Ramp	330	65	30	65	108	54	0	0	6	65
1		1				1	NB Temescal Canyon Off Ramp	108	65	0	0	30	54	0	0	0	0
						1	SB Temescal Canyon On Ramp	102	60	6	60	18	52	0	0	0	0
1		1				1	SB Temescal Canyon Off Ramp	108	60	0	0	18	52	0	0	0	0
1		1				1	NB Temescal Canyon (S of SB Ramps)	288	40	12	40	60	40	0	0	6	40
1		1				1	SB Temescal Canyon (S of SB Ramps)	324	40	6	40	102	40	0	0	0	0
1		1					NB Temescal Canyon (S of NB Ramps)	360	40	24	40	120	40	0	0	6	40
1	1		1	1	1	1	SB Temescal Canyon (S of NB Ramps)	162	40	6	40	30	40	0	0	0	0

								Au	tos	Medium	n Trucks	Heavy	Trucks	Bu	ses	Motoro	cycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST12.01	10653 Wrangler Way, Corona, CA	Residential	В	9/17/2020 10:34	10	61.6	NB I-15 Ln 1 (N of Indian Truck Trail Ramps)	1638	81	30	81	0	0	0	0	12	81
	92883			a.m.			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
				9/1//2020 10:4/	10	62	NB I-15 Ln 1 (N of Indian Truck Trail Ramps)	1548	81	18	81	0	0	0	0	6	81
				a.m.			NB I-15 Ln 2 (N of Indian Truck Trail Ramps)	1002	/5	/8	/5	54	60	0	0	6	/5
							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 wrangier	ь	25	0	0	0	0	0	0	0	0
							SB wrangler	0	0	0	0	0	0	0	0	0	0
							EB Stageline	12	0	0	0	0	0	0	0	0	0
							WB Stageline	12 6	25	0	0	0	0	0	0	0	0
							NB Whitecrown (N of Mojeska Summit)	0	25	0	0	0	0	0	0	0	0
							SB Whitecrown (N of Mojeska Summit)	0	25	0	0	0	0	0	0	0	0
							NB Whitecrown (S of Mojeska Summit)	0	25	0	0	0	0	0	0	0	0
							ER Mojeska Summit	6	25	0	0	0	0	0	0	0	0
							WR Majoska Summit	6	25	0	0	0	0	0	0	0	0
CT12 02	Noar 10248 Whitegrown Cir	Sidowalk	c	2/17/2021 02:10	10	E 4 4	NR L 15 Lp 1 (N of Indian Truck Trail Pampe)	1716	23	26	70	0	0	6	70	12	70
3112.02	Corona CA 92882 (Taken at Cul-	Sidewalk	ľ	5/17/2021 05.15	10	J4.4	NB L15 Ln 2 (N of Indian Truck Trail Ramps)	1302	67	102	67	30	56	0	0	12	67
	De-Sac)			p.m.			NB I-15 Ln 2 (N of Indian Truck Trail Ramps)	540	60	42	60	204	56	0	0	0	0
							SB L15 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	10	54.9	NB I-15 Ln 1 (N of Indian Truck Trail Ramps)	1626	71	18	71	0	0	6	71	12	71
				p.m.			NB I-15 Ln 2 (N of Indian Truck Trail Ramps)	1290	68	36	68	12	56	0	0	6	68
				ľ			NB I-15 Ln 3 (N of Indian Truck Trail Ramps)	474	60	90	60	156	56	0	0	0	0
					1		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
					1		SB I-15 Ln 3 (N of Indian Truck Trail Ramps)	960	59	84	59	72	55	0	0	6	59
					1		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

								Au	itos	Medium	n Trucks	Heavy	Trucks	Bu	ses	Motor	cycles
			Activity		Duration	Leq						1					
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST12.03	10498 Whitecrown Cir, Corona,	Residential	В	9/17/2020 10:34	10	60.1	Simultaneous with ST12.01										
	CA 92883			a.m.													
				9/17/2020 10:47	10	60	Simultaneous with ST12.01										
				a.m.													
ST12.04	10438 Whitecrown Cir, Corona,	Residential	В	9/17/2020 11:37	10	60	Simultaneous with ST11.02										
	CA 92883			a.m.													
				9/17/2020 11:52	10	58.8	Simultaneous with ST11.02										
				a.m.													
ST12.05	10346 Whitecrown Cir, Corona,	Residential	В	9/15/2020 1:06	10	63.5	NB I-15 Ln 1 (S of Temescal Canyon Ramps)	1728	75	12	75	0	0	0	0	0	0
	CA 92883			p.m.			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	10	62.9	NB I-15 Ln 1 (S of Temescal Canyon Ramps)	1632	75	18	75	0	0	0	0	6	75
				n m			NB I=15 L n 2 (S of Temescal Canyon Ramps)	1194	72	132	72	54	64	0	0	0	0
				p.m.			NB I-15 Ln 3 (S of Temescal Canyon Ramps)	396	70	114	70	246	64	0	0	0	0
							SB L15 Ln 1 (S of Temescal Canyon Ramps)	1620	71	6	71	0	0	0	0	6	71
							SB L15 Ln 2 (S of Temescal Canyon Ramps)	1020	71	96	71	12	61	0	0	0	0
							SB L 15 Ln 2 (S of Tomoscal Canyon Ramps)	1000	60	72	60	160	61	0	0	0	0
							ND loofield	400	25	12	00	100	01	0	0	0	0
							NB Iceriela	C C	25	0	0	0	0	0	0	0	0
							SB icefield	0	25	0	0	0	0	0	0	0	0
							NB Whitecrown (N of Baldy)	0	0	0	0	0	0	0	0	0	0
6742.06	1020 Institution Commence	De state estist		0/45/2020 4.00	10	545	SB Whitecrown (N of Baidy)	6	25	0	0	0	0	0	U	0	0
5112.00	1028 Iceneid CL, Corona, CA	Residential	в	9/15/2020 1:06	10	54.5	Simulaneous with ST12.05										
	92883			p.m. 0/15/2020 1-20	10	FF 1	Simultaneous with ST12 OF										
				9/15/2020 1:20	10	55.1	Simultaneous with ST12.05										
			-	p.m.								<u> </u>					
ST12.07	23900 Temescal Canyon Rd,	Amusement Area	С	9/15/2020 11:26	10	58.9	NB I-15 Ln 1 (between Temescal Canyon Ramps)										
	Temescal Valley, CA 92883 (Tom's	(Carousel)		a.m.				1464	68	12	68	0	0	0	0	0	0
	Farms)						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	10	59.3	NB I-15 Ln 1 (between Temescal Canyon Ramps)	1350	68	6	68	0	0	0	0	0	0
1	1		1	a.m.		1	NB I-15 Ln 2 (between Temescal Canyon Ramps)	1032	60	54	60	42	54	0	0	6	60
			1				NB I-15 Ln 3 (between Temescal Canyon Ramps)	264	70	30	70	240	54	0	0	0	0
			1				SB I-15 Ln 1 (between Temescal Canyon Ramps)	1374	71	6	71	0	0	0	0	6	71
1	1		1			1	SB I-15 Ln 2 (between Temescal Canyon Ramps)	990	67	18	67	42	57	0	0	0	0
			1				SB I-15 Ln 3 (between Temescal Canyon Ramps)	300	62	42	62	126	57	0	0	0	0
			1				SB Temescal Canyon On Ramp	114	62	0	0	24	57	0	0	0	0
1	1		1			1	NB Temescal Canvon Off Ramp	126	70	12	70	24	54	0	0	0	0
			1				NB Temescal Cvn (S of NB Ramps)	336	40	12	40	84	40	0	0	0	0
			1			1	SB Temescal Cvn (S of NB Ramps)	456	40	18	40	108	40	0	0	0	0
			1				NB Temescal Canvon	342	40	6	40	102	40	0	0	0	0
			1				SB Temescal Canvon	396	40	12	40	96	40	0	0	0	0
	1			1	1										-		-

Receiver Ad ST12.08 23: Tei Fai ST12.09 23: Co ST12.09 23: Co ST13.01 23: CA	ddress/Description 3900 Temescal Canyon Rd, emescal Valley, CA 92883 (Tom's arms) 3740 Temescal Canyon Rd, orona, CA 92883 (Carl's Junior)	Land Use Outdoor seating area Parking Lot	Activity Category E	Start Date/ Time 9/15/2020 11:26 a.m. 9/15/2020 11:39	Duration (minutes) 10	Leq (dBA) 61.6	Roadway & Direction Simultaneous with ST12.07	Volume ¹	Speed ²								
Receiver Ad ST12.08 23' Term Fair ST12.09 23' ST12.09 23' ST12.09 23' Co Co ST13.01 23' CA CA	ddress/Description 3900 Temescal Canyon Rd, emescal Valley, CA 92883 (Tom's arms) 3740 Temescal Canyon Rd, orona, CA 92883 (Carl's Junior)	Land Use Outdoor seating area Parking Lot	Category E F	Start Date/ Time 9/15/2020 11:26 a.m. 9/15/2020 11:39	(minutes) 10	(dBA) 61.6	Roadway & Direction Simultaneous with ST12.07	Volume ¹	Speed ²								
ST12.08 23' Tei Fai ST12.09 23 Co ST12.09 23 Co ST13.01 23 CA	3900 Temescal Canyon Rd, emescal Valley, CA 92883 (Tom's arms) 3740 Temescal Canyon Rd, orona, CA 92883 (Carl's Junior)	Outdoor seating area	E	9/15/2020 11:26 a.m. 9/15/2020 11:39	10	61.6	Simultaneous with ST12.07										
ST12.09 23' ST13.01 23: CA CA	emescal Valley, CA 92883 (Tom's arms) 3740 Temescal Canyon Rd, orona, CA 92883 (Carl's Junior)	Parking Lot	F	a.m. 9/15/2020 11:39													
ST12.09 23' ST13.01 23: CA CA	arms) 3740 Temescal Canyon Rd, orona, CA 92883 (Carl's Junior) 2355 Temescal Canyon, Corona	Parking Lot	F	9/15/2020 11:39													
ST12.09 23 Co ST13.01 23 CA	3740 Temescal Canyon Rd, orona, CA 92883 (Carl's Junior)	Parking Lot	F	9/15/2020 11:39													
ST12.09 23 Co ST13.01 23 CA	3740 Temescal Canyon Rd, orona, CA 92883 (Carl's Junior)	Parking Lot	F		10	61.8	Simultaneous with ST12.07										
ST12.09 23 Co ST13.01 23 CA	3740 Temescal Canyon Rd, orona, CA 92883 (Carl's Junior) 2355 Temescal Canyon, Corona	Parking Lot	F	a.m.													
Co ST13.01 233 CA	orona, CA 92883 (Carl's Junior)			9/15/2020 10:17	10	66	Simultaneous with ST11.03										
ST13.01 233 CA	2255 Temescal Canvon, Corona			a.m.													
ST13.01 23 CA	2255 Temescal Canvon Corona																
ST13.01 23 CA	2255 Temescal Canvon, Corona			9/15/2020 10:30	10	66.3	Simultaneous with ST11.03										
CA	1/55 Lomoscal (anyon (orona	a	-	a.m.	10			4.600			-					10	
CA	S255 Terriescal carlyon, corona,	Outdoor seating area	E	9/29/2020 09:13	10	65	NB I-15 Ln 1 (between Temescal Canyon Ramps)	1602	76	0	0	0	0	0	0	12	76
	A 92883 (Shell Gas Station)			a.m.			NB I-15 Ln 2 (between Temescal Canyon Ramps)	1146	/1	60	/1	24	60	0	0	6	/1
							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)	750	71	50	71	26	52	6	70	0	/1
							SB I-15 Ln 2 (between Temescal Canyon Ramps)	150	50	54	70	100	52	0	/0	0	0
							NR Temescal Canyon Off Ramp	122	39 72	6	39 72	24	52	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	10	64.6	NB I-15 Ln 1 (between Temescal Canvon Ramps)	1728	80	12	80	0	0	0	0	24	80
				a.m.			NB I-15 Ln 2 (between Temescal Canvon 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 23	3100 Temescal Canyon, Corona,	Driving Range	С	9/29/2020 10:24	10	63.1	NB I-15 Ln 1 (between Temescal Canyon Ramps)	1314	81	0	0	0	0	0	0	0	0
CA	A 92883 (Temescal Canyon			a.m.			NB I-15 Ln 2 (between Temescal Canyon Ramps)	1074	75	42	75	48	56	0	0	0	0
Dri	riving Range)						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
						1	SB I-15 Ln 3 (between Temescal Canyon Ramps)	210	63	66	63	144	58	0	0	0	0
						1	NB Temescal Canyon On Ramp	276	68	18	68	72	56	0	0	0	0
						1	SB Temescal Canyon Off Ramp	216	63	36	63	168	58	0	U	U	U
					1	1	INB Terriescal Canyon to EB Dawson Turn Lane	18	35	18	35	/8	35	0	U	0	U
						1	EB Dawson to NB Temescal Canyon Turn Lane	18	35	10	0.01	0	U	0	U	0	0
					1	1	ED Dawson Cyn Road	30	35	12	35	10	0	0	0	0	0
					1	1	NP Tomoscal Cup (S of Dawson)	42	55 45	0	0	48	35	0	0	0	0
					1	1	SR Temescal Cyn (S of Dawson)	120	45	6	45	48	45	0	0	0	0
					1	1	NB Temescal Cyn (N of Dawson)	108	45	0		18	45	0	0	0	0
			1		1		SB Temescal Cyn (N of Dawson)	108	45	24	45	10		0	0	0	0

								Au	tos	Mediun	n Trucks	Heavy	Trucks	Bu	ses	Motor	cycles
			Activity		Duration	100											
Pocoivor	Address / Description	Land Lico	Category	Start Date / Time	(minutes)		Roadway & Direction	Volume ¹	Snood ²	Volume ¹	Snood ²	Volume ¹	Snood ²	Volume ¹	Speed ²	Volumo ¹	Snood ²
Receiver	Address/ Description	Lanu Ose	category	0/20/2020 10:27	(initiates)		ND 15 = 1 (between Temperal Conven Demos)	1400	on	12	on	Volume	o	Volume	o	volume	o
				9/29/2020 10:37	10	02.5	NB 1-15 Ln 1 (between Temescal Canyon Ramps)	1400	02 72	12	02 72	20	0	0	0	12	72
				a.m.			NB I-15 Ln 2 (between Temescal Canyon Ramps)	1140	/3	60	/3	30	64	0	0	12	/3
							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	/2	6	/2	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
ST12 02	Near 22440 Temescal Canvon	Industrial/	c	0/20/2020 2.28	10	66.4	NR L15 Lp 1 (N of Temescal Capyon Ramps)	1662	91	96	Q1	0	0	0	0	0	0
5115.05	Corona CA 02892	commorcial		5/25/2020 5.28	10	00.4	NB L15 Ln 2 (N of Temescal Canyon Ramps)	1002	74	144	74	70	62	0	0	0	0
	COLOHA, CA 92885	commercial		p.m.			ND L15 L1 2 (N of Temescal Canyon Ramps)	1090	74	144	/4	70	05	0	0	0	0
							NB I-15 LH 3 (N OF TEMESCAL CANYON RAMPS)	540	/3	0	0	210	03	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 Cvn (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
							EP Dulcar	24	25	0		12	25	0	0	0	0
							ED Fulsal	40	25	0	0	12	25	0	0	0	0
				0/20/2020 2.44	10	cc 0	WB Puisar	48	25	12	0	0	0	0	0	0	0
				9/29/2020 3:41	10	00.8	NB 1-15 Ln 1 (N of Temescal Canyon Ramps)	1824	80	12	80	0	0	0	0	0	0
				p.m.			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	/2	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
					1	1	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
					1	1	SB Temescal Cyn (N of Pulsar) Lane 2	234	45	12	45	6	45	0	0	0	0
					1	1	SB Temescal Cyn (N of Pulsar) Lane 3	96	45	0	0	12	45	0	0	0	0
					1	1	NB Temescal Cyn (S of Pulsar) Lane 1	102	45	0	0	12	45	0	0	12	45
					1	1	NB Temescal Cvn (S of Pulsar) Lane 2	126	45	12	45	0	0	0	0	0	0
					1	1	SB Temescal Cyn (S of Pulsar) Lane 1	234	45	12	45	6	45	n	ñ	0	0
					1	1	SB Temescal Cyn (S of Pulsar) Lane 2	204	45	0	0	n	0	n	n	n n	n n
					1	1		20	75	0	0	0	0	0	0	c c	°,
					1	1	ED FUISal	30	25	0	0	C C	0	0	0	0	0
CT42.04	New 0022 Pulses Ch. Comp. Ct.	Outside an Distance	-	0/20/2020 2.22	10	67.0	WB PUISdi	90	25	U	U	ь	25	U	U	U	U
5113.04	ivear 9022 Pulsar Ct, Corona, CA	Outdoor Dining	E	9/29/2020 3:28	10	67.8	Simulaneous With ST13.03										
	92883 (Hunnys Cafe and Pizzeria)			p.m.	1	1											
					1	1											
				9/29/2020 3:41	10	68	Simultaneous with ST13.03										
		1		p.m.	1	1		1		1		1					

								Au	tos	Medium	Trucks	Heavy	Trucks	Bu	ses	Motor	rcycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST13.05	9010 Leroy Rd, Corona, CA 92883	Residential	В	3/18/2021 02:01	10	58.2	NB I-15 Ln 1 (N of Temescal Canyon Ramps)	1776	68	42	68	0	0	0	0	6	68
				p.m.			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
	1					1	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

								Aut	tos	Medium	Trucks	Heavy	Trucks	Bu	ses	Motor	rcycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
				3/18/2021 02:12	10	58.1	NB I-15 Ln 1 (N of Temescal Canyon Ramps)	1944	66	24	66	0	0	0	0	0	0
				p.m.			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
					1		WB Evonvale	12	25	0	0	0	0	0	0	0	0
					1		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
					1		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

Image Antiny Open Mode Res Open Mode Second Secon	Image: Section (1) Image: Section (2) Image:									Au	tos	Medium	n Trucks	Heavy	Trucks	Bu	ses	Motor	cycles
instant Material Outgoin Istual Material Material <th< th=""><th>hatom Object State (Marce) State (Marce)</th><th></th><th></th><th></th><th>Activity</th><th></th><th>Duration</th><th>Leg</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></th<>	hatom Object State (Marce)				Activity		Duration	Leg											
131.00 upper for and to 1920 other AL product of all and to 1920 other AL	Th 50 Quantitization is (MPD Darce ML) Index Expendence ML Mode by Section (A 0083) S	Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
Stores, CA 2883 Description Line Description Dist Dist <thdist< th=""> Dist <thdis< th=""> <th< td=""><td>Cores Cores Core Cores Cores <thc< td=""><td>ST13.06</td><td>Vacant lot next to 8920 Foster Rd.</td><td>Undeveloped Lands</td><td>G</td><td>9/30/2020 1:51</td><td>10</td><td>62.6</td><td>NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)</td><td>1404</td><td>80</td><td>18</td><td>80</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></thc<></td></th<></thdis<></thdist<>	Cores Core Cores Cores <thc< td=""><td>ST13.06</td><td>Vacant lot next to 8920 Foster Rd.</td><td>Undeveloped Lands</td><td>G</td><td>9/30/2020 1:51</td><td>10</td><td>62.6</td><td>NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)</td><td>1404</td><td>80</td><td>18</td><td>80</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></thc<>	ST13.06	Vacant lot next to 8920 Foster Rd.	Undeveloped Lands	G	9/30/2020 1:51	10	62.6	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1404	80	18	80	0	0	0	0	0	0
Number of the state	No. 1. No. 1. Second		Corona CA 92883		-	n m			NB I-15 In 2 (between Weirick and Dos Lagos Ramps)	1026	70	132	70	114	57	0	0	0	0
Image: Second	91.3 In 1: phrases works and box lags hamp) 1644 72 26 70 0 0 0 24 72 10.3 In 1: phrases works and box lags hamp) 363 66					p			NB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	318	68	78	68	300	57	0	0	0	0
State State <th< td=""><td>Yield No. 5 (10.) (Minute Work) and Doi Lago Manual) 1356 64 64 67 56 6</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>SB L15 Ln 1 (between Weirick and Dos Lagos Ramps)</td><td>1614</td><td>72</td><td>24</td><td>72</td><td>0</td><td>0</td><td>0</td><td>0</td><td>24</td><td>72</td></th<>	Yield No. 5 (10.) (Minute Work) and Doi Lago Manual) 1356 64 64 67 56 6								SB L15 Ln 1 (between Weirick and Dos Lagos Ramps)	1614	72	24	72	0	0	0	0	24	72
111.00 100 00 <t< td=""><td>Shifts in 3(meanse) 66/// 66///> 66///> 66//// 66//// 66//// 66//// 66//// 66//// 66//// 66//// 66//// 66//// 66//// 66//// 66//////// 66//////// 66///////// 66//////// 66///////// 66///////////</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>SB L15 Ln 2 (between Weirick and Dos Lagos Ramps)</td><td>1256</td><td>69</td><td>12</td><td>69</td><td>12</td><td>56</td><td>0</td><td>0</td><td>19</td><td>68</td></t<>	Shifts in 3(meanse) 66/// 66///> 66///> 66//// 66//// 66//// 66//// 66//// 66//// 66//// 66//// 66//// 66//// 66//// 66//// 66//////// 66//////// 66///////// 66//////// 66///////// 66///////////								SB L15 Ln 2 (between Weirick and Dos Lagos Ramps)	1256	69	12	69	12	56	0	0	19	68
Status Image: Status </td <td>Fill Data Fill Data <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>SB I-15 Lin 2 (between Weirick and Dos Lagos Ramps)</td><td>1550</td><td>60</td><td>42</td><td>60</td><td>42</td><td>50</td><td>0</td><td>0</td><td>10</td><td>00</td></t<></td>	Fill Data Fill Data <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>SB I-15 Lin 2 (between Weirick and Dos Lagos Ramps)</td><td>1550</td><td>60</td><td>42</td><td>60</td><td>42</td><td>50</td><td>0</td><td>0</td><td>10</td><td>00</td></t<>								SB I-15 Lin 2 (between Weirick and Dos Lagos Ramps)	1550	60	42	60	42	50	0	0	10	00
Statistic Image: Statistic former: Statistic	Pint Pint Pint Pint Pint Pint Pint Pint								All Des Lages Off Damp	400	00	60	00	1/4	50	0	0	0	0
Final Problem Index State (% 10) State	Image: stand in the s								NB DOS Lagos Off Ramp	102	66	0	08	0	0	0	0	0	0
Image: Stand	File Provide of the second of th								SB Weirick On Ramp	126	66	0	0	0	0	0	0	0	0
Image: Stand	Image: Stand								EB Foster Rd	6	25	0	0	0	0	0	0	0	0
start start pit pit<	Image: Stand								WB Foster Rd	6	25	0	0	0	0	0	0	0	0
113.00 Ner 21705 Intersoci (Ap 84 (both of foots)) 258 45 12 45 18 45 0	113.00 Near 12765 Temescal Campon R4 /rise 6 1								NB Temescal Cyn Rd (North of Foster)	162	45	6	45	30	45	0	0	0	0
Part Rescal Crystel Ramesal Crystel Rama Crystel Rama Crystel Ramesal Crystel Ramesal Crystel Ramesal C	Number of the standard								SB Temescal Cyn Rd (North of Foster)	258	45	12	45	18	45	0	0	0	0
ST1307 New 21705 Transact Gray 60 Adv. P M307 (200 - 2.3) p.m. 10 (4) ST	511.07 New 21/05 Tenescal Canyon R6 074. No 84 197 60 0 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>NB Temescal Cyn Rd (South of Foster)</td><td>156</td><td>45</td><td>6</td><td>45</td><td>30</td><td>45</td><td>0</td><td>0</td><td>0</td><td>0</td></td<>								NB Temescal Cyn Rd (South of Foster)	156	45	6	45	30	45	0	0	0	0
11.3.7 Items and the stars in the stress in th	11.107 Netro 21207 frameword (A. 2022) 10 P. No. P. No. 0 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>SB Temescal Cyn Rd (South of Foster)</td> <td>252</td> <td>45</td> <td>12</td> <td>45</td> <td>18</td> <td>45</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>								SB Temescal Cyn Rd (South of Foster)	252	45	12	45	18	45	0	0	0	0
Image: biology of the start of the	Number of the state o					9/30/2020 2:03	10	61	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1608	77	6	77	0	0	0	0	18	77
S13.07 New 21705 Temescal Canyon R4, Dr. p. g.	13.37 Intervent Werksham Dos Lagos Kampo) 516 66 54 66 38 57 0<					p.m.			NB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1008	71	84	71	84	57	0	0	6	71
311.07 New 21705 Tennescal Campon Rd, Driveway P 97/40200 151 10 64 915 15 10 (briveway Werkis and Oo Lagos Rampo) 192 64 100 60 00 0	113.07 Ner 21705 Tenescal Caryon Rd APT. Ner 2000 Tenescal Car								NB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	516	66	54	66	186	57	0	0	0	0
S81-15 1.2 (between Weirk and Dos Lagos Rampi) 582 64 42 64 43 65 0	S11.307 New 21705 Tenescal Canyon Rd, Oriveny F 930/2020 1511 10 6.6 5.8 6.6 0 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>SB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)</td> <td>1974</td> <td>67</td> <td>12</td> <td>67</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>6</td> <td>67</td>								SB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1974	67	12	67	0	0	0	0	6	67
Sh - 15 (1.) 3 (between Werkerk and Dos Lagos Ramps) 582 6.1 6.12 6.1 6.18 5.5 0	Sh 1-31 n 3 (between Weink and Os Lagos Rampi) 52 61 102 61 138 55 0								SB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1422	64	42	64	48	55	0	0	0	0
Nex 120 66 6 66 0 </td <td>NB Doc Lago of Remp: Data (Societ Remp: Data</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>SB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)</td> <td>582</td> <td>61</td> <td>102</td> <td>61</td> <td>138</td> <td>55</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>	NB Doc Lago of Remp: Data (Societ Remp: Data								SB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	582	61	102	61	138	55	0	0	0	0
S113.07 Alter 21705 Terrescal Canyon Rd, Norm Diversal (R) P (R) S/R/(R) (x) to f f oster) (R) S156 S1 S	Sevents on kmp Sevents on kmp 84 61 0								NB Dos Lagos Off Ramp	108	66	6	66	0	0	0	0	0	0
Image: Problem in the second of the	Bit Signal Residential 8 10/(1/2020 00:1) 10 6 25 0								SB Weirick On Ramp	84	61	0	0	0	0	0	0	0	0
Part International Control (Control of Coster) Cost of Coster) Coster Cos	No. Process 64 No. Strands Caryon Rd, Corona, CA 92883 Observation (No. Corona, CA 92883 Observation (No. Corona, CA 92883 Process (Process) (No. Co								EB Foster Rd	6	25	0	0	0	0	0	0	0	0
New 21705 Temescal Campon Rd, Driveway F 0///2020 151 n.m. 10 64.5 Simultaneous with ST13.06 - - - - - - - - - - - - - 0 <td>Near 1705 Temescal Canyon Rd, Driveway F 9/30/2020 15.1 p.m. 9/30/2020 203 04 10 (0.5) 64.5 (multaneous with \$13.06 128 45 0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>WB Foster Rd</td> <td>6</td> <td>25</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>	Near 1705 Temescal Canyon Rd, Driveway F 9/30/2020 15.1 p.m. 9/30/2020 203 04 10 (0.5) 64.5 (multaneous with \$13.06 128 45 0								WB Foster Rd	6	25	0	0	0	0	0	0	0	0
Image: black black Probability of source (1) Probabili	New 21705 Temescal Camyon Rd, Oriveway Production of the liverity of rotatry of temescal (or Rd South of Foster) 114 45 12 45 0								NB Temescal Cyn Bd (North of Foster)	216	45	6	45	18	45	0	0	0	0
Image: Construct of the fail South of Foster) 204 4.5 6 4.5 1.5 0	Nexr 21705 Temescal Campon Rd, Driveway F 9/2/0/2020 1:51 p.n. p/0/2020 2:03 10 64.5 p.n. p.0/2020 2:03 10 64.5 p.n. p.0/2020 2:03 10 64.5 p.n. Simultaneous with ST13.06 V V13 10 V								SB Temescal Cyn Rd (North of Foster)	114	45	12	45	0	0	0	0	0	0
Image: Construction of the second o	Image: Construct of the second synth (Subsect) Image: Construct of the second synth (S								NB Tomoscal Cyrr Rd (North of Foster)	204	45	6	45	19	45	0	0	0	0
ST13.07 Near 21705 Temescal Canyon Rd, Corona, CA 922833 Driveway F 9/30/2020 1:51 p.m. 9/30/2020 1:51 p.m. 9/30/2020 2:03 10 64.4 Simultaneous with ST13.06 n 12 4.9 0 <t< td=""><td>ST13.07 Near 21705 Temescal Canyon Rd, Coron, CA 32883 Driveway F 9/30/2020 151 p.m. 10 64.5 (3.9) Simultaneous with ST13.06 ST13.07 Mear 21705 Temescal Canyon Rd, APT. Residential B 3/30/2020 2:03 p.m. 10 63.9 Simultaneous with ST13.06 -</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>SP Tomoscal Cyn Rd (South of Fostor)</td><td>06</td><td>45</td><td>12</td><td>45</td><td>0</td><td></td><td>0</td><td>0</td><td>0</td><td>0</td></t<>	ST13.07 Near 21705 Temescal Canyon Rd, Coron, CA 32883 Driveway F 9/30/2020 151 p.m. 10 64.5 (3.9) Simultaneous with ST13.06 ST13.07 Mear 21705 Temescal Canyon Rd, APT. Residential B 3/30/2020 2:03 p.m. 10 63.9 Simultaneous with ST13.06 -								SP Tomoscal Cyn Rd (South of Fostor)	06	45	12	45	0		0	0	0	0
S11200 Corona, CA 92883 Description Description <thdescription< th=""> Description</thdescription<>	31.120* Cronn, CA 32883 Inc. Inc. Junce 1000 Simultaneous with S113.00 Image: Simultaneous with S113.00 Image: Simultaneous with S113.00 \$11.30* Cronn, CA 32883 Residential B 10/01/2020.09.04 Inc. Residential B 10/01/2020.09.04 Inc. Simultaneous with S113.00 Image: Simultaneous with S113.00 Image: Simultaneous with S113.00 \$11.30* 21653 Temescal Caryon Rd APT. Residential B 10/01/2020.09.04 Inc. Simultaneous with S113.00 Image: Simultaneous with S113.00 Image: Simultaneous with S113.00 \$11.30* 21653 Temescal Caryon Rd APT. Residential B 10/01/2020.09.04 Inc. Simultaneous with S113.00 Image: Simultaneous with S113.00 \$11.30* Cronn, CA 92883 M A No. Simultaneous with S113.00 Image: Simultaneous w	ST12 07	Near 21705 Temescal Canvon Pd	Driveway	c	9/20/2020 1-51	10	64 5	Simultaneous with ST12.06	50	45	12	45	0	0	0	0	0	0
Construct of y 12003 Image: print of y 12003 pp.m. prin (bm.m. of y 12003 pp.m. print of y 1	Corone, CA 92803 Image: Proceeding of Proceedi	5115.07	Corona CA 92882	Driveway	ľ	5/ 50/ 2020 1.51	10	04.5	Simulateous with 5115.00										
ST13.08 Corona, CA 92883 Residential B 10/01/2020 09:04 II 66.4 NB 1-15 Ln 2 (between Weirick and Dos Lagos Ramps) 1284 72 0	ST13.08 Z1653 Temescal Canyon Rd APT. F., Corona, CA 92833 Residential B 10/01/2020 09:04 a.m. I 68.4 NB 1:5 In 1 (between Weirick and Dos Lagos Ramps) 1206 68 66 66 62 0 <th< td=""><td></td><td>Corona, CA 92885</td><td></td><td></td><td>p.m. p/30/2020 2:02</td><td>10</td><td>62.0</td><td>Simultaneous with ST12.06</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>		Corona, CA 92885			p.m. p/30/2020 2:02	10	62.0	Simultaneous with ST12.06										
ST13.08 21633 Temescal Caryon Rd APT. E, Corona, CA 92883 Residential B 10/01/2020 09:04 a.m. 10 68.4 NB I-1S tn 1 (between Weirick and Dos Lagos Ramps) 1854 72 0	ST13.08 21653 Temescal Canyon Rd APT. Residential B 10/01/2020 09:04 10 68.4 NB I-15 In 1 (between Weirick and Dos Lagos Ramps) 1854 72 0					9/30/2020 2.03	10	05.9	Simultaneous with ST15.00										
3113.03 2103 Tellingsat Carlyon Kurk 1. Rescended 10 6.8 7.4 6.6 6.6 6.4 0 0 6.6 6.6 E, Corons, CA 92883 a.m. NB 1-15 in 2 (between Weirick and Dos Lagos Ramps) 372 6.2 12 6.2 372 5.4 0 </td <td>3113.06 21053 tertinescal Cariyoli Nu Ar 1. Ness Jerti Ji 12 0<td>CT12 09</td><td>21652 Tomoscol Convon Rd ART</td><td>Posidontial</td><td>P</td><td>10/01/2020 00:04</td><td>10</td><td>C0 1</td><td>NP L 15 Lp 1 (botween Weirick and Dec Lagoe Rampe)</td><td>195/</td><td>72</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>6</td><td>72</td></td>	3113.06 21053 tertinescal Cariyoli Nu Ar 1. Ness Jerti Ji 12 0 <td>CT12 09</td> <td>21652 Tomoscol Convon Rd ART</td> <td>Posidontial</td> <td>P</td> <td>10/01/2020 00:04</td> <td>10</td> <td>C0 1</td> <td>NP L 15 Lp 1 (botween Weirick and Dec Lagoe Rampe)</td> <td>195/</td> <td>72</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>6</td> <td>72</td>	CT12 09	21652 Tomoscol Convon Rd ART	Posidontial	P	10/01/2020 00:04	10	C0 1	NP L 15 Lp 1 (botween Weirick and Dec Lagoe Rampe)	195/	72	0	0	0	0	0	0	6	72
2.0001ml, CA 322883 a.m. NB 1-51 01 (between Weirk and Dos Lagos Ramps) 1200 06 06 072 54 0 0 0 0 0 58 1-55 in 1 (between Weirk and Dos Lagos Ramps) 1308 73 182 63 63 63 64 56 66 69 66 69 67 73 58 1-55 in 1 (between Weirk and Dos Lagos Ramps) 1308 73 182 61 270 56 60 0	10/01/2020 09:17 10.0 10.0 10.0 10.0 10.0 0	3115.06	E Carana CA 02002	Residential	D	10/01/2020 09.04	10	00.4	NB I 15 Ln 2 (between Weirick and Dos Lagos Ramps)	1204	20 20	66	60	66	E /	0	0	6	60
10/01/2020 09:17 10 10 68 10<	10/01/2020 09:17 10<		E, Corona, CA 92883			d.m.			NB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	272	00	10	00	272	54	0	0	0	00
10/01/2020 09:17 10.4 1.5 1.6 1.6 1.6 1.6 1.6 1.6 5.6 0	10/01/2020 09:17 10.0 56 1:5 10 (Detween Weinick and Dos Lagos Ramps) 1200 73 126 73 66 60 69 6 69 6 69 60 00								NB I-15 Ln 3 (between weinck and Dos Lagos Ramps)	372	72	12	72	372	54	0	0	0	72
10/01/2020 09:17 10 10 10 10 10 10 0 <td>bit is bit is</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>SB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)</td> <td>1308</td> <td>/3</td> <td>18</td> <td>/3</td> <td>0</td> <td>50</td> <td>0</td> <td>0</td> <td>0</td> <td>/3</td>	bit is								SB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1308	/3	18	/3	0	50	0	0	0	/3
10/01/2020 09:17 10 68 13b 1-13 (10 (detWeen Weirick and Dos Lagos Ramps) 144 01 2/0 50 0 <td>10/01/2020 09:17 10.0 68 NB 1-15 Ln 3 (between Weirick and Dos Lagos Ramps) 144 61 78 61 27.0 50 0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>SB I-15 Lin 2 (between Weirick and Dos Lagos Ramps)</td> <td>900</td> <td>69</td> <td>120</td> <td>69</td> <td>30</td> <td>50</td> <td>0</td> <td>69</td> <td>0</td> <td>69</td>	10/01/2020 09:17 10.0 68 NB 1-15 Ln 3 (between Weirick and Dos Lagos Ramps) 144 61 78 61 27.0 50 0								SB I-15 Lin 2 (between Weirick and Dos Lagos Ramps)	900	69	120	69	30	50	0	69	0	69
10/01/2020 09:17 10 NB Dos Lagos Off Ramp Lane 1 36 62 0 <t< td=""><td>Image: NB Dos Lagos Off Ramp Lane 1 36 62 0</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>SB I-15 Lin 3 (between weinck and Dos Lagos Ramps)</td><td>144</td><td>61</td><td>/8</td><td>01</td><td>270</td><td>50</td><td>0</td><td>0</td><td>0</td><td>0</td></t<>	Image: NB Dos Lagos Off Ramp Lane 1 36 62 0								SB I-15 Lin 3 (between weinck and Dos Lagos Ramps)	144	61	/8	01	270	50	0	0	0	0
10/01/2020 09:17 10 10 10 0	10/01/2020 09:17 10.10 10.10 10.10 10.00 0								NB Dos Lagos Off Ramp Lane 1	30	62	0	0	0	0	0	0	0	0
NB Dos Lagos Off Ramp Lane 3 36 62 12 62 0	NB Uois Lagos Off Ramp Lane 3 36 62 12 62 0								NB Dos Lagos Off Ramp Lane 2	6	62	0	0	0	0	0	0	0	0
SB Weirick On Ramp Lane 1 24 61 0	Image: Set Weirick On Ramp Lane 1 24 61 0								NB Dos Lagos Off Ramp Lane 3	36	62	12	62	0	0	0	0	0	0
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Image: NB Temescal Cyn Road 192 45 6 45 6 45 0 0 0 0 0 SB Temescal Cyn Road 150 45 24 45 12 45 0	Image: 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								SB Weirick On Ramp Lane 2	66	61	0	0	0	0	0	0	0	0
SB Temescal Cyn Road 150 45 24 45 12 45 0	SB Temescal Cyn Road 150 45 24 45 12 45 0								NB Temescal Cyn Road	192	45	6	45	6	45	0	0	0	0
10/01/2020 09:17 10 68 NB 1-15 Ln 1 (between Weirick and Dos Lagos Ramps) 1710 76 18 76 0 0 0 0 12 76 a.m. NB 1-15 Ln 2 (between Weirick and Dos Lagos Ramps) 1296 66 68 42 52 52 0	10/01/2020 09:17 10 68 NB 1-15 ln 1 (between Weirk and Dos Lagos Ramps) 1710 76 18 76 0 0 0 0 12 76 a.m. NB 1-15 ln 2 (between Weirk and Dos Lagos Ramps) 1296 68 66 68 42 52 0 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>SB Temescal Cyn Road</td><td>150</td><td>45</td><td>24</td><td>45</td><td>12</td><td>45</td><td>0</td><td>0</td><td>0</td><td>0</td></t<>								SB Temescal Cyn Road	150	45	24	45	12	45	0	0	0	0
a.m. NB I-15 Ln 2 (between Weirick and Dos Lagos Ramps) 1296 68 66 68 42 52 0 0 66 68 NB I-15 Ln 3 (between Weirick and Dos Lagos Ramps) 366 68 68 62 52 52 0	a.m. NB 1-15 Ln 2 (between Weirick and Dos Lagos Ramps) 1296 68 66 68 42 52 0 0 66 68 NB 1-15 Ln 3 (between Weirick and Dos Lagos Ramps) 366 65 48 65 252 52 0					10/01/2020 09:17	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 3 (between Weirick and Dos Lagos Ramps) 366 65 48 65 252 52 0 </td <td>NB I-15 Ln 3 (between Weirick and Dos Lagos Ramps) 366 65 48 65 252 52 0<!--</td--><td></td><td></td><td></td><td></td><td>a.m.</td><td></td><td></td><td>NB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)</td><td>1296</td><td>68</td><td>66</td><td>68</td><td>42</td><td>52</td><td>0</td><td>0</td><td>6</td><td>68</td></td>	NB I-15 Ln 3 (between Weirick and Dos Lagos Ramps) 366 65 48 65 252 52 0 </td <td></td> <td></td> <td></td> <td></td> <td>a.m.</td> <td></td> <td></td> <td>NB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)</td> <td>1296</td> <td>68</td> <td>66</td> <td>68</td> <td>42</td> <td>52</td> <td>0</td> <td>0</td> <td>6</td> <td>68</td>					a.m.			NB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1296	68	66	68	42	52	0	0	6	68
SB I-15 Ln 1 (between Weirick and Dos Lagos Ramps) 1104 73 18 73 0 <td>SB I-15 Ln 1 (between Weirick and Dos Lagos Ramps) 1104 73 18 73 0<td></td><td></td><td></td><td>1</td><td></td><td>1</td><td></td><td>NB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)</td><td>366</td><td>65</td><td>48</td><td>65</td><td>252</td><td>52</td><td>0</td><td>0</td><td>0</td><td>0</td></td>	SB I-15 Ln 1 (between Weirick and Dos Lagos Ramps) 1104 73 18 73 0 <td></td> <td></td> <td></td> <td>1</td> <td></td> <td>1</td> <td></td> <td>NB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)</td> <td>366</td> <td>65</td> <td>48</td> <td>65</td> <td>252</td> <td>52</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>				1		1		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 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	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				1				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 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 65 52 0 <td>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<td></td><td></td><td></td><td>1</td><td></td><td>1</td><td></td><td>SB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)</td><td>876</td><td>69</td><td>84</td><td>69</td><td>78</td><td>54</td><td>0</td><td>0</td><td>0</td><td>0</td></td>	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 <td></td> <td></td> <td></td> <td>1</td> <td></td> <td>1</td> <td></td> <td>SB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)</td> <td>876</td> <td>69</td> <td>84</td> <td>69</td> <td>78</td> <td>54</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>				1		1		SB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	876	69	84	69	78	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	NB Dos Lagos Off Ramp Lane 1 24 65 0 <td< td=""><td></td><td></td><td></td><td>1</td><td></td><td>1</td><td></td><td>SB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)</td><td>180</td><td>63</td><td>42</td><td>63</td><td>276</td><td>54</td><td>0</td><td>0</td><td>0</td><td>0</td></td<>				1		1		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 2 0	NB Dos Lagos Off Ramp Lane 2 0 <td< td=""><td></td><td></td><td></td><td>1</td><td></td><td></td><td></td><td>NB Dos Lagos Off Ramp Lane 1</td><td>24</td><td>65</td><td>0</td><td>0</td><td>6</td><td>52</td><td>0</td><td>0</td><td>0</td><td>0</td></td<>				1				NB Dos Lagos Off Ramp Lane 1	24	65	0	0	6	52	0	0	0	0
NB Dos Lagos Off Ramp Lane 3 72 65 6 65 0 </td <td>NB Dos Lagos Off Ramp Lane 3 72 65 6 65 0 <t< td=""><td></td><td></td><td></td><td>1</td><td></td><td></td><td></td><td>NB Dos Lagos Off Ramp Lane 2</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></t<></td>	NB Dos Lagos Off Ramp Lane 3 72 65 6 65 0 <t< td=""><td></td><td></td><td></td><td>1</td><td></td><td></td><td></td><td>NB Dos Lagos Off Ramp Lane 2</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></t<>				1				NB Dos Lagos Off Ramp Lane 2	0	0	0	0	0	0	0	0	0	0
SB Weirick On Ramp Lane 1 36 63 0<	SB Weirick On Ramp Lane 1 36 63 0<				1		1		NB Dos Lagos Off Ramp Lane 3	72	65	6	65	0	0	0	0	0	0
SB Weirick On Ramo Lane 2 36 63 6 63 0 0 0 0 0 0 0	SB Weirick On Ramp Lane 2 36 63 6 63 0				1				SB Weirick On Ramp Lane 1	36	63	0	0	0	0	0	0	0	0
	NB Temescal Cyn Road 180 45 24 45 18 45 0<				1				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					1		1		NB Temescal Cyn Road	180	45	24	45	18	45	0	0	0	0
	ТОСТИ ПО				1				SB Temescal Cyn Road	120	45	6	45	12	45	0	0	0	0

								Au	tos	Mediun	n Trucks	Heavy	Trucks	Bu	ses	Moto	rcycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST14.01	Undeveloped land near 23299	Undeveloped Lands	G	3/17/2021 02:23	10	63.5	NB I-15 Ln 1 (N of Temescal Canyon Ramps)	1662	76	6	76	0	0	0	0	6	76
	Lawson Rd, Corona, CA 92883			p.m.			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	/8	65	6	65	60	5/	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
				2/47/2024 02.25	40	62 G	WB Scotty	0	0	0	0	0	0	0	0	0	0
				3/1//2021 02:35	10	62.6	NB I-15 Ln 1 (N of Temescal Canyon Ramps)	1/88	76	0	0	0	0	0	0	0	0
				p.m.			NB I-15 Ln 2 (N of Temescal Canyon Ramps)	1302	70	60	70	12	57	0	0	12	/0
							NB I-15 Ln 3 (N OF Temescal Canyon Ramps)	1800	67	48	67	222	5/	0	0	6	67
							SB I-15 Ln 1 (N of Temescal Carlyon Ramps)	1290	66	72	66	24	57	0	0	0	07
							SB I-15 Ln 2 (N of Temescal Carlyon Ramps)	1500	00	20	00	120	57	0	0	c	сс С
							SB I-15 LH 3 (N OF TEMESCAI CARYON RAMPS)	204	00	30	00	120	57	0	0	0	00
							NB Temescal Canyon On Ramp Lane 1	294	65	18	65	42	57	0	0	0	0
							SP. Tomoscal Canyon Off Pamp Lane 1	30	66	12	65	24	57	0	0	0	0
							SB Temescal Canyon Off Ramp Lane 1	2/12	66	12	66	24	57	0	0	0	0
							NR 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	ů 0
							WB Scotty	0	0	0	0	0 0	0	0	0	0	õ
ST14.02	9553 Stone Canvon Rd. Corona.	Residential	В	9/29/2020 11:45	10	62.3	NB I-15 Ln 1 (between Temescal Canvon Ramps)	1482	78	24	78	0	0	0	0	0	0
	CA 92883		-	a.m. (Run 2)			NB I-15 Ln 2 (between Temescal Canvon Ramps)	1158	71	84	71	120	57	6	71	6	71
							NB I-15 Ln 3 (between Temescal Canvon 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	10	62.4	NB I-15 Ln 1 (between Temescal Canyon Ramps)	1590	78	24	78	0	0	0	0	0	0
			1	a.m. (Run 3)			NB I-15 Ln 2 (between Temescal Canyon Ramps)	1080	71	72	71	66	58	0	0	0	0
			1				NB I-15 Ln 3 (between Temescal Canyon Ramps)	282	67	42	67	294	58	0	0	0	0
			1		1		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
			1				SB I-15 Ln 3 (between Temescal Canyon Ramps)	330	65	60	65	294	57	0	0	0	0
			1		1		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
			1				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

								Au	tos	Mediur	n Trucks	Heavy	Trucks	Bu	ses	Moto	rcycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST14.03	9294 Scotty Way, Corona, CA	Residential	В	9/29/2020 2:23	10	53.7	NB I-15 Ln 1 (N of Temescal Canyon Ramps)	1674	78	30	78	0	0	0	0	6	78
	92883			p.m.			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	10	53.8	NB I-15 Ln 1 (N of Temescal Canyon Ramps)	1752	82	36	82	0	0	0	0	6	82
				p.m.			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	Residential	В	9/29/2020 11:33	10	56.4	NB I-15 Ln 1 (between Temescal Canyon Ramps)	1626	77	0	0	0	0	0	0	12	77
	92883			a.m. (Run 1)			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
			1				WB Stone Canyon	0	0	0	0	0	0	0	0	0	0
				9/29/2020 11:45	10	57.5	Simultaneous with ST14.02 Run 2	1									
	1			a.m. (Run 2)				l									
ST14.05	Near 9439 & 9424 Lapis Ct,	Sidewalk	F	3/17/2021 02:23	10	55.3	Simultaneous with ST14.01	1									
	Corona, CA 92883 (Taken at Cul-			p.m.				1									
	De-Sac)							1									
				3/17/2021 02:35	10	54.3	Simultaneous with ST14.01	1									
1	1		1	p.m.		l		1						I			

								Au	tos	Medium	n Trucks	Heavy	Trucks	Bu	ses	Motor	rcycles
			Activity		Duration	Leg											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST14.06	22806 Hannah Ct, Corona, CA	Residential	В	9/29/2020 1:12	10	56	NB I-15 Ln 1 (N of Temescal Canyon Ramps)	1638	83	36	83	0	0	0	0	6	83
	92883			p.m.			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	10	55.6	NB I-15 Ln 1 (N of Temescal Canyon Ramps)	1686	78	54	78	0	0	0	0	0	0
				p.m.			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	Residential	В	9/29/2020 2:23	10	60.1	Simultaneous with ST14.03										
	92883			p.m.				6	50	0	0	0	0	0	0	0	0
				9/29/2020 2:35	10	60.7	Simultaneous with ST14.03										
	1			p.m.				0	0	0	0	0	0	0	0	0	0

								Au	tos	Medium	Trucks	Heavy	Trucks	Bus	ies	Motoro	vcles
			Activity		Duration	100											10.00
Receiver	Address/Description	l and lise	Category	Start Date/ Time	(minutes)		Roadway & Direction	Volume ¹	Sneed ²								
ST14 09	22517 Silver Dollar St. Corona. CA	Pesidential	D	9/30/2020 00:02	10	(UDA)	NR L15 Lp 1 (N of Temescal Canyon Ramps)	36	50	12	50	6	50	0 Oldine	0	O	O
5114.00	02892	Residential	D D	3/30/2020 05.03	10	40.0	NB L15 Ln 2 (N of Temescal Canyon Ramps)	324	50	0	0	6	50	0	0	0	0
	52885			d.111.			NB L 15 Ln 2 (N of Temescal Canyon Ramps)	00	50	6	50	0	0	0	0	0	0
							SR L15 Ln 1 (N of Temescal Canyon Ramps)	240	50	12	50	6	50	0	0	0	0
							SR L15 Ln 2 (N of Temescal Canyon Ramps)	240	50	6	50	0	0	0	0	0	0
							SR L15 Ln 2 (N of Temescal Canyon Ramps)	84	50	0	0	0	0	0	0	0	0
							NR Knobe (N of Desert Acacia) Lane 1	42	50	0	0	0	0	0	0	0	0
							NB Knabe (N of Desert Acadia) Lane 1	12//	79	0	0	0	0	0	0	0	0
							SP Knabe (N of Desert Acadia) Lane 1	1044	60	24	69	19	50	0	0	0	0
							SB Knabe (N of Desert Acacia) Lane 2	252	68	42	69	102	50	0	0	0	0
							NB Knabe (N of Desert Acacia) Lane 1	1044	72	42	08	152	57	0	0	6	72
							NB Knabe (S of Desert Acacia) Lane 2	744	60	36	69	12	57	6	69	0	0
							SB Knabe (S of Desert Acadia) Lane 1	150	64	24	64	198	57	0	0	0	0
							SB killabe (5 of Deserv Acadd) Lance I	462	68	6	68	18	59	0	0	0	0
							NR Nickelaus (N of Hannah)	402	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 Canvon 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	10	48.9	NB I-15 Ln 1 (N of Temescal Canyon Ramps)	1896	75	36	75	0	0	0	0	6	75
				a.m.			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
			1				EB Desert Acacia (E of Silver Dollar)	0	0	0	0	0	0	0	0	0	0
			1		1	1	WB Desert Acacia (E of Silver Dollar)	6	25	0	0	0	0	0	0	0	0
			1				EB Desert Acacia (W of Silver Dollar)	0	0	0	0	0	0	0	0	0	0
			1		1	1	WB Desert Acacia (W of Silver Dollar)	0	0	0	0	0	0	0	0	0	0
1			1				NB Silver Dollar (N of Sydney Blue)	0	0	0	0	0	0	0	0	0	0
			1		1	1	SB Silver Dollar (N of Sydney Blue)	6	25	0	0	0	0	0	0	0	0
			1				NB Silver Dollar (S of Sydney Blue)	0	0	0	0	0	0	0	0	0	0
			1		1	1	SB Silver Dollar (S of Sydney Blue)	0	0	0	0	0	0	0	0	0	0
			1				EB Sydney Blue	0	0	0	0	0	0	0	0	0	0
1	1		1		1	1	WB Sydney Blue	6	25	0	0	0	0	0	0	0	0

								Au	tos	Mediun	n Trucks	Heavy	Trucks	Bu	ses	Motor	cycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST14.09	9056 Patina Ct, Corona, CA 92883	Residential	В	9/30/2020 10:40	10	51.6	NB I-15 Ln 1 (N of Temescal Canyon Ramps)	1734	78	12	78	0	0	0	0	0	0
				a.m.			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	10	52.3	NB I-15 Ln 1 (N of Temescal Canyon Ramps)	1482	74	6	74	0	0	0	0	0	0
				a.m.			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	Residential	В	9/30/2020 09:03	10	60.7	Simultaneous with ST14.08										
	92883			a.m.													
				9/30/2020 09:15	10	60.3	Simultaneous with ST14.08										
	1			a.m.													

								Aut	tos	Mediun	n Trucks	Heavy	Trucks	Bu	ses	Moto	rcycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST14.11	22430 Silver Dollar St, Corona, CA	Residential	В	9/30/2020 09:47	10	61.9	NB I-15 Ln 1 (N of Temescal Canyon Ramps)	1710	82	12	82	0	0	0	0	0	0
	92883			a.m.			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	10	61.6	NB I-15 Ln 1 (N of Temescal Canyon Ramps)	1662	75	30	75	0	0	0	0	6	75
				a.m.			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	Residential	В	3/18/2021 02:01	10	62.9	Simultaneous with ST13.05										
1	92883			p.m.													
				3/18/2021 02:12	10	N/A	Simultaneous with ST13.05										
I	1	1	1	p.m.	l .	I	l	1		I		I		_		I	

								Au	itos	Mediun	n Trucks	Heavy	Trucks	Bu	ses	Motor	cycles
			Activity		Duration	Leg											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST14.13	22079 Knabe Rd, Corona, CA	Outdoor seating	E	3/16/2021 1:13	10	67.4	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1608	62	18	62	0	0	0	0	0	0
	92883 (Corona Clay)	-		p.m.			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	10	66.6	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1626	59	24	59	0	0	0	0	12	59
				p.m.			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
		1					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	Driveway	F	3/16/2021 1:13	10	65.7	Simultaneous with ST14.13										
	Motorway, Corona, CA 92883	1		p.m.													
	(Kumar's Ranch)	1															
		1		3/16/2021 1:26	10	66.8	Simultaneous with ST14.13										
1			1	p.m.	1	1											

								Au	itos	Medium	n Trucks	Heavy	Trucks	Bu	ses	Motor	rcycles
			Activity		Duration	Lea											-
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST14.15	21634 Retreat Pkwy, Corona, CA	Medical facilities	C	10/01/2020 09:04	10	68.5	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1854	72	0	0	0	0	0	0	6	72
	92883 (Riverside Medical Clinic)	outdoor seating	-	a.m.			NB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1206	68	66	68	66	54	0	0	6	68
	,	8					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 Bamp	90	61	0	0	0	0	0	0	0	0
							NB Knahe Bd	450	50	6	50	12	50	0	0	0	0
							SB Knabe Bd	264	50	24	50	6	50	0	0	0	0
				10/01/2020 09.17	10	68.7	NB L15 Lp 1 (between Weirick and Dos Lagos Ramps)	1710	76	18	76	0	0	0	0	12	76
				a m	10	00.7	NB L15 Ln 2 (between Weirick and Dos Lagos Ramps)	1296	68	66	68	42	52	0	0	6	68
				a.m.			NB L15 Ln 2 (between Weirick and Dos Lagos Ramps)	266	65	49	65	252	52	0	0	0	08
							SP L 15 Ln 1 (between Weinck and Dos Lagos Ramps)	1104	72	19	72	252	0	0	0	0	0
							SB I-15 Lit 1 (between Weirick and Dos Lagos Ramps)	976	60	20	60	79	54	0	0	0	0
							SB I-15 Lit 2 (between Weirick and Dos Lagos Ramps)	190	60	42	60	276	54	0	0	0	0
							SB I-15 Lit 5 (between wenick and Dos Lagos Ramps)	160	05	42	05	270	54	0	0	0	0
							NB Dos Lagos Off Kallip	50	62	6	60	0	52	0	0	0	0
							SB Weinck On Kamp	7Z E24	50	12	50	6	50	0	0	0	0
								354	50	12	50	12	50	0	0	6	50
CT1F 01	2020 Fachian Dr. Carona, CA	Desidential	D	10/01/2020 12:50	10	F0 1	SB Kridbe Ru	1512	30	42	30	12	30	0	0	0	0
5115.01	2836 Fashion Dr, Corona, CA	Residential	в	10/01/2020 12:50	10	58.1	NB 1-15 Ln 1 (between Weinck and Dos Lagos Ramps)	1014	74	42	74	0	57	0	0	0	0
	52885 (Between Onits 102 & 105)			p.m.			NB L 15 Ln 2 (between Weirick and Dos Lagos Ramps)	200	64	42	64	200	57	0	0	0	0
							SP 15 p 1 (between Weirick and Dos Lagos Ramps)	1464	70	42	04	200	5/	0	0	6	70
							SB I-15 Lit 1 (between Weirick and Dos Lagos Ramps)	1224	70	24	67	24	55	0	0	0	/0
							SB I-15 Lit 2 (between Weinick and Dos Lagos Ramps)	212	60	109	60	24	55	0	0	0	0
							SB I-15 Lin 3 (between weinck and Dos Lagos Ramps)	126	64	100	00	250	33	0	0	0	0
							NB Dos Lagos On Ramp	120	04	10	0	10	57	0	0	c	64
							NB DOS Lagos On Ramp	558	64	18	64	18	57	0	0	C C	64
							SB Weirick On Ramp	120	60	0	08	12	55	0	0	0	08
							SB Weinck On Ramp	120	25	12	25	0	25	0	0	C C	25
							EB Weirick (W of NB Ramps)	042	35	12	35	0	35	0	0	0	35
							VB Weinck (W of NB Ramps)	252	35	10	25	0	35	0	0	C C	25
							EB Dos Lagos (E of NB Ramps)	420	35	18	35	24	35	0	0	C C	35
				40/04/2020 4.02	40	50	WB Dos Lagos (E of NB Ramps)	450	35	24	35	24	35	0	0	0	35
				10/01/2020 1:02	10	59	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1/04	/3	0	0	0	0	0	0	0	0
				p.m.			NB I-15 Ln 2 (between Weinck and Dos Lagos Ramps)	1032	69	84	69	270	54	0	0	0	0
							CP 15 Ln 3 (between Weinck and Dos Lagos Ramps)	258	03 72	144	03 72	270	54	0	0	0	0
							SB I-15 Lift 1 (between Weinick and Dos Lagos Ramps)	1740	/3	18	/3	70	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	/8	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	U	U	U
		1	1				SB WEIRICK ON Ramp	150	65	6	65	0	0	U	U	U	U
							EB Weirick (W of NB Ramps)	636	35	30	35	18	35	0	U	U	U
							WB Weirick (W of NB Ramps)	270	35	12	35	0	0	0	U	U	U
		1	1				EB Dos Lagos (E of NB Ramps)	270	35	36	35	12	35	0	0	0	0
1		1	1		1	1	WB Dos Lagos (E of NB Ramps)	462	35	24	35	12	35	0	0	0	0

								Au	tos	Mediun	n Trucks	Heavy	Trucks	Bu	ises	Motor	cycles
			Activity		Duration	Leq										ĺ	
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST15.02	Between 2744 & 2732 Fashion Dr,	Residential	В	3/16/2021 11:58	10	52.3	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1548	72	24	72	0	0	0	0	0	0
	Corona, CA 92883			a.m.			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	10	53.8	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1764	72	42	72	0	0	0	0	0	0
				p.m.			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	Residential	В	10/01/2020 11:32	10	60.4	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1584	73	6	73	12	53	0	0	6	73
	92883		-	a.m.			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	Ő	0
							SB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	294	62	60	62	216	57	0	0	Ő	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	Ő	0
							EB Weirick (W of NB Ramps)	612	35	0	0	36	35	0	0	Ő	0
							WB Weirick (W of NB Ramps)	198	35	0	0	6	35	0	0	Ő	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	10	60.8	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1296	74	12	74	0	0	0	0	12	74
				a m	10	00.0	NB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	978	70	48	70	48	56	6	70	0	0
				u.m.			NB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	282	64	18	64	234	56	0	0	0	0
							SB L15 Ln 5 (between Weirick and Dos Lagos Ramps)	1452	71	0	0	18	55	0	0	0	0
							SB L15 Ln 2 (between Weirick and Dos Lagos Ramps)	942	67	54	67	114	55	0	0	0	0
							SB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	306	63	96	63	252	55	0	0	0	0
						1	NR Dos Lagos Off Pamp	102	64	6	64	0	0	0	0	0	0
						1	NR Dos Lagos On Ramp	624	64	12	64	19	56	0	0	0	0
	1				1	1		100	04 60	12	04	10	00	0	0	0	0
						1	SB Dos Lagos Off Ramp	108	63	24	62	0	0	0	0	6	62
						1	SD DUS Lagus UII Ramp	4/4	03	24	03	6	25	0	0	0	03
						1	EB WEITICK (W OT INB Ramps)	162	35	24 C	35	0	35	0	0	0	0
						1	VVB Weirick (VV OT NB Ramps)	102	35	12	35	0	0	0	0	0	0
1	1		1		1	1	EB WEITICK (E OT NB Kamps)	402	35	12	35	0	0	0	U	U	U
1	1	1	1	1	1	1	WB Weirick (E of NB Ramps)	414	35	0	0	12	35	0	0	0	0

								Au	itos	Mediun	n Trucks	Heavy	Trucks	Bus	ses	Moto	rcycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST15.04	Near 2785 Cabot Dr #101,	Restaurant outdoor	E	10/06/2020 09:55	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
	Corona, CA 92883 (RA Sushi Bar,	dining		a.m.			NB I-15 Ln 2 (between Cajalco Off Ramp and Cajalco On Loop)	1038	65	42	65	96	50	0	0	6	65
	Outdoor Dining)						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	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
				a.m.			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	Residential	В	10/06/2020 09:55	10	51	Simultaneous with ST15.04	1									
	92883 (Near Unit 101, Bldg 2724)			a.m.		1											
						1											
				10/06/2020 10:27	10	52.1	Simultaneous with ST15.04										
				a.m.		1											

								Au	tos	Mediun	n Trucks	Heavy	Trucks	Bus	ses	Motor	cycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST15.06	2708 Blue Springs Dr, Corona, CA	Residential	В	10/06/2020 11:05	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
	92883 (3rd floor. Near Unit 301.			a.m.			NB I-15 Ln 2 (between Cajalco Off Ramp and Cajalco On Loop)	1104	55	102	55	186	41	0	0	0	0
	Bldg 2728)						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	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
				a.m.			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	Hotel pool	E	10/06/2020 11:05	10	51.3	Simultaneous with ST15.06	1									
	92883 (Staybridge Suites Corona			a.m.		1											
	South)					1											
				10/06/2020 11:19	10	52.8	Simultaneous with ST15.06										
				a.m.													

								A	utos	Mediun	n Trucks	Heavy	Trucks	Bu	ses	Motor	cycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST15.08	Undeveloped	Undeveloped Land	G	3/16/2021 10:42	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
				a.m.			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	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
				a.m.			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,	Residential	В	1/26/2022 11:10	10	55.2	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1368	70	0	0	0	0	0	0	6	70
	Corona, CA 92883 (Outdoor			a.m.			NB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1122	68	30	68	72	60	0	0	6	68
	seating-Ground floor)						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	10	55.2	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1764	68	0	0	0	0	0	0	6	68
				a.m.			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
		1					NB Dos Lagos On Ramp Lane 2	402	60	18	60	24	58	6	60	0	0
		1					SB Weirick Off Ramp Lane 1	138	60	12	60	18	55	ő	0	ő	õ
		1				1	SB Weirick Off Ramp Lane 2	150	60	0	0	6	55	ő	õ	õ	õ
		1					SB Weirick Off Ramp Lane 3	264	60	6	60	0	0	6	60	0	0
ST15 10	2724 Fashion Dr. #20-206	Residential	в	1/26/2022 11:10	10	56.5	Simultaneous with ST15 09	207		Ť		Ť	v	Ŭ		Ŭ	
3.13.10	Corona CA 92883	nesidentia	ľ	a m		50.5	Sindianceas with ST15.05										
	Co. C. C. S2005	1		1/26/2022 11.20	10	56.6	Simultaneous with ST15.09										
		1		a m		50.0	Sindlancous With St 15.05										
I	I	I	1	a	I	1	I	1		1		I		I		I	1

								Au	tos	Mediun	n Trucks	Heavy	Trucks	Bu	ses	Motor	cycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST15.11	2724 Fashion Dr, #20-307,	Residential	В	1/26/2022 11:50	10	59.6	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1512	70	12	70	0	0	0	0	12	70
	Corona, CA 92883			a.m.			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	10	60.1	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1560	70	12	70	0	0	0	0	0	0
				p.m.			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 Lin 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 2 (between Weirick and Dos Lagos Ramps)	330	58	66	58	234	55	0	0	0	0
							NB Dos Lagos On Pamp Lane 1	246	65	0	0	0	0	0	0	6	65
							NB Dos Lagos On Ramp Lane 2	524	65	12	65	6	63	0	0	0	0
							SP Woirick Off Pamp Lang 1	246	59	0	05	19	55	0	0	0	0
							SB Weinick Off Ramp Lane 2	1240	50	12	E0	10 6	55	0	0	0	0
							SB Weirick Off Ramp Lane 2	120	50	12	30	0	33	0	0	0	0
CT15 12	2724 Fashian Dr. #20.407	Desidential	0	1/20/2022 11.50	10	(2.2.2	SB Weinck Off Ramp Lane 3	180	58	0	0	0	U	U	0	0	0
5115.12	2724 Fashion Dr, #20-407,	Residential	в	1/26/2022 11:50	10	02.3	Simultaneous with ST15.11										
	Corona, CA 92883			a.m.	10	c2 4	Circulture and the CTAE 44										
				1/26/2022 12:00	10	63.1	Simultaneous with \$115.11										
0710.01		PL (14)		p.m.	10							<u> </u>					
\$116.01	8440 Weirick Rd, Corona, CA	Place of Worship	C	3/16/2021 11:58	10	59	Simultaneous with \$115.02										
	92883 (St. Mary Magdalene			a.m.													
	Catholic Church)																
				3/16/2021 12:15	10	59.7	Simultaneous with ST15.02										
			-	p.m.								<u> </u>					
ST16.02	8530 Nob Hill Rd, Corona, CA	Residential	В	10/07/2020 1:33	10	64.2	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1638	74	24	74	0	0	0	0	6	74
	92883			p.m.			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	10	63.6	NB I-15 Ln 1 (between Weirick and Dos Lagos Ramps)	1590	74	18	74	0	0	0	0	0	0
				p.m.			NB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1020	68	90	68	78	56	0	0	6	68
			1	ľ			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
		1	1				SB I-15 Ln 2 (between Weirick and Dos Lagos Ramps)	1428	68	30	68	54	55	0	0	0	0
		1	1				SB I-15 Ln 3 (between Weirick and Dos Lagos Ramps)	498	62	72	62	270	55	0	0	0	0
		1	1				NB Weirick On Ramn	696	62	6	62	12	56	ő	0 0	Ő	õ
		1	1				SR Weirick Off Ramp	546	62	12	62	12	55	0	0	0	ő
			1				ER Nob Hill (N of Intersection)	6	0	0	0	0	0	0	0	0	ő
		1	1				WR Nob Hill (N of Intersection)	0	0	0	0	0	0	0	0	0	0
		1	1				FP Nob Hill (N of Intersection)	0	0	0	0	0	0	0	0	0	0
			1				EB NOD TILL (S OF Intersection)	0	U	U	U	0	U	0	U	U	U
I	1	1	1	I	I	1	WB NOD HIII (S of Intersection)	0	0	0	0	U	0	0	0	υ	U

								Au	tos	Medium	n Trucks	Heavy	Trucks	Bu	ses	Motor	cycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST16.03	8580 Glen Rd, Corona, CA 92883	Residential	В	10/06/2020 1:48	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
				p.m.			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	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
				p.m.			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 Boad	6	15	0	0	0	0	0	0	0	0
ST16.04	8405 Glen Rd. Corona. CA 92883	Residential	В	10/06/2020 1:48	10	65.1	Simultaneous with ST16.03 and ST16.05	-		-		-	Ť		-	Ţ	-
				p.m.													
				10/06/2020 2:01	10	65	Simultaneous with ST16.03 and ST16.05										
				p.m.													
ST16.05	Undeveloped	Undeveloped Land	G	10/06/2020 1:48	10	65.7	Simultaneous with ST16.03 and ST16.04										
			-	p.m.													
				10/06/2020 2:01	10	65.6	Simultaneous with ST16.03 and ST16.04										
				p.m.													
ST16.06	Future Commercial (under	Hotel	E	10/06/2020 12:30	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
	construction)			p.m.			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 Loon Ramp	198	51	6	51	0	0	0	0	0	0
							SB Cajalco On Loon Ramn	264	62	0	0	36	46	0	0	0	0
				10/06/2020 12:43	10	73 9	NB L15 Lp 1 (between Cajalco Off Ramp and Cajalco On Loon)	1614	69	36	69	0	40	0	0	6	69
				n m	10	/ 5.5	NB I-15 Ln 2 (between Cajalco Off Ramp and Cajalco On Loop)	984	66	138	66	192	50	0	0	6	66
		1	1	P		1	NB I-15 Ln 3 (between Cajalco Off Ramp and Cajalco On Loop)	564	55	114	55	204	50	0	0	ő	0
			1			1	SB L15 Ln 1 (S of Cajalco Rd Ramns)	1188	74	42	74	0	0	0	0	6	74
		1	1			1	SR L15 Ln 2 (S of Cajalco Rd Pamps)	1566	72	66	72	66	49	0	0	6	72
		1	1			1	SR L15 Ln 2 (S of Cajalco Rd Ramps)	1029	59	174	50	212	40	0	0	0	0
			1			1	NR Cajalco Off Ramp	252	55	6	55	512	49	0	0	0	0
			1			1	NR Cajalco On Loon Ramp	169	55	6	55	00	0	0	0	0	0
		1	1			1	SP Cajalco On Loop Ramp	252	55	6	55	26	40	0	0	0	0
1	1	1	1	1	1	1	зв сајако оп соор каттр	252	58	6	58	36	49	0	0	U	U

								Aut	os	Medium	Trucks	Heavy	Trucks	Bu	ses	Motor	cycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST17.01	2279 Eagle Glen Pkwy, Corona,	Restaurant outdoor	E	10/07/2020 09:45	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
	CA 92883 (The Bucket Crab &	dining		a.m.			NB I-15 Ln 2 (between Cajalco On Loop and Cajalco On Ramp)	1392	59	84	59	66	50	0	0	0	0
	Crawfish, outdoor dining)						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	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
				a.m.			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	Residential	В	10/07/2020 09:45	10	63.4	Simultaneous with ST17.01										
	92881			a.m.													
				10/07/2020 10:00	10	63.1	Simultaneous with ST17.01										
	1			a.m.													

								Au	itos	Mediun	n Trucks	Heavy	Trucks	Bu	ises	Motor	rcycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST17.03	20045 Bedford Canyon Rd,	Residential	В	10/07/2020 11:24	10	55.7	NB I-15 Ln 1 (between El Cerrito Ramps)	1512	74	0	0	0	0	0	0	6	74
	Corona, CA 92881			a.m.			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	10	56.3	NB I-15 Ln 1 (between El Cerrito Ramps)	1548	75	30	75	6	52	0	0	24	75
				a.m.			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
						1	SB Bedford (S of Klyne)	162	40	6	40	0	0	0	0	0	0
						1	NB Klyne	0	0	0	0	0	0	0	0	0	0
						1	SB Klyne	24	25	0	0	0	0	0	0	0	0
ST17.04	19905 Bedford Canyon Rd,	Residential	В	10/07/2020 11:24	10	60.4	Simultaneous with ST17.03										
	Corona, CA 92881 (Recovery			a.m.		1											
	Center)																
				10/07/2020 11:37	10	60.1	Simultaneous with ST17.03										
				a.m.													

								Au	tos	Medium	n Trucks	Heavy	Trucks	Bu	ses	Motor	cycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST18.01	Near 2470 Tuscany St, Corona, CA	Retail facilities	F	10/07/2020 08:42	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
	92881 (Crossings At Corona			a.m.			NB I-15 Ln 2 (between Cajalco On Loop and Cajalco On Ramp)	1356	52	72	52	96	44	0	0	0	0
	shopping center)						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	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
				a.m.			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	Retail facilities	F	10/07/2020 08:42	10	58.9	Simultaneous with ST18.01										
	92881 (Crossings At Corona			a.m.						1							
	shopping center)									1							
				10/07/2020 08:55	10	58.6	Simultaneous with ST18.01			1							
				a.m.						1							

								Au	tos	Medium	n Trucks	Heavy	Trucks	Bu	ses	Motor	rcycles
			Activity		Duration	Lea											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST18.03	Near 19967 Katy Way, Corona, CA	Residential Validation-	В	10/07/2020 12:23	10	66.1	NB I-15 Ln 1 (between El Cerrito Ramps)	1584	69	0	0	0	0	0	0	12	69
	92881	Only		p.m.			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	10	65.8	NB I-15 Ln 1 (between El Cerrito Ramps)	1710	65	24	65	0	0	0	0	6	65
				p.m.			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
		1					WB EI Cerrito (E of Frances)	156	35	0	0	0	0	0	0	0	0
		1					NB Frances	18	25	0	U	0	U	0	U	U	U
		1					SB Frances	18	25	U	U	U	U	U	U	U	U
		1					INB Katy Way	U	U	U	U	0	U	0	U	U	U
CT10.04	10901 France St. Corona, St.	Desidential	0	10/07/2020 12:22	10	<i>cc</i>	SB Katy Way	U	U	U	U	U	U	U	U	U	U
5118.04	19801 France St, Corona, CA	Residential	в	10/07/2020 12:23	10	00	Simultaneous WITH ST18.03									l	
	32001	1		p.m.	10	CF 0	Simultaneous with CT10.02									i	
				10/07/2020 12:36	10	05.9	Simultaneous with 5118.05									1	
1		1	1	p.m.	1	1				1		1		1		1	

								Au	tos	Medium	n Trucks	Heavy	Trucks	Bu	ses	Motor	rcycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST19.01	1987 Foothill Pkwy, Corona, CA	Restaurant	E	3/18/2021 08:05	10	70.6	NB I-15 Ln 1 (between El Cerrito Ramps)	2166	62	12	62	0	0	0	0	12	62
	92881 (The Habit patio)			a.m.			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
1	1		1				SB Bedford (N of Foothill)	24	40	0	0	0	0	0	0	0	0

								Au	itos	Medium	Trucks	Heavy	Trucks	Bu	ses	Motor	cycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
				3/18/2021 08:17	10	70.9	NB I-15 Ln 1 (between El Cerrito Ramps)	1980	64	30	64	0	0	0	0	0	0
				a.m.			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
					1	1	NB Bedford (S of Foothill) Lane 1	102	40	0	0	0	0	0	0	0	0
					1	1	NB Bedford (S of Foothill) Lane 2	132	40	0	0	0	0	0	0	0	0
					1	1	SB Bedford (S of Foothill)	138	40	6	40	0	0	0	0	0	0
					1	1	NB Bedford (N of Foothill)	96	40	0	0	0	0	0	0	0	0
					1		SB Bedford (N of Foothill)	42	40	0	0	0	0	0	0	0	0

								Au	itos	Medium	n Trucks	Heavy	Trucks	Bu	ses	Motor	cycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST19.02	7303 Calico Cir, Corona, CA 92881	Residential	В	10/20/2020 09:34	10	62.5	NB I-15 Ln 1 (between El Cerrito Ramps)	1710	71	0	0	24	54	0	0	0	0
				a.m.			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	10	62.7	NB I-15 Ln 1 (between El Cerrito Ramps)	1488	72	6	72	24	55	0	0	18	72
				a.m.			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	Residential	В	10/20/2020 09:34	10	65.5	Simultaneous with ST19.02										
	92881			a.m.		1											
				10/20/2020 09:45	10	65.2	Simultaneous with ST19.02										
				a.m.													

								Au	itos	Medium	Trucks	Heavy	Trucks	Bu	ses	Motor	cycles
			Activity		Duration	Leq											
Receiver	Address/Description	Land Use	Category	Start Date/ Time	(minutes)	(dBA)	Roadway & Direction	Volume ¹	Speed ²								
ST20.01	7500 El Cerrito Rd, Corona, CA	Sports Park	С	10/20/2020 08:38	10	61.3	NB I-15 Ln 1 (between El Cerrito Ramps)	1848	67	6	67	0	0	0	0	12	67
	92881 (El Cerrito Sports Park)			a.m.			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	10	62.3	NB I-15 Ln 1 (between El Cerrito Ramps)	1872	64	18	64	0	0	0	0	6	64
				a.m.			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	Residential	В	10/20/2020 08:38	10	59.1	Simultaneous with ST20.01										
	92881			a.m.													
				10/20/2020 08:50	10	59.6	Simultaneous with ST20.01										
				a.m.													
Notes:	•																
1 - All vehic	le volumes are normalized to 1 hou	ir, as required for input	into TNM														
2 - Speed in	n miles per hour.																
3 - Vehicle	speeds were reduced to reflect the	substantial traffic cong	estion obse	rved at the time of t	he measure	ment.											



Project Approval and Environmental Document

(EA 0J0820) Traffic Volumes for the Noise Study Report





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.
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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.

		Number	Peak Hour	Αι	ito	Mediu	m Truck	Heavy	Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
		1	576	93.0%	536	4.0%	23	3.0%	17	70 / 70 / 55	
NB Main St Off-Ramp	Main Street Interchange	-	0,0	50.075			20	01070		to	-
Off-Ramp Lane 1		1	576		536		23	-	17	18 / 13 / 10	
NB I-15 GP Lanes (Total)		3	3,734	93.0%	3,473	4.0%	149	3.0%	112		
General Purpose Lane 1	Main Street Off-Ramp to	1	1,436		1,436		0		0	70 / 70 / 55	1
General Purpose Lane 2	Main Street On-Ramp	1	1,437		1,287		86		64	10/10/55	1
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	
On-Ramp Lane 1	Main Street Interchange	1	119		110		5		4	70 / 70 / 55	-

		Number	Peak Hour	Αι	ito	Mediu	m Truck	Heavy	Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
NB I-15 General Purpose (Total)	Main Street On Rome to	3	3,853	93.0%	3,586	4.0%	153	3.0%	114		
General Purpose Lane 1	Control Avenue (SB 74) Off	1	1,285		1,285		0		0	70 / 70 / 55	2
General Purpose Lane 2	Central Avenue (SR-74) OII-	1	1,284		1,151		76		57	/0//0/55	2
General Purpose Lane 3	катр	1	1,284		1,150		77		57	1	
NB Central Ave Off-Ramp		1-3	1,062	93.0%	988	4.0%	42	3.0%	32	70 / 70 / 55	
Off-Ramp Lane 1	Central Avenue (SR-74)	1	404		404		0		0	/0//0/55	10
Off-Ramp Lane 2	Interchange	1	304		255		28		21		10
Off-Ramp Lane 3		1	354		329		14		11	10/15/10	
NB I-15 General Purpose (Total)		3	2,791	93.0%	2,598	4.0%	111	3.0%	82		
General Purpose Lane 1	Between Central Avenue (SR-	1	1,285		1,285		0		0	70 / 70 / 55	1
General Purpose Lane 2	74) Ramps	1	1,284		1,151		76		57	/0//0/55	Ţ
General Purpose Lane 3		1	222		162		35		25		
NB Central Ave On-Ramp	Central Avenue (SR-74)	1	650	93.0%	604	4.0%	26	3.0%	20	10/10/10	_
On-Ramp Lane 1	Interchange	1	650		604		26		20	70 / 70 / 55	
NB I-15 General Purpose (Total)	Botwoon Control Avenue (CB	3	3,441	93.0%	3,202	4.0%	137	3.0%	102		
General Purpose Lane 1	74) Romas to Nichols Road	1	1,147		1,147		0		0	70 / 70 / 55	2
General Purpose Lane 2	74) Ramps to Nichols Road	1	1,147		1,028		68		51	/0//0/55	2
General Purpose Lane 3	Оп-катр	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	-
Off-Ramp Lane 1		1	311		290		12		9	18/13/10	
NB I-15 General Purpose (Total)		3	3,130	93.0%	2,912	4.0%	125	3.0%	93		
General Purpose Lane 1	Between Nichols Road	1	1,147		1,147		0	-	0	70 / 70 / 55	1
General Purpose Lane 2	Ramps	1	1,147		1,028		68		51	10/10/33	1
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	-
On-Ramp Lane 1		1	161		150		6		5	70 / 70 / 55	
NB I-15 General Purpose (Total)		3	3,291	93.0%	3,062	4.0%	131	3.0%	98		
General Purpose Lane 1	Nichols On-Ramp to Lake	1	1,097		1,097		0		0	70 / 70 / 55	2
General Purpose Lane 2	Street Off-Ramp	1	1,097		983		65		49	10/10/55	2
General Purpose Lane 3		1	1,097		982		66		49		
NB Lake Street Off-Ramp		1-2	227	93.0%	211	4.0%	9	3.0%	7	70 / 70 / 55	
Off-Ramp Lane 1	Lake Street Interchange	1	170		162		5		3	to	-
Off-Ramp Lane 2		1	57		49		4		4	18 / 13 / 10	

		Number	Peak Hour	Αι	ito	Mediu	m Truck	Heavy	Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
NB I-15 General Purpose (Total)		3	3,064	93.0%	2,851	4.0%	122	3.0%	91		
General Purpose Lane 1	Detwoon Lake Street Demos	1	1,097		1,097		0		0	70 / 70 / 55	1
General Purpose Lane 2	Between Lake Street Ramps	1	1,097		983		65		49	10/10/55	T
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	-
On-Ramp Lane 1		1	523	-	486		21		16	70 / 70 / 55	
NB I-15 General Purpose (Total)		3	3,587	93.0%	3,337	4.0%	143	3.0%	107		
General Purpose Lane 1	Lake Street On-Ramp to	1	1,195		1,195		0		0	70 / 70 / 55	2
General Purpose Lane 2	Indian Truck Trail Off-Ramp	1	1,196		1,072		71		53	10/10/55	2
General Purpose Lane 3		1	1,196		1,070		72		54		
NB Indian Truck Trail Off- Ramp		1-3	412	93.0%	384	4.0%	16	3.0%	12	70 / 70 / 55	
Off-Ramp Lane 1	Indian Truck Trail	1	137		129		5		4	to	-
Off-Ramp Lane 2	Interchange	1	137		128		5		4	18 / 13 / 10	
Off-Ramp Lane 3		1	138		127		6		4		
NB I-15 General Purpose (Total)		3	3.175	93.0%	2.953	4.0%	127	3.0%	95		
General Purpose Lane 1	Between Indian Truck Trail	1	1.195		1.195		0		0		
General Purpose Lane 2	Ramps	1	1,196		1,072		71		53	70 / 70 / 55	1
General Purpose Lane 3		1	784		686		56		42		
NB Indian Truck Trail On-		2-1	334	93.0%	311	4.0%	13	3.0%	10	10 / 10 / 10	
Ramp	Indian Truck Trail			561676	011			0.070		to	-
On-Ramp Lane 1	Interchange	1	167		156		6		5	70 / 70 / 55	
On-Ramp Lane 2		1	167		155		7		5	,	
NB I-15 General Purpose (Total)	Indian Truck Trail On-Bamp	3	3,509	93.0%	3,264	4.0%	140	3.0%	105		
General Purpose Lane 1	to Temescal Canyon Off-	1	1,169		1,169		0		0	70 / 70 / 55	2
General Purpose Lane 2	Bamn	1	1,170		1,048		70		52	/0//0/35	-
General Purpose Lane 3	Kump	1	1,170		1,047		70		53		
NB Temescal Canyon Road Off-Ramp	Temescal Canyon Road	1	642	93.0%	597	4.0%	26	3.0%	19	70 / 70 / 55 to	-
Off-Ramp Lane 1	Interchange	1	642		597		26		19	18/13/10	
NB I-15 General Purpose (Total)		3	2,867	93.0%	2,667	4.0%	114	3.0%	86		
General Purpose Lane 1	Between Temescal Canyon	1	1,169		1,169		0		0	70 / 70 / 55	4
General Purpose Lane 2	Ramps	1	1,170		1,048		70		52	/0//0/55	T
General Purpose Lane 3		1	528		450		44		34		
NB Temescal Canyon Road	Temescal Canvon Road	2	267	93.0%	248	4.0%	11	3.0%	8	10/10/10	
On-Ramp Lane 1	Interchange	1	200		186		8		6	to	-
On-Ramp Lane 2	intertinunge	1	67		62		3		2	70 / 70 / 55	
		1	07		02		3		۷.		

		Number	Peak Hour	Αι	ito	Mediu	m Truck	Heavy	' Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
NB I-15 General Purpose (Total)		3	3,134	93.0%	2,915	4.0%	125	3.0%	94		
General Purpose Lane 1	Temescal Canyon On-Ramp	1	1,044		1,044		0		0	70 / 70 / 55	2
General Purpose Lane 2	to Weirick Road Off-Ramp	1	1,045		936		62		47	/0//0/55	2
General Purpose Lane 3		1	1,045		935		63		47		
NB Weirick Road Off-Ramp		1-3	60	93.0%	56	4.0%	2	3.0%	2	70 / 70 / 55	
Off-Ramp Lane 1	Weirick Road Interchange	1	20		18		1		1	to	10
Off-Ramp Lane 2		1	16		14		1		1	18/13/10	
Off-Ramp Lane 3		1	24		24		0		0		
NB I-15 General Purpose (Total)		3	3,074	93.0%	2,859	4.0%	123	3.0%	92		
General Purpose Lane 1	Between Weirick Road	1	1,044		1,044		0		0	70 / 70 / 55	1
General Purpose Lane 2	Ramps	1	1,045		936		62		47	/0//0/55	T
General Purpose Lane 3	1	1	985		879		61		45	1	
NB Weirick Road On-Ramp	Wairick Boad Interchange	2-1	900	93.0%	837	4.0%	36	3.0%	27	10/10/10	2
On-Ramp Lane 1	Weinck Road Interchange	1	450		418		18		14		5
On-Ramp Lane 2	1	1	450		419		18		13	/0//0/55	
NB I-15 General Purpose (Total)		3	4,070	93.0%	3,785	4.0%	163	3.0%	122		
General Purpose Lane 1	Weirick Road On-Ramp to	1	1,356		1,356		0		0	70 / 70 / 55	2.4
General Purpose Lane 2	Cajalco Road Off-Ramp	1	1,357		1,215		81		61	/0//0/55	2,4
General Purpose Lane 3		1	1,357		1,214		82		61		
NB Cajalco Road Off-Ramp		1-4	106	93.0%	99	4.0%	4	3.0%	3	70 / 70 / 55	
Off-Ramp Lane 1	Cajalco Road Interchange	1	9		8		1		0	10,70,55	_
Off-Ramp Lane 2		1	11		9		1		1	18 / 13 / 10	
Off-Ramp Lane 3		1	43		41		1		1	18/15/10	
Off-Ramp Lane 4		1	43		41		1		1		
NB I-15 General Purpose (Total)		3	3,964	93.0%	3,686	4.0%	159	3.0%	119		
General Purpose Lane 1	Cajalco Road Off-Ramp to	1	1,356		1,356		0		0	70 / 70 / 55	1
General Purpose Lane 2	Express Lanes Ingress	1	1,357		1,215		81		61	10/10/33	1
General Purpose Lane 3		1	1,251		1,115		78		58		
NB I-15 Express (Total)		1	1,297	100.0%	1,297	0.0%	0	0.0%	0		
NB I-15 General Purpose (Total)	Everage Lanas Ingrass to	3	2,667	89.6%	2,389	6.0%	159	4.5%	119	1	
General Purpose Lane 1	Cajalao Boad Loop On Down	1	59		59		0		0	70 / 70 / 55	5
General Purpose Lane 2	Сајако коао соор Оп-катр	1	1,357		1,215		81		61		
General Purpose Lane 3		1	1,251		1,115		78		58		

		Number	Peak Hour	Αι	ito	Mediu	m Truck	Heavy	Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
NB Cajalco Road Loop On-		2.4	407	02.0%	462	4.00/	20	2.00/	4.5	10/10/10	
Ramp	Cajalaa Baad Interchanga	2-1	497	93.0%	462	4.0%	20	3.0%	15	10/10/10	
Loop On-Ramp Lane 1	Cajalco Road Interchange	1	75		75		0		0		-
Loop On-Ramp Lane 2		1	422		387		20		15	/0//0/55	
NB I-15 Express (Total)		1	1,297	100.0%	1,297	0.0%	0	0.0%	0		
NB I-15 General Purpose (Total)	Calalas Daad Laars On Darran	3	3,164	90.1%	2,851	5.7%	179	4.2%	134		
General Purpose Lane 1		1	1,054		1,054		0		0	70 / 70 / 55	2
General Purpose Lane 2	то сајако коад Ол-катр	1	1,055		899		89		67		
General Purpose Lane 3		1	1,055		898		90		67		
NB Cajalco Road On-Ramp	Coicles Road Intershange	2-1	405	93.1%	377	4.0%	16	3.0%	12	10/10/10	
On-Ramp Lane 1	Cajalco Road Interchange	1	202		188		8		6		-
On-Ramp Lane 2		1	203		189		8		6	/0//0/55	
NB I-15 Express (Total)		1	1,297	100.0%	1,297	0.0%	0	0.0%	0		
NB I-15 General Purpose (Total)		5	3,569	90.4%	3,228	5.5%	195	4.1%	146		
TEL Ingress Lane	Calalas Dead On Damas to El	1	121		121		0		0	70 / 70 / 55	
General Purpose Lane 1	Cajalco Road On-Ramp to El	1	772		772		0		0	to	2,5
General Purpose Lane 2	Сегию коад Оп-катр	1	892		779		65		48	65 / 65 / 55	
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	-
Off-Ramp Lane 1		1	299		278		12		9	18/13/10	
NB I-15 Express (Total)		1	1,297	100.0%	1,297	0.0%	0	0.0%	0		
NB I-15 General Purpose (Total)		4	3,270	90.2%	2,950	5.6%	183	4.2%	137		
TEL Ingress Lane	El Cerrito Off-Ramp to	1	121		121		0		0	65 / 65 / 55	6
General Purpose Lane 1	Express Lane Access	1	772		772		0		0	03703733	Ŭ
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)		2	1,418	100.0%	1,418	0.0%	0	0.0%	0		
NB I-15 Express Lane 1		1	709		709		0		0		
NB I-15 Express Lane 2	Express Lane Access to El	1	709		709		0		0		
NB I-15 General Purpose (Total)	Corrito Road On Ramp	3	3,149	89.8%	2,829	5.8%	183	4.4%	137	65 / 65 / 55	-
General Purpose Lane 1		1	1,049		1,049		0		0	J	
General Purpose Lane 2		1	1,050		891		91		68	J	
General Purpose Lane 3		1	1,050		889		92		69		

		Number	Peak Hour	Αι	ito	Mediu	m Truck	Heavy	Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
NB El Cerrito Road On-Ramp		2-1	900	93.0%	837	4.0%	36	3.0%	27	10/10/10	2
On-Ramp Lane 1	El Cerrito Road Interchange	1	450		418		18		14		3
On-Ramp Lane 2		1	450		419		18		13	65 / 65 / 55	
NB I-15 Express (Total)		2	1,418	100.0%	1,418	0.0%	0	0.0%	0		
NB I-15 Express Lane 1		1	709		709		0		0		
NB I-15 Express Lane 2	El Corrito Bood On Bomn to	1	709		709		0		0		
NB I-15 General Purpose (Total)	Contario Avenue Off Barro	3	4,145	90.6%	3,755	5.4%	223	4.0%	167	65 / 65 / 55	2,4
General Purpose Lane 1	Ontario Avenue On-Kamp	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		1-3	712	93.0%	663	4.0%	28	3.0%	21	65 / 65 / 55	
Off-Ramp Lane 1	Ontario Avenue Interchange	1	267		249		10		8	to	-
Off-Ramp Lane 2		1	267		248		11		8	18/13/10	
Off-Ramp Lane 3		1	178		166		7		5		
NB I-15 Express (Total)		2	1,418	100.0%	1,418	0.0%	0	0.0%	0		
NB I-15 Express Lane 1		1	709		709		0		0		
NB I-15 Express Lane 2	Batura Ontaria Augura	1	709		709		0		0		
NB I-15 General Purpose (Total)	Between Ontario Avenue	3	3,433	90.1%	3,092	5.7%	195	4.3%	146	65 / 65 / 55	1
General Purpose Lane 1	Ramps (3 Lanes)	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)		2	1,418	100.0%	1,418	0.0%	0	0.0%	0		
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)	Between Ontario Avenue	4	3,433	90.1%	3,092	5.7%	195	4.3%	146		7
General Purpose Lane 1	Ramps (4 Lane)	1	859		859		0		0	دد / ده / ده	/
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-		2.1	000	02.0%	027	4.09/	26	2.0%	27	10/10/10	
Ramp	Ontario Avonuo Interchance	2-1	900	93.0%	837	4.0%	30	3.0%	27	10/10/10	2
On-Ramp Lane 1	ontario Avenue interchange	1	450		418		18		14		3
On-Ramp Lane 2		1	450		419		18		13	05 / 05 / 05	

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.

		Number	Peak Hour	Αι	ito	Mediu	n Truck	Heavy	Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
SB Ontario Avenue Off-Ramp		1-3	834	87.0%	726	7.0%	58	6.0%	50	65 / 65 / 55	
Off-Ramp Lane 1	Ontario Avenue Interchange	1	278		242		19		17	to	-
Off-Ramp Lane 2		1	278		242		20		16	18/13/10	
Off-Ramp Lane 3		1	278		242		19		17		
SB I-15 Express (Total)		2	150	100.0%	150	0.0%	0	0.0%	0		
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)	Between Ontario Avenue	4	4,144	86.5%	3,585	7.3%	302	6.2%	257		
General Purpose Lane 1	Ramps	1	1,036		1,036		0		0	65 / 65 / 55	-
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		

		Number	Peak Hour	Αι	ito	Mediu	m Truck	Heavy	Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
		1	426	07 O0/	270	7.0%	20	6.0%	26	15 / 15 / 15	
SB Ontario Avenue On-Ramp	Ontario Avenue Interchange	T	420	87.0%	370	7.0%	30	0.0%	20	to	-
On-Ramp Lane 1		1	426		370		30		26	65 / 65 / 55	
SB I-15 Express (Total)		2	150	100.0%	150	0.0%	0	0.0%	0		
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)	Ontario Avenue On-Ramp to	4	4,570	86.5%	3,955	7.3%	332	6.2%	283		2
General Purpose Lane 1	El Cerrito Road Off-Ramp	1	1,141		1,141		0		0	دد / ده / ده	2
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		
SP El Corrito Pood Off Pomp		1-2	474	87.0%	413	7.0%	33	6.0%	28	65 / 65 / 55	
Off Pamp Lang 1	El Cerrito Road Interchange	1	159		217		11		0	to	-
Off Romp Long 2		1	158		217		22		9	18/13/10	
SP L 15 Expross (Total)		1 2	310	100.0%	190		22	0.0%	19		
SB L 15 Express (Total)			150	100.0%	150	0.0%	0	0.0%	0		
SB I-15 Express Lane 1	_	1	75		75		0		0		
SB I-15 Caparal Purpose (Total)	El Cerrito Road Off-Ramp to	2	1006	 96 E0/	2 5 4 2	7 20/	200	6.2%	255	65 / 65 / 55	Q
General Purnose Lane 1	Express Lane Egress	1	4,090	00.5%	3,342	1.5%	299	0.270	255	05/05/55	0
General Purpose Lane 2		1	1,300		1,500		140		127		
General Purpose Lane 2		1	1,305		1,089		149		127		
SP 15 Expross (Total)		1	1,305	100.0%	1,087		150		128		
SB I-15 Caparal Rurpose (Total)		1	140	100.0%	2 5 5 2	0.0%	200	6.2%	255		
General Purnose Lane 1	Express Lane Egress to El	4	4,100	00.5%	3,552	7.5%	299	0.270	255	65 / 65 / 55	
General Purpose Lane 2	Cerrito Road On-Ramp (4	1	1,000		1,000		0		0	to	7
General Purnose Lane 3	lanes)	1	1,032		751		140		127	70 / 70 / 55	
General Purnose Lane 4		1	1,027		731		149		127		
SB I-15 Express (Total)		1	1,027	100.0%	149	0.0%	130	0.0%	0		
SB I-15 General Purpose (Total)	Express Lane Egress to El	2	4 106	26 5%	2 552	7.2%	200	6.2%	255		
General Purnose Lane 1	Cerrito Road On-Ramp (3	1	4,100	80.370	1 269	1.370	299	0.270	233	70 / 70 / 55	8
General Purnose Lane 2		1	1,308		1,308		140		129	/0//0/33	0
General Purnose Lane 3	lanesy	1	1,309		1,092		149		120		
		1	1,309		1,092		130		127	15 / 15 / 15	
SB El Cerrito Road On-Ramp	El Cerrito Road Interchange	1	417	87.0%	365	7.0%	28	6.0%	24	to	-
On-Ramp Lane 1		1	417		365		28		24	70 / 70 / 55	

		Number	Peak Hour	Αι	ito	Mediu	n Truck	Heavy	Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
SB I-15 Express (Total)		1	140	100.0%	140	0.0%	0	0.0%	0		
SB I-15 General Purpose (Total)		4	4,523	86.6%	3,917	7.2%	327	6.2%	279		
General Purpose Lane 1	El Cerrito Road On-Ramp to	1	1,209		1,209		0		0	70 / 70 / 55	2
General Purpose Lane 2	Cajalco Road Off-Ramp	1	1,052		1,052		0		0	10/10/55	2
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		2-5	455	87.0%	396	7.0%	32	6.0%	27		
Off-Ramp Lane 1		1	144		144		0		0	70 / 70 / 55	
Off-Ramp Lane 2	Cajalco Road Interchange	1	98		76		12		10	to	10
Off-Ramp Lane 3		1	99		76		12		11	18/13/10	
Off-Ramp Lane 4		1	57		50		4		3		
Off-Ramp Lane 5		1	57		50		4		3		
SB I-15 Express (Total)		1	140	100.0%	140	0.0%	0	0.0%	0		
SB I-15 General Purpose (Total)	Cajalco Road Off Ramp to	3	4,068	86.6%	3,521	7.3%	295	6.2%	252		
General Purpose Lane 1	Cajalco Road Off-Ramp to Express Lane Egress	1	1,356		1,356		0		0	70 / 70 / 55	8
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)		4	4,208	87.0%	3,661	7.0%	295	6.0%	252		
General Purpose Lane 1	Rotwoon Cajalco Road	1	1,052		1,052		0		0		
General Purpose Lane 2	Pamps (4 Lanos)	1	1,052		1,052		0		0	70 / 70 / 55	7
General Purpose Lane 3	Kallips (4 Lalles)	1	1,052		779		147		126		
General Purpose Lane 4		1	1,052		778		148		126		
SB I-15 General Purpose (Total)		3	4,208	87.0%	3,661	7.0%	295	6.0%	252		
General Purpose Lane 1	Between Cajalco Road	1	1,402		1,402		0		0	70 / 70 / 55	Q
General Purpose Lane 2	Ramps (3 Lanes)	1	1,403		1,130		147		126	10/10/33	0
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	
On-Ramp Lane 1	Cajalco Road Interchange	1	3		3		0		0		-
On-Ramp Lane 2		1	162		140		12		10	10/10/35	
SB I-15 General Purpose (Total)		3	4,373	87.0%	3,804	7.0%	307	6.0%	262		
General Purpose Lane 1	Cajalco Road On-Ramp to	1	1,457		1,457		0		0	70 / 70 / 55	2
General Purpose Lane 2	Weirick Road Off-Ramp	1	1,458		1,174		153		131	10/10/35	2
General Purpose Lane 3		1	1,458		1,173		154		131		

		Number	Peak Hour	Au	ito	Mediu	m Truck	Heavy	Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
SB Weirick Road Off-Ramp		1-3	574	87.0%	500	7.0%	40	6.0%	34	70 / 70 / 55	
Off-Ramp Lane 1	Weirick Road Interchange	1	192		168		13		11	to	10
Off-Ramp Lane 2		1	143		93		27		23	18/13/10	
Off-Ramp Lane 3		1	239		239		0		0		
SB I-15 General Purpose (Total)		3	3,799	87.0%	3,304	7.0%	267	6.0%	228		
General Purpose Lane 1	Between Weirick Road	1	1,457		1,457		0		0	70 / 70 / 55	1
General Purpose Lane 2	Ramps	1	1,458		1,174		153		131	10/10/55	1
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	_
On-Ramp Lane 1	Weiner Road interchange	1	57		50		4		3	70 / 70 / 55	
On-Ramp Lane 2		1	58		50		4		4	10/10/55	
SB I-15 General Purpose (Total)	Weirick Road On-Ramp to	3	3,914	87.0%	3,404	7.0%	275	6.0%	235		
General Purpose Lane 1	Temescal Canvon Road Off-	1	1,304		1,304		0		0	70 / 70 / 55	2
General Purpose Lane 2	Ramn	1	1,305		1,051		137		117	10/10/33	2
General Purpose Lane 3	Namp	1	1,305		1,049		138		118		
SB Temescal Canyon Road Off-Ramp	Temescal Canyon Road	1-2	455	87.0%	396	7.0%	32	6.0%	27	70 / 70 / 55	
Off-Ramp Lane 1	Interchange	1	155		135		11		9	to	-
Off-Ramp Lane 2		1	300		261		21		18	18 / 13 / 10	
SB I-15 General Purpose (Total)		3	3,459	87.0%	3,008	7.0%	243	6.0%	208		
General Purpose Lane 1	Between Temescal Canyon	1	1,304		1,304		0		0		
General Purpose Lane 2	Road Ramps	1	1,305		1,051		137		117	/0 / /0 / 55	1
General Purpose Lane 3		1	850		653		106		91		
SB Temescal Canyon Road On-Ramp	Temescal Canyon Road	2-1	153	87.0%	133	7.0%	11	6.0%	9	15 / 15 / 15	
On-Ramp Lane 1	Interchange	1	51		44		4		3		-
On-Ramp Lane 2	_	1	102		89		7		6	/0//0/55	
SB I-15 General Purpose (Total)		3	3,612	87.0%	3,141	7.0%	254	6.0%	217		
General Purpose Lane 1	Temescal Canyon Road On-	1	1,204		1,204		0		0	70 / 70 / 55	2
General Purpose Lane 2	Ramp to Indian Truck Trail	1	1,204		969		127		108	/0//0/55	2
General Purpose Lane 3	Оп-катр	1	1,204		968		127		109	1	
SB Indian Truck Trail Off- Ramp		1-3	290	91.7%	266	4.1%	12	4.1%	12	70 / 70 / 55	
Off-Ramp Lane 1	Indian Truck Trail	1	96		88		4		4	to	-
Off-Ramp Lane 2	Interchange	1	97		89		4		4	18 / 13 / 10	
Off-Ramp Lane 3	1	1	97		89		4		4	-, -,	

		Number	Peak Hour	Au	ito	Mediu	m Truck	Heavy	Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
SB I-15 General Purpose (Total)		3	3,322	87.0%	2,875	7.0%	242	6.0%	205		
General Purpose Lane 1	Between Indian Truck Trail	1	1,204		1,204		0		0	70 / 70 / 55	1
General Purpose Lane 2	Ramps	1	1,204		969		127		108	/0//0/55	T
General Purpose Lane 3		1	914		702		115		97		
SB Indian Truck Trail On-	Indian Truck Trail	4	477	02.40/	4.00	4.00/	7	4.00/	-	15 / 15 / 15	
Ramp		1	1//	92.1%	163	4.0%	/	4.0%	/	to	-
On-Ramp Lane 1	Interchange	1	177		163		7		7	70 / 70 / 55	
SB I-15 General Purpose (Total)		3	3,499	87.0%	3,042	7.0%	246	6.0%	211		
General Purpose Lane 1	Indian Truck Trail On-Ramp	1	1,167		1,167		0		0		2
General Purpose Lane 2	to Lake Street Off-Ramp	1	1,166		938		123		105	/0//0/55	2
General Purpose Lane 3		1	1,166		937		123		106		
SB Lake Street Off-Ramp		1-2	235	87.0%	205	7.0%	16	6.0%	14	70 / 70 / 55	
Off-Ramp Lane 1	Lake Street Interchange	1	75		65		5		5	to	-
Off-Ramp Lane 2		1	160		140		11		9	18/13/10	
SB I-15 General Purpose (Total)		3	3,264	87.0%	2,837	7.0%	230	6.0%	197		
General Purpose Lane 1	Detwoon Lake Street Domne	1	1,167		1,167		0		0	70 / 70 / 55	1
General Purpose Lane 2	Between Lake Street Ramps	1	1,166		938		123		105	/0//0/55	T
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	-
On-Ramp Lane 1		1	324		282		23		19	70 / 70 / 55	
SB I-15 General Purpose (Total)		3	3,588	87.0%	3,119	7.0%	253	6.0%	216		
General Purpose Lane 1	Lake Street On-Ramp to	1	1,196		1,196		0		0	70 / 70 / 55	2
General Purpose Lane 2	Nichols Road Off-Ramp	1	1,196		962		126		108	10/10/55	2
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	-
Off-Ramp Lane 1		1	235		199		19		17	18/13/10	
SB I-15 General Purpose (Total)		3	3,353	87.0%	2,920	7.0%	234	6.0%	199		
General Purpose Lane 1	Between Nichols Road	1	1,196		1,196		0		0	70 / 70 / 55	1
General Purpose Lane 2	Ramps	1	1,196		962		126		108	10/10/55	1
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	-
On-Ramp Lane 1		1	402		350		28		24	70 / 70 / 55	

		Number	Peak Hour	Αι	uto	Mediu	m Truck	Heavy	/ Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
SB I-15 General Purpose (Total)	Nichola Daad On Davan ta	3	3,755	87.0%	3,264	7.0%	265	6.0%	226		
General Purpose Lane 1	Cantral Augure (SB 74) Off	1	1,251		1,251		0		0	70 / 70 / 55	2
General Purpose Lane 2	Central Avenue (SR-74) OII-	1	1,252		1,007		132		113	10/10/55	2
General Purpose Lane 3	Ramp	1	1,252		1,006		133		113		
SB Central Avenue (SR-74)		1 0	401	97.00/	120	7.00/	24	6.0%	20		
Off-Ramp	Control Avonuo (SP 74)	1-3	491	87.0%	428	7.0%	54	0.0%	29	70 / 70 / 55	
Off-Ramp Lane 1		1	205		205		0		0	to	10
Off-Ramp Lane 2	litterchange	1	122	-	80		23		19	18/13/10	
Off-Ramp Lane 3		1	164	-	143		11		10		
SB I-15 General Purpose (Total)		3	3,264	87.0%	2,836	7.0%	231	6.0%	197		
General Purpose Lane 1	Between Central Avenue (SR-	1	1,251		1,251		0		0	70 / 70 / 55	1
General Purpose Lane 2	74) Ramps	1	1,252		1,007		132		113	10/10/55	1
General Purpose Lane 3		1	761		578		99		84		
SB Central Avenue On-Ramp	Central Avenue (SR-74)	2-1	1,127	87.0%	980	7.0%	79	6.0%	68	15 / 15 / 15	
On-Ramp Lane 1	Interchange	1	563		490		39		34		-
On-Ramp Lane 2		1	564		490		40		34	/0//0/55	
SB I-15 General Purpose (Total)		3	4,391	87.0%	3,816	7.0%	310	6.0%	265		
General Purpose Lane 1	Central Avenue (SR-74) On-	1	1,463		1,463		0		0	70 / 70 / 55	2
General Purpose Lane 2	Ramp to Main Street On-	1	1,464		1,177		155		132	10/10/55	2
General Purpose Lane 3	капр	1	1,464		1,176		155		133		
SB Main Street Off-Ramp		2	113	87.0%	98	7.0%	8	6.0%	7	70 / 70 / 55	
Off-Ramp Lane 1	Main Street Interchange	1	28		24		2		2	to	-
Off-Ramp Lane 2		1	85		74		6		5	18/13/10	
SB I-15 General Purpose (Total)		3	4,278	87.0%	3,718	7.0%	302	6.0%	258		
General Purpose Lane 1	Potwoon Main Street Domne	1	1,463		1,463		0		0	70 / 70 / 55	1
General Purpose Lane 2	Between Main Street Ramps	1	1,464		1,177		155		132	10/10/55	Т
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	-
On-Ramp Lane 1		1	467		406		33		28	70 / 70 / 55	

		Number	Peak Hour	Au	uto	Mediu	m Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Ontario Ave (Total)		3	1,322	93.0%	1,229	4.0%	53	3.0%	40	
Eastbound Lane 1		1	501		476		15		10	45
Eastbound Lane 2	California Avonuo to 1-15	1	502		475		16		11	45
Eastbound Lane 3		1	319		278		22		19	
WB Ontario Ave (Total)	Kamps	2	1,627	92.2%	1,500	4.1%	66	3.7%	61	
Westbound Lane 1		1	813		750		33		30	45
Westbound Lane 2		1	814		750		33		31	
EB Ontario Ave (Total)		3	1,281	93.1%	1,193	3.9%	50	3.0%	38	
Eastbound Lane 1		1	502		467		20		15	45
Eastbound Lane 2		1	501		466		20		15	45
Eastbound Lane 3	Potwoon L 15 Domns	1	278		260		10		8	
WB Ontario Ave (Total)	Between 1-15 Ramps	3	1,178	94.1%	1,108	3.0%	35	3.0%	35	
Westbound Lane 1		1	107		92		8		7	45
Westbound Lane 2		1	535		508		13		14	45
Westbound Lane 3		1	536		508		14		14	
EB Ontario Ave (Total)		2	456	93.4%	426	3.7%	17	2.9%	13	
Eastbound Lane 1		1	228		214		8		6	45
Eastbound Lane 2	1	1	228		212		9		7	
WB Ontario Ave (Total)	I-15 Ramps to State Street	3	1,145	94.1%	1,077	3.0%	34	3.0%	34	
Westbound Lane 1	1	1	322		306		7		9	45
Westbound Lane 2	1	1	322		305		7		10	45
Westbound Lane 3	1	1	501		466		20		15	
EB El Cerrito Rd (Total)		3	1,048	93.0%	975	4.0%	42	3.0%	31	
Eastbound Lane 1	1	1	385		367		11		7	45
Eastbound Lane 2		1	385		365		12		8	45
Eastbound Lane 3	Bedford Canyon Road to I-15	1	278		243		19		16	
WB El Cerrito Rd (Total)	катря	2	797	93.0%	741	3.9%	31	3.1%	25	
Westbound Lane 1		1	398		371		15		12	45
Westbound Lane 2		1	399		370		16		13	
EB El Cerrito Rd (Total)		3	928	93.8%	870	3.7%	34	2.6%	24	
Eastbound Lane 1		1	332		306		15		11	45
Eastbound Lane 2	-	1	332		306		15		11	45
Eastbound Lane 3		1	264		258		4		2	
WB El Cerrito Rd (Total)	Between I-15 Ramps	3	620	94.8%	588	2.9%	18	2.3%	14	
Westbound Lane 1	1	1	139		122		9		8	1
Westbound Lane 2	1	1	240		233		4		3	45
Westbound Lane 3	1	1	241		233		5		3	1

		Number	Peak Hour	Αι	uto	Mediu	m Truck	Heavy	r Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB El Cerrito Rd (Total)		2	364	96.4%	351	2.2%	8	1.4%	5	
Eastbound Lane 1		1	182		176		4		2	45
Eastbound Lane 2	I-15 Ramps to Temescal	1	182		175		4		3	
WB El Cerrito Rd (Total)	Canyon Road	2	753	93.0%	700	4.0%	30	3.0%	23	
Westbound Lane 1		1	421		386		20		15	45
Westbound Lane 2		1	332		314		10		8	
EB El Cerrito Rd (Total)		3	761	91.2%	694	5.0%	38	3.8%	29	
Eastbound Lane 1		1	254		231		13		10	45
Eastbound Lane 2	Most of Dodford Conver	1	254		231		13		10	45
Eastbound Lane 3	West of Bedford Canyon	1	253		232		12		9	
WB El Cerrito Rd (Total)	коай	2	808	93.3%	754	3.7%	30	3.0%	24	
Westbound Lane 1		1	404		377		15		12	45
Westbound Lane 2		1	404		377		15		12	
EB El Cerrito Rd (Total)		3	1,048	93.0%	975	4.0%	42	3.0%	31	
Eastbound Lane 1		1	385		367		11		7	45
Eastbound Lane 2		1	385		365		12		8	45
Eastbound Lane 3		1	278		243		19		16	
WB El Cerrito Rd (Total)	East of Bedford Canyon Road	4	797	93.0%	741	3.9%	31	3.1%	25	
Westbound Lane 1		1	109		105		2		2	
Westbound Lane 2		1	344		317		15		12	45
Westbound Lane 3		1	344		319		14		11	
Westbound Lane 4		1	0		0		0		0	
NB Bedford Canyon Rd (Total)		2	443	98.2%	435	1.1%	5	0.7%	3	
Northbound Lane 1		1	120		118		1		1	30
Northbound Lane 2	South of El Cerrito Road	1	323		317		4		2	
SB Bedford Canyon Rd (Total)		1	145	97.2%	141	1.4%	2	1.4%	2	20
Southbound Lane 1		1	145		141		2		2	30
NB Bedford Canyon Rd (Total)		1	443	98.2%	435	1.1%	5	0.7%	3	20
Northbound Lane 1		1	443		435		5		3	30
SB Bedford Canyon Rd (Total)	North of Liberty Avenue	2	145	97.2%	141	1.4%	2	1.4%	2	
Southbound Lane 1		1	145		141		2		2	30
Southbound Lane 2		1	0		0		0		0	
EB Liberty Ave (Total)		1	150	100.0%	150	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Bedford Canyon	1	150		150		0		0	25
WB Liberty Ave (Total)	Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	25

		Number	Peak Hour	Αι	ıto	Mediu	n Truck	Heavy	r Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
NB Bedford Canyon Rd (Total)		1	343	97.7%	335	1.5%	5	0.9%	3	30
Northbound Lane 1	South of Liborty Ayonuo	1	343		335		5		3	50
SB Bedford Canyon Rd (Total)	South of Liberty Avenue	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)		1	343	97.7%	335	1.5%	5	0.9%	3	20
Northbound Lane 1	North of Klyna Straat	1	343		335		5		3	
SB Bedford Canyon Rd (Total)	North of Righe Street	1	195	97.9%	191	1.0%	2	1.0%	2	20
Southbound Lane 1		1	195		191		2		2	50
EB Klyne St (Total)		1	120	100.0%	120	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Bedford Canyon	1	120		120		0		0	25
WB Klyne St (Total)	Road	1	50	100.0%	50	0.0%	0	0.0%	0	25
Westbound Lane 1		1	50		50		0		0	25
NB Bedford Canyon Rd (Total)		1	299	97.3%	291	1.7%	5	1.0%	3	20
Northbound Lane 1	Couth of Klups Street	1	299		291		5		3	30
SB Bedford Canyon Rd (Total)	South of Klyne Street	1	221	98.2%	217	0.9%	2	0.9%	2	20
Southbound Lane 1		1	221		217		2		2	30
NB Bedford Canyon Rd (Total)		1	299	97.3%	291	1.7%	5	1.0%	3	20
Northbound Lane 1	North of Corona Streat	1	299		291		5		3	50
SB Bedford Canyon Rd (Total)	North of Corona Street	1	221	98.2%	217	0.9%	2	0.9%	2	20
Southbound Lane 1		1	221		217		2		2	30
EB Corona St (Total)		1	10	100.0%	10	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Bedford Canyon	1	10		10		0		0	25
WB Corona St (Total)	Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	25
NB Bedford Canyon Rd (Total)		1	299	97.3%	291	1.7%	5	1.0%	3	20
Northbound Lane 1	Couth of Corona Streat	1	299		291		5		3	30
SB Bedford Canyon Rd (Total)	South of Corona Street	1	231	98.3%	227	0.9%	2	0.9%	2	20
Southbound Lane 1		1	231		227		2		2	50
NB Bedford Canyon Rd (Total)		1	299	97.3%	291	1.7%	5	1.0%	3	20
Northbound Lane 1	North of Orongo Street	1	299		291		5		3	30
SB Bedford Canyon Rd (Total)	North of Orange Street	1	231	98.3%	227	0.9%	2	0.9%	2	20
Southbound Lane 1		1	231		227		2		2	30
EB Orange St (Total)		1	10	100.0%	10	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Bedford Canyon	1	10		10		0		0	25
WB Orange St (Total)	Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	25

		Number	Peak Hour	Αι	uto	Mediur	n Truck	Heavy	' Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
NB Bedford Canyon Rd (Total)		1	299	97.3%	291	1.7%	5	1.0%	3	30
Northbound Lane 1	South of Orango Stroot	1	299		291		5		3	30
SB Bedford Canyon Rd (Total)	South of Orange Street	1	241	98.3%	237	0.8%	2	0.8%	2	30
Southbound Lane 1		1	241		237		2		2	30
NB Bedford Canyon Rd (Total)		1	299	97.3%	291	1.7%	5	1.0%	3	30
Northbound Lane 1	North of Royd Avenue	1	299		291		5		3	50
SB Bedford Canyon Rd (Total)	North of Boya Avenue	1	241	98.3%	237	0.8%	2	0.8%	2	20
Southbound Lane 1		1	241		237		2		2	50
EB Boyd Ave (Total)		1	10	100.0%	10	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Bedford Canyon	1	10		10		0		0	25
WB Boyd Ave (Total)	Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	25
NB Bedford Canyon Rd (Total)		1	289	97.2%	281	1.7%	5	1.0%	3	20
Northbound Lane 1	South of Bourd Avenue	1	289		281		5		3	50
SB Bedford Canyon Rd (Total)	South of Boya Avenue	1	241	98.3%	237	0.8%	2	0.8%	2	20
Southbound Lane 1		1	241		237		2		2	50
NB Bedford Canyon Rd (Total)		2	389	99.0%	385	1.0%	4	0.0%	0	
Northbound Lane 1		1	195		193		2		0	40
Northbound Lane 2	North of Forder Clar Darlyway	1	194		192		2		0	
SB Bedford Canyon Rd (Total)	North of Eagle Glen Parkway	2	141	97.9%	138	1.4%	2	0.7%	1	
Southbound Lane 1		1	106		103		2		1	40
Southbound Lane 2		1	35		35		0		0	
EB Eagle Glen Pkwy (Total)		3	537	94.2%	506	2.8%	15	3.0%	16	
Eastbound Lane 1		1	97		96		1		0	40
Eastbound Lane 2	West of Bodford Canvon	1	220		205		7		8	40
Eastbound Lane 3	Read	1	220		205		7		8	
WB Eagle Glen Pkwy (Total)	Roau	2	340	90.6%	308	3.8%	13	5.6%	19	
Westbound Lane 1		1	170		153		7		10	40
Westbound Lane 2		1	170		155		6		9	
EB Eagle Glen Pkwy (Total)		2	546	94.1%	514	2.9%	16	2.9%	16	
Eastbound Lane 1		1	273		256		8		9	40
Eastbound Lane 2		1	273		258		8		7	
WB Eagle Glen Pkwy (Total)	East of Bedford Canyon Road	3	597	94.1%	562	2.7%	16	3.2%	19	
Westbound Lane 1		1	153		136		7		10	40
Westbound Lane 2		1	152		137		6		9	40
Westbound Lane 3		1	292		289		3		0	

		Number	Peak Hour	Αι	uto	Mediu	m Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Eagle Glen Pkwy (Total)		4	546	94.1%	514	2.9%	16	2.9%	16	
Eastbound Lane 1		1	13		9		2		2	
Eastbound Lane 2		1	14		10		2		2	40
Eastbound Lane 3	Bedford Canyon Road to I-15	1	260		248		6		6	
Eastbound Lane 4	Ramps	1	259		247		6		6	
WB Eagle Glen Pkwy (Total)		2	597	94.1%	562	2.7%	16	3.2%	19	
Westbound Lane 1		1	199		188		5		6	40
Westbound Lane 2		1	398		374		11		13	
EB Cajalco Rd (Total)		4	860	92.0%	791	4.2%	36	3.8%	33	
Eastbound Lane 1		1	121		109		6		6	
Eastbound Lane 2		1	121		110		5		6	40
Eastbound Lane 3		1	121		110		5		6	
Eastbound Lane 4	Between I-15 Ramps	1	497		462		20		15	
WB Cajalco Rd (Total)		3	621	94.4%	586	2.6%	16	3.1%	19	
Westbound Lane 1	1	1	241		231		4		6	40
Westbound Lane 2	1	1	242		231		4		7	40
Westbound Lane 3	1	1	138		124		8		6	
EB Cajalco Rd (Total)		5	449	91.5%	411	4.0%	18	4.5%	20	
Eastbound Lane 1	1	1	57		54		1		2	
Eastbound Lane 2	1	1	56		51		2		3	40
Eastbound Lane 3	1	1	112		102		5		5	40
Eastbound Lane 4	1	1	112		102		5		5	
Eastbound Lane 5	I-15 Ramps to Grand Oaks	1	112		102		5		5	
WB Cajalco Rd (Total)		4	1,006	94.0%	946	3.0%	30	3.0%	30	
Westbound Lane 1		1	201		191		4		6	
Westbound Lane 2	1	1	200		189		5		6	40
Westbound Lane 3	1	1	200		189		5		6	
Westbound Lane 4	1	1	405		377		16		12	
EB Weirick Rd (Total)		4	1,117	93.9%	1,049	3.0%	34	3.0%	34	
Eastbound Lane 1		1	353		333		10		10	
Eastbound Lane 2		1	353		333		10		10	35
Eastbound Lane 3		1	353		333		10		10	
Eastbound Lane 4	Knabe Road to I-15 Ramps	1	58		50		4		4	
WB Weirick Rd (Total)		3	421	85.5%	360	7.1%	30	7.4%	31	
Westbound Lane 1	1	1	69		66		2		1	25
Westbound Lane 2	1	1	69		67		1		1	35
Westbound Lane 3]	1	275		219		27		29	

		Number	Peak Hour	Αι	uto	Mediu	m Truck	Heavy	r Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Weirick Rd (Total)		3	1,251	93.3%	1,167	3.4%	43	3.3%	41	
Eastbound Lane 1		1	199		176		13		10	25
Eastbound Lane 2		1	199		176		13		10	55
Eastbound Lane 3	Between 1-15 Ramos	1	853		815		17		21	
WB Weirick Rd (Total)	between 1-15 Kamps	3	96	81.3%	78	7.3%	7	11.5%	11	
Westbound Lane 1		1	57		50		4		3	25
Westbound Lane 2		1	19		14		1		4	
Westbound Lane 3		1	20		14		2		4	
EB Dos Lagos Dr (Total)		3	893	95.5%	853	2.0%	18	2.5%	22	
Eastbound Lane 1		1	297		283		6		8	25
Eastbound Lane 2		1	298		285		6		7	35
Eastbound Lane 3	I-15 Ramps to Temescal	1	298		285		6		7	
WB Dos Lagos Dr (Total)	Canyon Road	3	674	94.1%	634	3.0%	20	3.0%	20	
Westbound Lane 1		1	38		30		3		5	25
Westbound Lane 2		1	38		30		3		5	35
Westbound Lane 3		1	598		574		14		10	
NB Knabe Rd (Total)		2	16	100.0%	16	0.0%	0	0.0%	0	
Northbound Lane 1		1	8		8		0		0	30
Northbound Lane 2		1	8		8		0		0	
SB Knabe Rd (Total)	North of Weirick Road	3	15	100.0%	15	0.0%	0	0.0%	0	
Southbound Lane 1		1	8		8		0		0	30
Southbound Lane 2		1	0		0		0		0	50
Southbound Lane 3		1	7		7		0		0	
EB Weirick Rd (Total)		4	620	89.0%	552	5.5%	34	5.5%	34	
Eastbound Lane 1		1	8		8		0		0	
Eastbound Lane 2		1	204		181		11		11	35
Eastbound Lane 3	West of Knaho Road	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	
Westbound Lane 1		1	232		203		14		15	35
Westbound Lane 2		1	231		203		14		14	

		Number	Peak Hour	Αι	uto	Mediu	n Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Weirick Rd (Total)		4	1,117	93.9%	1,049	3.0%	34	3.0%	34	
Eastbound Lane 1		1	353		333		10		10	
Eastbound Lane 2		1	353		333		10		10	35
Eastbound Lane 3	Knaho Road and LIE SP Off	1	353		333		10		10	
Eastbound Lane 4	Rilabe Road and 1-15 SB Off	1	58		50		4		4	
WB Weirick Rd (Total)	Kamps	3	421	85.5%	360	7.1%	30	7.4%	31	
Westbound Lane 1		1	69		66		2		1	25
Westbound Lane 2		1	69		67		1		1	
Westbound Lane 3		1	275		219		27		29	
NB Knabe Rd (Total)		5	724	99.0%	717	0.6%	4	0.4%	3	
Northbound Lane 1		1	181		180		1		0	
Northbound Lane 2		1	0		0		0		0	50
Northbound Lane 3		1	181		179		1		1	50
Northbound Lane 4	South of Weirick Road	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	
Southbound Lane 1		1	92		87		3		2	50
Southbound Lane 2		1	92		87		3		2	
NB Knabe Rd (Total)		2	724	99.0%	717	0.6%	4	0.4%	3	
Northbound Lane 1		1	362		358		2		2	50
Northbound Lane 2	North of Dodgor Dood	1	362		359		2		1	
SB Knabe Rd (Total)	North of Badger Road	2	184	94.6%	174	3.3%	6	2.2%	4	
Southbound Lane 1		1	92		87		3		2	50
Southbound Lane 2		1	92		87		3		2	
EB Badger Rd (Total)		1	10	100.0%	10	0.0%	0	0.0%	0	20
Eastbound Lane 1	West of Temescal Canyon	1	10		10		0		0	50
WB Badger Rd (Total)	Road	1	0	0.0%	0	0.0%	0	0.0%	0	20
Westbound Lane 1		1	0		0		0		0	50
NB Knabe Rd (Total)		3	719	99.0%	712	0.6%	4	0.4%	3	
Northbound Lane 1		1	0		0		0		0	50
Northbound Lane 2		1	360		356		2		2	50
Northbound Lane 3	South of Badger Road	1	359		356		2		1	
SB Knabe Rd (Total)		2	189	94.7%	179	3.2%	6	2.1%	4	
Southbound Lane 1		1	95		90		3		2	50
Southbound Lane 2		1	94		89		3		2	

		Number	Peak Hour	Αι	ıto	Mediu	m Truck	Heavy	r Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
NB Knabe Rd (Total)		2	719	99.0%	712	0.6%	4	0.4%	3	
Northbound Lane 1		1	360		356				2	50
Northbound Lane 2	North of Podford Motor Way	1	359		356				1	
SB Knabe Rd (Total)	North of Bedford Wotor way	2	189	94.7%	179	3.2%	6	2.1%	4	
Southbound Lane 1		1	95		90				2	50
Southbound Lane 2		1	94		89				2	
EB Bedford Motor Way (Total)		1	10	100.0%	10	0.0%	0	0.0%	0	20
Eastbound Lane 1	West of Temescal Canyon	1	10		10		0		0	50
WB Bedford Motor Way (Total)	Road	1	0	0.0%	0	0.0%	0	0.0%	0	20
Westbound Lane 1		1	0		0		0		0	50
NB Knabe Rd (Total)		3	714	99.0%	707	0.6%	4	0.4%	3	
Northbound Lane 1		1	0		0		0		0	50
Northbound Lane 2		1	357		353		2		2	50
Northbound Lane 3	South of Bedford Motor Way	1	357		354		2		1	
SB Knabe Rd (Total)		2	194	94.8%	184	3.1%	6	2.1%	4	
Southbound Lane 1		1	97		92		3		2	50
Southbound Lane 2		1	97		92		3		2	
NB Knabe Rd (Total)		2	714	99.0%	707	0.6%	4	0.4%	3	
Northbound Lane 1		1	357		353		2		2	50
Northbound Lane 2	North of Forest Boundary	1	357		354		2		1	
SB Knabe Rd (Total)	Street	2	194	94.8%	184	3.1%	6	2.1%	4	
Southbound Lane 1		1	97		92		3		2	50
Southbound Lane 2		1	97		92		3		2	
EB Forest Boundary St (Total)		2	160	100.0%	160	0.0%	0	0.0%	0	
Eastbound Lane 1	West of Tomoscol Conven	1	80		80		0		0	30
Eastbound Lane 2	Read	1	80		80		0		0	
WB Forest Boundary St (Total)	Kuau	1	0	0.0%	0	0.0%	0	0.0%	0	20
Westbound Lane 1	1	1	0		0		0		0	50
NB Knabe Rd (Total)		3	634	98.9%	627	0.6%	4	0.5%	3	
Northbound Lane 1	1	1	0		0		0		0	50
Northbound Lane 2	South of Foract Doundary	1	317		313		2		2	50
Northbound Lane 3	South of Forest Boundary	1	317		314		2		1	
SB Knabe Rd (Total)	Street	2	274	96.4%	264	2.2%	6	1.5%	4	
Southbound Lane 1		1	137		132		3		2	50
Southbound Lane 2		1	137		132		3		2	

		Number	Peak Hour	Αι	ıto	Mediu	n Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
NB Knabe Rd (Total)		2	634	98.9%	627	0.6%	4	0.5%	3	
Northbound Lane 1		1	317		313		2		2	50
Northbound Lane 2	North of Evonyale Drive	1	317		314		2		1	
SB Knabe Rd (Total)		2	274	96.4%	264	2.2%	6	1.5%	4	
Southbound Lane 1		1	137		132		3		2	50
Southbound Lane 2		1	137		132		3		2	
EB Evonvale Dr (Total)		1	30	100.0%	30	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Temescal Canyon	1	30		30		0		0	25
WB Evonvale Dr (Total)	Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	25
NB Knabe Rd (Total)		3	619	98.9%	612	0.6%	4	0.5%	3	
Northbound Lane 1		1	0		0		0		0	50
Northbound Lane 2		1	310		306		2		2	50
Northbound Lane 3	South of Evonvale Drive	1	309		306		2		1	
SB Knabe Rd (Total)		2	289	96.5%	279	2.1%	6	1.4%	4	
Southbound Lane 1		1	145		140		3		2	50
Southbound Lane 2		1	144		139		3		2	
NB Knabe Rd (Total)		2	619	98.9%	612	0.6%	4	0.5%	3	
Northbound Lane 1		1	310		306		2		2	50
Northbound Lane 2	North of White Sage Doad	1	309		306		2		1	
SB Knabe Rd (Total)	North of White Sage Road	2	289	96.5%	279	2.1%	6	1.4%	4	
Southbound Lane 1		1	145		140		3		2	50
Southbound Lane 2		1	144		139		3		2	
EB White Sage St (Total)		1	90	97.8%	88	2.2%	2	0.0%	0	25
Eastbound Lane 1	West of Knaho Doad	1	0		88		2		0	25
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	25
NB Knabe Rd (Total)		2	574	99.0%	568	0.5%	3	0.5%	3	
Northbound Lane 1		1	287		283		2		2	50
Northbound Lane 2		1	287		285		1		1	
SB Knabe Rd (Total)	South of White Sage Road	3	334	96.7%	323	2.1%	7	1.2%	4	
Southbound Lane 1		1	0		0		0		0	E0
Southbound Lane 2		1	167		161		4		2	50
Southbound Lane 3		1	167		162		3		2	

		Number	Peak Hour	Αι	uto	Mediu	n Truck	Heavy	' Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
NB Knabe Rd (Total)		2	574	99.0%	568	0.5%	3	0.5%	3	
Northbound Lane 1]	1	287		283		2		2	50
Northbound Lane 2	North of Desort Acasia Lano	1	287		285		1		1	
SB Knabe Rd (Total)	North of Desert Acacia Lane	2	334	96.7%	323	2.1%	7	1.2%	4	
Southbound Lane 1]	1	167		161		4		2	50
Southbound Lane 2		1	167		162		3		2	
EB Desert Acacia Ln (Total)		1	90	100.0%	90	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Temescal Canyon	1	90		90		0		0	25
WB Forest Boundary St (Total)	Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	25
NB Knabe Rd (Total)		2	574	99.0%	568	0.5%	3	0.5%	3	
Northbound Lane 1		1	287		283		2		2	50
Northbound Lane 2	South of Desort Acasia Lano	1	287		285		1		1	
SB Knabe Rd (Total)	South of Desert Acacia Lane	2	424	97.4%	413	1.7%	7	0.9%	4	
Southbound Lane 1		1	212		206		4		2	50
Southbound Lane 2		1	212		207		3		2	
NB Temescal Canyon Rd (Total)		2	1,225	97.2%	1,191	1.1%	14	1.6%	20	
Northbound Lane 1		1	613		596		7		10	45
Northbound Lane 2]	1	612		595		7		10	
SB Temescal Canyon Rd (Total)	North of Weirick Road	3	336	92.3%	310	4.0%	13	4.0%	13	
Southbound Lane 1		1	10		10		0		0	45
Southbound Lane 2		1	66		56		5		5	45
Southbound Lane 3		1	260		244		8		8	
WB Weirick Rd (Total)		3	674	94.1%	634	3.0%	20	3.0%	20	
Westbound Lane 1		1	207		195		6		6	45
Westbound Lane 2		1	207		195		6		6	45
Westbound Lane 3	Northbound I-15 Ramps to	1	260		244		8		8	
EB Weirick Rd (Total)	Temescal Canyon Road	3	893	95.5%	853	2.0%	18	2.5%	22	
Eastbound Lane 1		1	267		254		6		7	45
Eastbound Lane 2]	1	267		256		5		6	45
Eastbound Lane 3		1	359		343		7		9	
NB Temescal Canyon Rd (Total)		3	1,095	96.9%	1,061	1.4%	15	1.7%	19	
Northbound Lane 1		1	414		390		12		12	45
Northbound Lane 2	Between Weirick and Foster	1	341		335		2		4	45
Northbound Lane 3	Road	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	40

		Number	Peak Hour	Αι	ito	Mediu	m Truck	Heavy	[,] Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Foster Rd (Total)		1	0	100.0%	0	0.0%	0	0.0%	0	20
Eastbound Lane 1	East of Temescal Canyon	1	0		0		0		0	50
WB Foster Rd (Total)	Road	1	30	100.0%	30	0.0%	0	0.0%	0	20
Westbound Lane 1	1	1	30		30		0		0	50
NB Temescal Canyon Rd (Total)		1	1,080	96.9%	1,046	1.4%	15	1.8%	19	45
Northbound Lane 1	Datwoon Factor Dd and	1	1,080		1,046		15		19	45
SB Temescal Canyon Rd (Total)	Between Foster Ru and	2	440	94.1%	414	2.7%	12	3.2%	14	
Southbound Lane 1		1	0		0		0		0	45
Southbound Lane 2		1	440		414		12		14	
EB Leroy Rd (Total)		1	0	100.0%	0	0.0%	0	0.0%	0	20
Eastbound Lane 1	East of Temescal Canyon	1	0		0		0		0	50
WB Leroy Rd (Total)	Road	1	20	100.0%	20	0.0%	0	0.0%	0	20
Westbound Lane 1		1	20		20		0		0	50
NB Temescal Canyon Rd (Total)		2	1,070	96.8%	1,036	1.4%	15	1.8%	19	
Northbound Lane 1		1	535		517		8		10	45
Northbound Lane 2	Detruces Level Deed and	1	535		519		7		9	
SB Temescal Canyon Rd (Total)	Between Leroy Road and	3	450	94.2%	424	2.7%	12	3.1%	14	
Southbound Lane 1	Pulsar Court	1	65		65		0		0	45
Southbound Lane 2	1	1	193		180		6		7	45
Southbound Lane 3	1	1	192		179		6		7	
EB Pulsar Ct (Total)		1	130	100.0%	130	0.0%	0	0.0%	0	20
Eastbound Lane 1	East of Temescal Canyon	1	130		130		0		0	30
WB Pulsar Ct (Total)	Road	1	40	100.0%	40	0.0%	0	0.0%	0	20
Westbound Lane 1	1	1	40		40		0		0	30
NB Temescal Canyon Rd (Total)		2	1,115	97.0%	1,081	1.3%	15	1.7%	19	
Northbound Lane 1	1	1	557		539		8		10	45
Northbound Lane 2	Botween Bulser Court and	1	558		542		7		9	
SB Temescal Canyon Rd (Total)	Stellar Court	3	405	93.6%	379	3.0%	12	3.5%	14	
Southbound Lane 1	Stellar Court	1	65		65		0		0	45
Southbound Lane 2		1	170		157		6		7	45
Southbound Lane 3	1	1	170		157		6		7	
EB Stellar Ct (Total)		1	130	100.0%	130	0.0%	0	0.0%	0	20
Eastbound Lane 1	Fact of Tomoscol Conver Dd	1	130		130		0		0	30
WB Stellar Ct (Total)	East of Temescal Canyon Rd	1	40	100.0%	40	0.0%	0	0.0%	0	20
Westbound Lane 1		1	40		40		0		0	50

		Number	Peak Hour	Αι	ito	Mediu	m Truck	Heavy	' Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
NB Temescal Canyon Rd (Total)		2	1,160	97.1%	1,126	1.3%	15	1.6%	19	
Northbound Lane 1		1	580		562		8		10	45
Northbound Lane 2	South of Stallar Court	1	580		564		7		9	
SB Temescal Canyon Rd (Total)		2	360	92.8%	334	3.3%	12	3.9%	14	
Southbound Lane 1		1	180		167		6		7	45
Southbound Lane 2		1	180		167		6		7	
NB Temescal Canyon Rd (Total)		2	1,230	97.2%	1,196	1.2%	15	1.5%	19	
Northbound Lane 1		1	615		597		8		10	45
Northbound Lane 2	North of Dowcon Convon	1	615		599		7		9	
SB Temescal Canyon Rd (Total)	Rorth of Dawson Carryon	3	360	92.8%	334	3.3%	12	3.9%	14	
Southbound Lane 1	Ruad	1	30		28		1		1	46
Southbound Lane 2		1	165		154		5		6	45
Southbound Lane 3		1	165		152		6		7	
EB Dawson Canyon Rd (Total)		1	20	100.0%	20	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Temescal Canyon	1	20		20		0		0	25
WB Dawson Canyon Rd (Total)	Road	1	60	85.0%	51	6.7%	4	8.3%	5	25
Westbound Lane 1		1	60		51		4		5	25
EB Dawson Canyon Rd (Total)		1	60	86.7%	52	6.7%	4	6.7%	4	25
Eastbound Lane 1	Fact of Tomoscal Canvon	1	60		52		4		4	25
WB Dawson Canyon Rd (Total)		2	60	93.3%	56	3.3%	2	3.3%	2	
Westbound Lane 1	Roau	1	30		28		1		1	25
Westbound Lane 2		1	30		28		1		1	
NB Temescal Canyon Rd (Total)		3	1,240	96.5%	1,196	1.6%	20	1.9%	24	
Northbound Lane 1		1	20		14		3		3	45
Northbound Lane 2	South of Dowcon Convon	1	1,190		1,158		14		18	45
Northbound Lane 3	Bood	1	30		24		3		3	
SB Temescal Canyon Rd (Total)	Roau	2	330	93.0%	307	3.3%	11	3.6%	12	
Southbound Lane 1		1	165		153		6		6	45
Southbound Lane 2		1	165		154		5		6	
EB Temescal Canyon Rd (Total)		3	906	97.6%	884	1.0%	9	1.4%	13	
Eastbound Lane 1		1	402		398		1		3	40
Eastbound Lane 2	Lower Deed to 115 Demand	1	402		397		1		4	40
Eastbound Lane 3	Lawson Road to 1-15 Ramps	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	40

		Number	Peak Hour	Αι	uto	Mediu	m Truck	Heavy Truck		Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Temescal Canyon Rd (Total)		3	959	97.0%	930	1.4%	13	1.7%	16	
Eastbound Lane 1		1	200		186		8		6	40
Eastbound Lane 2		1	379		372		2		5	40
Eastbound Lane 3	Between I-15 Ramps	1	380		372		3		5	
WB Temescal Canyon Rd (Total)		2	424	93.6%	397	3.1%	13	3.3%	14	
Westbound Lane 1		1	51		44		4		3	40
Westbound Lane 2		1	373		353		9		11	
EB Temescal Canyon Rd (Total)		2	1,240	96.1%	1,192	1.9%	24	1.9%	24	
Eastbound Lane 1		1	620		596		12		12	40
Eastbound Lane 2		1	620		596		12		12	
WB Temescal Canyon Rd (Total)	1-15 Ramps to Dawson	3	330	93.9%	310	2.7%	9	3.3%	11	
Westbound Lane 1	Canyon Road	1	131		124		3		4	10
Westbound Lane 2		1	132		124		3		5	40
Westbound Lane 3		1	67		62		3		2	
EB Temescal Canyon Rd (Total)		2	172	90.7%	156	4.7%	8	4.7%	8	
Eastbound Lane 1	Detucer Trilery Derly yes to	1	126		110		8		8	40
Eastbound Lane 2	Between Trilogy Parkway to – Campbell Ranch Road –	1	46		46		0		0	
WB Temescal Canyon Rd (Total)		1	898	96.0%	862	2.4%	22	1.6%	14	10
Westbound Lane 1		1	898		862		22		14	40
EB Temescal Canyon Rd (Total)		1	163	89.6%	146	5.5%	9	4.9%	8	10
Eastbound Lane 1		1	163		146		9		8	40
WB Temescal Canyon Rd (Total)	Between Campbell Ranch	2	366	95.6%	350	2.2%	8	2.2%	8	
Westbound Lane 1	Road to Indian Truck Trail	1	46		44		1		1	40
Westbound Lane 2	1	1	320		306		7		7	
NB Campbell Ranch Rd (Total)		2	615	96.3%	592	2.6%	16	1.1%	7	
Northbound Lane 1	Detwoon Temporal Conven	1	578		556		15		7	40
Northbound Lane 2	Between Temescal Canyon	1	37		36		1		0	
SB Campbell Ranch Rd (Total)	Road to Maynew Canyon	2	92	97.8%	90	1.1%	1	1.1%	1	
Southbound Lane 1	коай	1	46		44		1		1	40
Southbound Lane 2		1	46		46		0		0	
NB Campbell Ranch Rd (Total)		2	615	96.3%	592	2.6%	16	1.1%	7	
Northbound Lane 1		1	308		296		8		4	40
Northbound Lane 2		1	307		296		8		3	
SB Campbell Ranch Rd (Total)	North of Maynew Canyon	3	92	97.8%	90	1.1%	1	1.1%	1	
Southbound Lane 1	коаа	1	18		18		0		0	40
Southbound Lane 2	1	1	18		18		0		0	
Southbound Lane 3		1	56		54		1		1	

		Number	Peak Hour	Αι	uto	Mediu	m Truck	Heavy	r Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
NB Campbell Ranch Rd (Total)		3	615	97.1%	597	2.0%	12	1.0%	6	
Northbound Lane 1		1	169		167		1		1	40
Northbound Lane 2	South of Mayhow Canyon	1	223		214		6		3	40
Northbound Lane 3	South of Maynew Canyon	1	223		216		5		2	
SB Campbell Ranch Rd (Total)	коай	2	92	96.7%	89	2.2%	2	1.1%	1	
Southbound Lane 1		1	46		44		1		1	40
Southbound Lane 2		1	46		45		1		0	1
EB Mayhew Canyon Rd (Total)		1	225	95.6%	215	3.1%	7	1.3%	3	25
Eastbound Lane 1	West of Campbell Ranch	1	225		215		7		3	25
WB Mayhew Canyon Rd (Total)	Road	1	225	98.2%	221	0.9%	2	0.9%	2	25
Westbound Lane 1		1	225		221		2		2	25
NB Campbell Ranch Rd (Total)		2	615	97.1%	597	2.0%	12	1.0%	6	
Northbound Lane 1		1	308		299		6		3	40
Northbound Lane 2	North of Coophorny Street	1	307		298		6		3	
SB Campbell Ranch Rd (Total)		2	92	96.7%	89	2.2%	2	1.1%	1	
Southbound Lane 1		1	46		44		1		1	40
Southbound Lane 2		1	46		45		1		0	
EB Soapberry St (Total)		1	140	100.0%	140	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Campbell Ranch	1	140		140		0		0	25
WB Soapberry St (Total)	Road	1	60	100.0%	60	0.0%	0	0.0%	0	25
Westbound Lane 1		1	60		60		0		0	25
NB Campbell Ranch Rd (Total)		3	535	96.6%	517	2.2%	12	1.1%	6	
Northbound Lane 1		1	60		60		0		0	40
Northbound Lane 2		1	238		229		6		3	40
Northbound Lane 3	South of Soapberry Street	1	237		228		6		3	
SB Campbell Ranch Rd (Total)		2	92	96.7%	89	2.2%	2	1.1%	1	
Southbound Lane 1		1	46		44		1		1	40
Southbound Lane 2		1	46		45		1		0	
NB Campbell Ranch Rd (Total)		2	535	96.6%	517	2.2%	12	1.1%	6	
Northbound Lane 1		1	268		259		6		3	45
Northbound Lane 2	North of Mouhour Conver	1	267		258		6		3	
SB Campbell Ranch Rd (Total)	North of Maynew Canyon	3	92	96.7%	89	2.2%	2	1.1%	1	45
Southbound Lane 1	коай	1	28		26		1		1	
Southbound Lane 2		1	28		27		1		0	
Southbound Lane 3		1	36		36		0		0	

		Number	Peak Hour	Αι	ıto	Mediu	um Truck Heavy Truck			Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Mayhew Canyon Rd (Total)		1	225	100.0%	225	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Campbell Ranch	1	225		225		0		0	25
WB Mayhew Canyon Rd (Total)	Road	1	225	100.0%	225	0.0%	0	0.0%	0	25
Westbound Lane 1		1	225		225		0		0	25
NB Campbell Ranch Rd (Total)		3	645	97.2%	627	1.9%	12	0.9%	6	
Northbound Lane 1		1	189		189		0		0	45
Northbound Lane 2	South of Mayhow Canyon	1	228		219		6		3	45
Northbound Lane 3	South of Maynew Canyon	1	228		219		6		3	
SB Campbell Ranch Rd (Total)	Road	2	202	98.5%	199	1.0%	2	0.5%	1	
Southbound Lane 1		1	101		99		1		1	45
Southbound Lane 2		1	101		100		1		0	
NB Campbell Ranch Rd (Total)		2	645	97.2%	627	1.9%	12	0.9%	6	
Northbound Lane 1		1	323		314		6		3	45
Northbound Lane 2	North of Conchird Drive	1	322		313		6		3	
SB Campbell Ranch Rd (Total)	North of Songbird Drive	2	202	98.5%	199	1.0%	2	0.5%	1	
Southbound Lane 1		1	101		99		1		1	45
Southbound Lane 2		1	101		100		1		0	
EB Songbird Dr(Total)		1	280	100.0%	280	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Campbell Ranch	1	280		280		0		0	25
WB Songbird Dr(Total)	Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	25
NB Campbell Ranch Rd (Total)		3	445	96.0%	427	2.7%	12	1.3%	6	
Northbound Lane 1		1	0		0		0		0	45
Northbound Lane 2		1	223		214		6		3	45
Northbound Lane 3	South of Songbird Drive	1	222		213		6		3	
SB Campbell Ranch Rd (Total)		2	282	98.9%	279	0.7%	2	0.4%	1	
Southbound Lane 1		1	141		139		1		1	45
Southbound Lane 2		1	141		140		1		0	
NB Campbell Ranch Rd (Total)		2	445	96.0%	427	2.7%	12	1.3%	6	
Northbound Lane 1		1	223		214		6		3	45
Northbound Lane 2		1	222		213		6		3	
SB Campbell Ranch Rd (Total)	North of Woodstock Road	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	

		Number	Peak Hour	Αι	ito	Mediur	n Truck	Heavy	[,] Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Woodstock(Total)		1	70	100.0%	70	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Campbell Ranch	1	70		70		0		0	25
WB Woodstock(Total)	Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	25
NB Campbell Ranch Rd (Total)		3	410	95.6%	392	2.9%	12	1.5%	6	
Northbound Lane 1		1	0		0		0		0	45
Northbound Lane 2		1	205		196		6		3	45
Northbound Lane 3	South of Woodstock Road	1	205		196		6		3	
SB Campbell Ranch Rd (Total)		2	317	99.1%	314	0.6%	2	0.3%	1	
Southbound Lane 1		1	159		157		1		1	45
Southbound Lane 2		1	158		157		1		0	
EB Indian Truck Trail (Total)		4	450	95.6%	430	2.2%	10	2.2%	10	
Eastbound Lane 1		1	120		114		3		3	
Eastbound Lane 2		1	121		117		2		2	40
Eastbound Lane 3	1	1	121		117		2		2	
Eastbound Lane 4	De Palma Rd to I-15 Ramps	1	88		82		3		3	
WB Indian Truck Trail (Total)	-	3	550	95.8%	527	2.2%	12	2.0%	11	
Westbound Lane 1		1	132		122		5		5	40
Westbound Lane 2	1	1	154		145		5		4	
Westbound Lane 3	1	1	264		260		2		2	
EB Indian Truck Trail (Total)		4	458	95.2%	436	2.4%	11	2.4%	11	
Eastbound Lane 1	1	1	112		103		5		4	1
Eastbound Lane 2	1	1	111		104		4		3	40
Eastbound Lane 3		1	118		115		1		2	
Eastbound Lane 4	Between I-15 Ramps	1	117		114		1		2	
WB Indian Truck Trail (Total)		3	445	96.6%	430	1.8%	8	1.6%	7	
Westbound Lane 1		1	89		81		4		4	40
Westbound Lane 2		1	178		175		2		1	40
Westbound Lane 3		1	178		174		2		2	
EB Indian Truck Trail (Total)		3	441	95.5%	421	2.3%	10	2.3%	10	
Eastbound Lane 1		1	147		139		4		4	40
Eastbound Lane 2		1	147		141		3		3	40
Eastbound Lane 3	I-15 Ramps to Temescal	1	147		141		3		3	
WB Indian Truck Trail (Total)	Canyon Road	3	350	97.7%	342	1.1%	4	1.1%	4	40
Westbound Lane 1	1	1	119		119		0		0	
Westbound Lane 2	1	1	120		119		0		1	
Westbound Lane 3		1	111		104		4		3	

		Number	Peak Hour	Au	uto	Mediu	m Truck	Heavy	r Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
NB Campbell Ranch Rd (Total)		2	410	95.6%	392	2.9%	12	1.5%	6	
Northbound Lane 1		1	205		196		6		3	45
Northbound Lane 2		1	205		196		6		3	
SB Campbell Ranch Rd (Total)	North of Indian Truck Trail	4	317	99.1%	314	0.6%	2	0.3%	1	
Southbound Lane 1		1	90		88		1		1	45
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)		3	450	95.6%	430	2.2%	10	2.2%	10	
Eastbound Lane 1		1	150		143		3		3	45
Eastbound Lane 2	Between Campbell Banch	1	150		143		3		3	45
Eastbound Lane 3	Between Campbell Kallch	1	150		144		4		4	
WB Indian Truck Trail (Total)	Road/De Pailla Road to I-15	3	550	95.8%	527	2.2%	12	2.0%	11	
Westbound Lane 1	Kanips	1	132		122		5		5	45
Westbound Lane 2		1	154		145		5		4	45
Westbound Lane 3		1	264		260		2		2	
NB De Palma Road (Total)		4	350	90.9%	318	5.4%	19	3.7%	13	
Northbound Lane 1		1	0		0		0		0	
Northbound Lane 2		1	40		33		5		2	50
Northbound Lane 3	Couth of Indian Truck Trail	1	40		33		5		2	
Northbound Lane 4	South of Indian Truck Trail	1	270		252		9		9	
SB De Palma Rd (Total)	1	2	357	94.4%	337	3.1%	11	2.5%	9	
Southbound Lane 1	1	1	179		168		6		5	50
Southbound Lane 2	1	1	178		169		5		4	
NB De Palma Rd (Total)		2	350	90.9%	318	5.4%	19	3.7%	13	
Northbound Lane 1	1	1	175		158		10		7	55
Northbound Lane 2	Detruces Indian Truck Trail	1	175		160		9		6	
SB De Palma Rd (Total)	between Indian Truck Trail	3	357	94.4%	337	3.1%	11	2.5%	9	
Southbound Lane 1	to Santiago Canyon Road	1	240		224		9		7	
Southbound Lane 2		1	59		57		1		1	55
Southbound Lane 3		1	58		56		1		1	
EB Residential Driveway (Total)		1	65	100.0%	65	0.0%	0	0.0%	0	25
Eastbound Lane 1	Weet of Do Dalma David	1	65		65		0		0	25
WB Residential Driveway (Total)	west of De Palma Road	1	23	100.0%	23	0.0%	0	0.0%	0	25
Westbound Lane 1		1	23		23		0		0	25

		Number	Peak Hour	Αι	ıto	Mediur	n Truck	Heavy	r Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Retail Driveway (Total)		1	271	91.9%	249	4.1%	11	4.1%	11	30
Eastbound Lane 1	East of De Palma Road	1	271		249		11		11	50
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)		4	278	92.1%	256	4.7%	13	3.2%	9	
Northbound Lane 1		1	10		10		0		0	
Northbound Lane 2	South of Santiago Canvon	1	124		115		6		3	55
Northbound Lane 3	South of Santiago Canyon	1	123		116		5		2	
Northbound Lane 4	Koau	1	21		15		2		4	
SB De Palma Rd (Total)	1	1	124	96.8%	120	1.6%	2	1.6%	2	
Southbound Lane 1		1	124		120		2		2	22
NB De Palma Rd (Total)		1	278	92.1%	256	4.7%	13	3.2%	9	
Northbound Lane 1	North of Clan Edan Boad	1	278		256		13		9	22
SB De Palma Rd (Total)	North of Gien Eden Road	1	124	96.8%	120	1.6%	2	1.6%	2	
Southbound Lane 1	1	1	124		120		2		2	55
EB Glen Eden Rd (Total)		1	20	100.0%	20	0.0%	0	0.0%	0	20
Eastbound Lane 1	West of De Palma Road	1	20		20		0		0	30
WB Glen Eden Rd (Total)		1	20	100.0%	20	0.0%	0	0.0%	0	20
Westbound Lane 1	1	1	20		20		0		0	50
NB De Palma Rd (Total)		1	278	92.1%	256	4.7%	13	3.2%	9	55
Northbound Lane 1	Couth of Clan Edan Dood	1	278		256		13		9	
SB De Palma Rd (Total)	South of Gien Eden Road	1	124	96.8%	120	1.6%	2	1.6%	2	
Southbound Lane 1	1	1	124		120		2		2	
NB De Palma Rd (Total)		1	278	92.1%	256	4.7%	13	3.2%	9	
Northbound Lane 1	North of Horsethiof Dood	1	278		256		13		9	
SB De Palma Rd (Total)	North of Horsethiel Road	1	124	96.8%	120	1.6%	2	1.6%	2	
Southbound Lane 1	1	1	124		120		2		2	
EB Horsethief Canyon Rd (Total)		2	418	93.8%	392	3.1%	13	3.1%	13	
Eastbound Lane 1	1	1	268		250		9		9	40
Eastbound Lane 2	West of De Palma Road	1	150		142		4		4	
WB Horsethief Canyon Rd (Total)		1	189	95.8%	181	2.1%	4	2.1%	4	10
Westbound Lane 1		1	189		181		4		4	40
EB Horsethief Canyon Rd (Total)		1	175	94.3%	165	2.9%	5	2.9%	5	10
Eastbound Lane 1	De Palma Road to Temescal	1	175		165		5		5	40
WB Horsethief Canyon Rd (Total)	Canyon Road	1	100	90.0%	90	7.0%	7	3.0%	3	40
Westbound Lane 1		1	100		90		7		3	40

		Number	Peak Hour	Αι	uto	Mediu	n Truck	Heavy	/ Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Temescal Canyon Rd (Total)		1	163	89.6%	146	5.5%	9	4.9%	8	40
Eastbound Lane 1	West of Maybow Poad	1	163		146		9		8	40
WB Temescal Canyon Rd (Total)	west of Maynew Road	1	366	95.6%	350	2.2%	8	2.2%	8	40
Westbound Lane 1		1	366		350		8		8	40
NB Mayhew Rd (Total)		1	0	100.0%	0	0.0%	0	0.0%	0	40
Northbound Lane 1	North of Temescal Canyon	1	0		0		0		0	40
SB Mayhew Rd (Total)	Road	1	10	100.0%	10	0.0%	0	0.0%	0	40
Southbound Lane 1		1	10		10		0		0	40
EB Temescal Canyon Rd (Total)		1	163	89.6%	146	5.5%	9	4.9%	8	20
Eastbound Lane 1	Fact of Maybow Boad	1	163		146		9		8	50
WB Temescal Canyon Rd (Total)	East of Maynew Road	1	356	95.5%	340	2.2%	8	2.2%	8	20
Westbound Lane 1		1	356		340		8		8	50
NB Temescal Canyon Rd (Total)		1	356	95.5%	340	2.2%	8	2.2%	8	40
Northbound Lane 1		1	356		340		8		8	40
SB Temescal Canyon Rd (Total)	North of Terramor Drive	3	163	89.6%	146	5.5%	9	4.9%	8	
Southbound Lane 1		1	30		30		0		0	40
Southbound Lane 2		1	67		58		5		4	40
Southbound Lane 3		1	66		58		4		4	
EB Terramor Dr (Total)		2	155	100.0%	155	0.0%	0	0.0%	0	
Eastbound Lane 1		1	30		30		0		0	30
Eastbound Lane 2	East of Temescal Canyon	1	125		125		0		0	
WB Terramor Dr (Total)		1	55	100.0%	55	0.0%	0	0.0%	0	20
Westbound Lane 1		1	55		55		0		0	50
NB Temescal Canyon Rd (Total)		2	256	93.8%	240	3.1%	8	3.1%	8	
Northbound Lane 1		1	128		120		4		4	40
Northbound Lane 2	South of Torramor Drivo	1	128		120		4		4	
SB Temescal Canyon Rd (Total)	South of Terramor Drive	2	163	89.6%	146	5.5%	9	4.9%	8	
Southbound Lane 1		1	82		73		5		4	40
Southbound Lane 2		1	81		73		4		4	
NB Temescal Canyon Rd (Total)		2	256	93.8%	240	3.1%	8	3.1%	8	
Northbound Lane 1		1	128		120		4		4	55
Northbound Lane 2	North of Indian Truck Trail	1	128		120		4		4	
SB Temescal Canyon Rd (Total)		2	163	89.6%	146	5.5%	9	4.9%	8	
Southbound Lane 1		1	76		63		7		6	55
Southbound Lane 2		1	87		83		2		2	

		Number	Peak Hour	Αι	uto	Mediu	n Truck	Heavy	' Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Indian Truck Trail (Total)		3	441	95.5%	421	2.3%	10	2.3%	10	
Eastbound Lane 1		1	66		62		2		2	45
Eastbound Lane 2		1	66		64		1		1	45
Eastbound Lane 3	Between I-15 Ramps to	1	309		295		7		7	
WB Indian Truck Trail (Total)	Temescal Canyon Road	3	350	97.7%	342	1.1%	4	1.1%	4	
Westbound Lane 1		1	117		115		1		1	45
Westbound Lane 2		1	117		115		1		1	45
Westbound Lane 3		1	116		112		2		2	
NB Temescal Canyon Rd (Total)		2	387	96.4%	373	1.8%	7	1.8%	7	
Northbound Lane 1		1	263		259		2		2	55
Northbound Lane 2	South of Indian Truck Trail	1	124		114		5		5	
SB Temescal Canyon Rd (Total)		1	385	93.0%	358	3.6%	14	3.4%	13	
Southbound Lane 1		1	385		358		14		13	22
NB Temescal Canyon Rd (Total)		1	331	95.8%	317	2.1%	7	2.1%	7	
Northbound Lane 1	Nowth of Lloweethief Deed	1	331		317		7		7	55
SB Temescal Canyon Rd (Total)	North of Horsethiel Road	1	335	96.1%	322	2.1%	7	1.8%	6	
Southbound Lane 1	1	1	335		322		7		6	
EB Horsethief Rd (Total)		1	175	94.3%	165	2.9%	5	2.9%	5	40
Eastbound Lane 1	West of Temescal Canyon	1	175		165		5		5	40
WB Horsethief Rd (Total)	Road	1	100	90.0%	90	7.0%	7	3.0%	3	40
Westbound Lane 1	1	1	100		90		7		3	40
NB Temescal Canyon Rd (Total)		1	314	94.6%	297	3.2%	10	2.2%	7	
Northbound Lane 1	Couth of Horsethiof Dood	1	314		297		10		7	
SB Temescal Canyon Rd (Total)	South of Horsethiel Road	1	393	95.9%	377	2.0%	8	2.0%	8	
Southbound Lane 1	1	1	393		377		8		8	
NB Temescal Canyon Rd (Total)		1	314	94.6%	297	3.2%	10	2.2%	7	
Northbound Lane 1	North of Lostor Circlo	1	314		297		10		7	
SB Temescal Canyon Rd (Total)	North of Lester Circle	1	393	95.9%	377	2.0%	8	2.0%	8	
Southbound Lane 1	1	1	393		377		8		8	
EB Lester Circle (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	20
Eastbound Lane 1	West of Temescal Canyon	1	0		0		0		0	30
WB Lester Circle (Total)	Road	1	10	100.0%	10	0.0%	0	0.0%	0	20
Westbound Lane 1	1	1	10		10		0		0	30
NB Temescal Canyon Rd (Total)		1	314	94.6%	297	3.2%	10	2.2%	7	
Northbound Lane 1	Couth of Lastan Charles	1	314		297		10		7	55
SB Temescal Canyon Rd (Total)	South of Lester Circle	1	383	95.8%	367	2.1%	8	2.1%	8	
Southbound Lane 1	<u> </u>	1	383		367		8		8	22

		Number	Peak Hour	Αι	ito	Mediur	n Truck	Heavy	' Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
NB Temescal Canyon Rd (Total)		1	314	94.6%	297	3.2%	10	2.2%	7	55
Northbound Lane 1	North of Earthmover Circle	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)		1	0	0.0%	0	0.0%	0	0.0%	0	20
Eastbound Lane 1	West of Temescal Canyon	1	0		0		0		0	
WB Earthmover Circle (Total)	Road	1	10	100.0%	10	0.0%	0	0.0%	0	20
Westbound Lane 1		1	10		10		0		0	50
NB Temescal Canyon Rd (Total)		1	314	94.6%	297	3.2%	10	2.2%	7	
Northbound Lane 1	South of Forthmour Circle	1	314		297		10		7	22
SB Temescal Canyon Rd (Total)	South of Earthmover Circle	1	373	95.7%	357	2.1%	8	2.1%	8	
Southbound Lane 1		1	373		357		8		8	22
NB Temescal Canyon Rd (Total)		1	314	94.6%	297	3.2%	10	2.2%	7	
Northbound Lane 1	North of Concordia Ranch	1	314		297		10		7	55
SB Temescal Canyon Rd (Total)	Road	1	373	95.7%	357	2.1%	8	2.1%	8	
Southbound Lane 1	1	1	373		357		8		8	55
EB Concordia Ranch Rd (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Eastbound Lane 1	East of Temescal Canyon	1	0		0		0		0	25
WB Concordia Ranch Rd (Total)	Road	1	10	100.0%	10	0.0%	0	0.0%	0	25
Westbound Lane 1	1	1	10		0		0		0	25
NB Temescal Canyon Rd (Total)		1	304	94.4%	287	3.3%	10	2.3%	7	55
Northbound Lane 1	South of Concordia Ranch	1	304		287		10		7	
SB Temescal Canyon Rd (Total)	Road	1	373	95.7%	357	2.1%	8	2.1%	8	55
Southbound Lane 1	1	1	373		357		8		8	
NB Temescal Canyon Rd (Total)		1	304	94.4%	287	3.3%	10	2.3%	7	
Northbound Lane 1	North of Hostottlar Dood	1	304		287		10		7	
SB Temescal Canyon Rd (Total)	North of Hostettier Road	1	373	95.7%	357	2.1%	8	2.1%	8	
Southbound Lane 1	1	1	373		357		8		8	
EB Hostettler Rd (Total)		1	140	100.0%	140	0.0%	0	0.0%	0	20
Eastbound Lane 1	West of Temescal Canyon	1	140		140		0		0	50
WB Hostettler Rd (Total)	Road	1	50	100.0%	50	0.0%	0	0.0%	0	20
Westbound Lane 1	1	1	50		50		0		0	50
NB Temescal Canyon Rd (Total)		2	248	93.1%	231	4.0%	10	2.8%	7	
Northbound Lane 1	1	1	20		20		0		0	55
Northbound Lane 2	South of Hostettler Road	1	228		211		10		7	
SB Temescal Canyon Rd (Total)		1	407	96.1%	391	2.0%	8	2.0%	8	
Southbound Lane 1		1	407		391		8		8	55

		Number	Peak Hour	Αι	uto	Mediu	m Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
NB Temescal Canyon Rd (Total)		1	248	93.1%	231	4.0%	10	2.8%	7	35
Northbound Lane 1		1	248		231		10		7	33
SB Temescal Canyon Rd (Total)	North of Lake Street	2	407	96.1%	391	2.0%	8	2.0%	8	
Southbound Lane 1		1	264		252		6		6	35
Southbound Lane 2		1	143		139		2		2	
EB Lake S (Total)		2	821	90.9%	746	4.9%	40	4.3%	35	
Eastbound Lane 1	Wast of Tomoscal Canvon	1	218		211		5		2	50
Eastbound Lane 2	Read	1	603		535		35		33	
WB Lake St (Total)	Kuau	1	417	95.7%	399	2.6%	11	1.7%	7	FO
Westbound Lane 1		1	417		399		11		7	50
EB Lake St (Total)		1	867	91.7%	795	4.3%	37	4.0%	35	50
Eastbound Lane 1	East of Temescal Canyon	1	867		795		37		35	50
WB Lake St (Total)	Road	1	304	92.1%	280	4.6%	14	3.3%	10	50
Westbound Lane 1	1	1	304		280		14		10	50
EB Lake St (Total)		2	867	91.7%	795	4.3%	37	4.0%	35	
Eastbound Lane 1	Tomosool Conver Dood to L	1	575		541		16		18	40
Eastbound Lane 2	15 Ramps	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	40
EB Lake St (Total)		2	650	93.2%	606	3.2%	21	3.5%	23	
Eastbound Lane 1		1	497		462		20		15	40
Eastbound Lane 2		1	153		144		1		8	
WB Lake St (Total)	Between I-15 Ramps	2	176	95.5%	168	2.8%	5	1.7%	3	
Westbound Lane 1		1	32		28		2		2	40
Westbound Lane 2		1	144		140		3		1	
EB Lake St (Total)		1	210	91.9%	193	2.4%	5	5.7%	12	40
Eastbound Lane 1	I-15 Ramps to Walker	1	210		193		5		12	40
WB Lake St (Total)	Canyon Drive	1	32	93.8%	30	3.1%	1	3.1%	1	40
Westbound Lane 1		1	32		30		1		1	40
EB Lake St (Total)		1	210	91.9%	193	2.4%	5	5.7%	12	50
Eastbound Lane 1	West of Walker Canyon	1	210		193		5		12	50
WB Lake St (Total)	Road	1	32	93.8%	30	3.1%	1	3.1%	1	50
Westbound Lane 1		1	32		30		1		1	50
NB Walker Canyon Rd (Total)		1	32	93.8%	30	3.1%	1	3.1%	1	25
Northbound Lane 1	Country of Lating Charles	1	32		30		1		1	35
SB Walker Canyon Rd (Total)	South of Lake Street	1	210	91.9%	193	2.4%	5	5.7%	12	25
Southbound Lane 1	1	1	210		193		5		12	35
		Number	Peak Hour	Au	uto	Mediu	m Truck	Heavy	' Truck	Speed
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Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Nichols Rd (Total)		2	535	93.5%	500	3.5%	19	3.0%	16	
Eastbound Lane 1		1	336		327		5		4	35
Eastbound Lane 2	Collier Avenue to I-15 Ramps	1	199		173		14		12	
WB Nichols Rd (Total)		1	329	92.7%	305	5.2%	17	2.1%	7	25
Westbound Lane 1		1	329		305		17		7	33
EB Nichols Rd (Total)		2	454	93.4%	424	3.5%	16	3.1%	14	
Eastbound Lane 1		1	80		74		3		3	35
Eastbound Lane 2	Botwoon L 15 Pamps	1	374		350		13		11	
WB Nichols Rd (Total)	Between 1-15 Kamps	2	415	91.6%	380	5.5%	23	2.9%	12	
Westbound Lane 1		1	203		177		14		12	35
Westbound Lane 2		1	212		203		9		0	
EB Nichols Rd (Total)		1	529	93.6%	495	3.6%	19	2.8%	15	25
Eastbound Lane 1	L 15 Damas to 51 Tara Daad	1	529		494		19		16	30
WB Nichols Rd (Total)	1-13 kamps to El Toro Road	1	340	91.2%	310	5.9%	20	2.9%	10	25
Westbound Lane 1		1	340		310		20		10	35
EB Nichols Rd (Total)		1	547	98.4%	538	1.3%	7	0.4%	2	40
Eastbound Lane 1	Mast of Collian Avenue	1	547		538		7		2	40
WB Nichols Rd (Total)	west of collier Avenue	1	322	98.1%	316	1.6%	5	0.3%	1	40
Westbound Lane 1	-	1	322		316		5		1	40
EB Nichols Rd (Total)		1	535	93.5%	500	3.6%	19	3.0%	16	10
Eastbound Lane 1	-	1	535		500		19		16	40
WB Nichols Rd (Total)	East of Collier Avenue	2	329	92.7%	305	5.2%	17	2.1%	7	
Westbound Lane 1	-	1	46		25		15		6	40
Westbound Lane 2		1	283		280		2		1	
NB Collier Ave (Total)		2	115	73.0%	84	14.8%	17	12.2%	14	
Northbound Lane 1	-	1	39		36		3		0	50
Northbound Lane 2	South of Nichols Dood	1	76		48		14		14	
SB Collier Ave (Total)	South of Nichols Road	2	134	82.8%	111	12.7%	17	4.5%	6	
Southbound Lane 1	-	1	67		55		9		3	50
Southbound Lane 2		1	67		56		8		3	
NB Collier Ave (Total)		2	215	85.6%	184	7.9%	17	6.5%	14	
Northbound Lane 1	-	1	108		92		9		7	50
Northbound Lane 2	-	1	107		92		8		7	
SB Collier Ave (Total)	North of Riverside Drive	3	234	85.9%	201	7.3%	17	6.8%	16	
Southbound Lane 1		1	0		0		0		0	50
Southbound Lane 2		1	214		181		17		16	50
Southbound Lane 3		1	20		20		0		0	

		Number	Peak Hour	Αι	uto	Mediu	n Truck	Heavy	r Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Riverside Dr (Total)		1	40	100.0%	40	0.0%	0	0.0%	0	30
Eastbound Lane 1	East of Colliar Avanua	1	40		40		0		0	
WB Riverside Dr (Total)	Last of Collier Avenue	1	0	0.0%	0	0.0%	0	0.0%	0	30
Westbound Lane 1		1	0		0		0		0	50
EB Riverside Dr (Total)		2	40	66.4%	27	19.3%	8	14.3%	6	
Eastbound Lane 1		1	20		12		6		3	40
Eastbound Lane 2	West of Collier Avenue	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	40
NB Collier Ave (Total)		2	255	91.4%	233	4.3%	11	4.3%	11	
Northbound Lane 1		1	20		20		0		0	40
Northbound Lane 2	South of Riverside Drive	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	40
NB Collier Ave (Total)		2	255	91.4%	233	4.3%	11	4.3%	11	
Northbound Lane 1		1	128		117		6		6	40
Northbound Lane 2		1	127		116		5		5	
SB Collier Ave (Total)	North of Hunco Way	3	234	83.7%	196	8.2%	19	8.2%	19	
Southbound Lane 1		1	10		10		0		0	40
Southbound Lane 2		1	107		87		10		10	40
Southbound Lane 3		1	117		99		9		9	
EB Hunco Way (Total)		1	210	100.0%	210	0.0%	0	0.0%	0	20
Eastbound Lane 1		1	210		210		0		0	50
WB Hunco Way (Total)	Fact of Colliar Avanua	3	280	97.9%	274	1.1%	3	1.1%	3	
Westbound Lane 1	East of Collier Avenue	1	270		264		3		3	20
Westbound Lane 2	2 3	1	0		0		0		0	50
Westbound Lane 3		1	10		10		0		0	
EB Hunco Way (Total)		1	280	92.9%	260	3.6%	10	3.6%	10	20
Eastbound Lane 1	Most of Collier Avenue	1	280		260		10		10	50
WB Hunco Way (Total)	west of collier Avenue	1	210	100.0%	210	0.0%	0	0.0%	0	20
Westbound Lane 1		1	210		210		0		0	50

		Number	Peak Hour	Au	uto	Mediu	m Truck	Heavy	/ Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
NB Collier Ave (Total)		4	635	96.5%	613	1.7%	11	1.7%	11	
Northbound Lane 1		1	200		200		0		0	
Northbound Lane 2		1	118		107		6		6	40
Northbound Lane 3	South of Hunco Way	1	117		106		5		5	
Northbound Lane 4	South of Hunco Way	1	200		200		0		0	
SB Collier Ave (Total)		2	754	91.5%	690	4.2%	32	4.2%	32	
Southbound Lane 1		1	377		345		16		16	40
Southbound Lane 2		1	377		345		16		16	
EB Central Ave		4	695	98.0%	681	1.0%	7	1.0%	7	
Eastbound Lane 1		1	42		42		0		0	
Eastbound Lane 2		1	42		42		0		0	40
Eastbound Lane 3	West of Collier Avenue	1	306		298		4		4	
Eastbound Lane 4	west of comer Avenue	1	305		299		3		3	
WB Central Ave		2	996	95.0%	946	2.4%	24	2.6%	26	
Westbound Lane 1		1	498		473		12		13	40
Westbound Lane 2		1	498		473		12		13	
NB Collier Ave (Total)		2	734	97.0%	712	1.5%	11	1.5%	11	
Northbound Lane 1		1	367		356		6		6	50
Northbound Lane 2		1	367		356		5		5	
SB Collier Ave (Total)		5	854	92.3%	788	3.9%	33	3.9%	33	
Southbound Lane 1	North of Central Avenue	1	226		198		14		14	
Southbound Lane 2		1	226		198		14		14	50
Southbound Lane 3		1	55		53		1		1	50
Southbound Lane 4		1	54		52		1		1	
Southbound Lane 5		1	293		287		3		3	
NB Collier Ave (Total)		5	478	87.4%	418	6.3%	30	6.3%	30	
Northbound Lane 1		1	88		86		1		1	
Northbound Lane 2		1	68		67		1		1	50
Northbound Lane 3		1	68		67		0		0	50
Northbound Lane 4	South of Central Avenue	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	
Southbound Lane 1		1	292		268		12		12	50
Southbound Lane 2		1	291		268		12		11	

		Number	Peak Hour	Au	uto	Mediu	m Truck	Heavy	/ Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Central Ave (Total)		4	1,251	89.9%	1,125	5.0%	63	5.0%	63	
Eastbound Lane 1		1	291		266		12		13	
Eastbound Lane 2		1	292		267		12		13	40
Eastbound Lane 3		1	292		265		13		14	
Eastbound Lane 4		1	376		327		26		23	
WB Central Ave (Total)	East of Collier Avenue	5	1,537	96.4%	1,481	1.8%	27	1.9%	29	
Westbound Lane 1		1	204		196		4		4	
Westbound Lane 2		1	204		196		4		4	40
Westbound Lane 3		1	615		595		9		11	40
Westbound Lane 4		1	257		247		5		5	
Westbound Lane 5		1	257		247		5		5	
NB Collier Ave (Total)		1	478	87.4%	418	6.3%	30	6.3%	30	50
Northbound Lane 1		1	478		418		30		30	50
SB Collier Ave (Total)	North of 2rd Stroot	3	583	91.9%	536	4.1%	24	3.9%	23	
Southbound Lane 1	North of Sid Street	1	0		0		0		0	50
Southbound Lane 2		1	563		516		24		23	50
Southbound Lane 3		1	20		20		0		0	
EB 3rd St (Total)		2	20	100.0%	20	0.0%	0	0.0%	0	
Eastbound Lane 1		1	20		20		0		0	40
Eastbound Lane 2	West of Collier Avenue	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	40
NB Collier Ave (Total)		2	458	86.9%	398	6.6%	30	6.6%	30	
Northbound Lane 1		1	0		0		0		0	50
Northbound Lane 2	South of 3rd Street	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	1	563		516		24		23	50
NB Collier Ave (Total)		1	458	86.9%	398	6.6%	30	6.6%	30	45
Northbound Lane 1		1	458		398		30		30	45
SB Collier Ave (Total)	North of Chaney Street	2	563	91.7%	516	4.3%	24	4.1%	23	
Southbound Lane 1		1	373		356		9		8	45
Southbound Lane 2		1	190		160		15		15	

		Number	Peak Hour	Αι	uto	Mediu	m Truck	Heavy	r Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Chaney St (Total)		2	240	80.8%	194	9.6%	23	9.6%	23	
Eastbound Lane 1		1	220		180		20		20	40
Eastbound Lane 2	Wast of Colliar Avanua	1	20		14		3		3	
WB Chaney St (Total)	west of comer Avenue	2	290	86.2%	250	6.9%	20	6.9%	20	
Westbound Lane 1		1	145		125		10		10	40
Westbound Lane 2		1	145		125		10		10	
NB Collier Ave (Total)		1	338	91.1%	308	4.4%	15	4.4%	15	45
Northbound Lane 1	South of Chanov Stroot	1	338		308		15		15	45
SB Collier Ave (Total)	South of chancy street	1	393	94.1%	370	3.1%	12	2.8%	11	46
Southbound Lane 1		1	393		370		12		11	45
EB Collier Ave (Total)		1	288	96.5%	278	1.7%	5	1.7%	5	46
Eastbound Lane 1	East of Minthorn Stroat	1	288		278		5		5	45
WB Collier Ave (Total)	East of Milithorn Street	1	343	99.1%	340	0.6%	2	0.3%	1	46
Westbound Lane 1		1	343		340		2		1	45
NB Minthorn St (Total)		1	150	100.0%	150	0.0%	0	0.0%	0	20
Northbound Lane 1	North of Collier Avenue	1	150		150		0		0	50
SB Minthorn St (Total)	North of Collier Avenue	1	100	100.0%	100	0.0%	0	0.0%	0	20
Southbound Lane 1		1	100		100		0		0	50
NB Minthorn St (Total)		1	438	97.7%	428	1.1%	5	1.1%	5	20
Northbound Lane 1	South of Collier Avenue	1	438		428		5		5	50
SB Minthorn St (Total)	South of Collier Avenue	1	443	99.3%	440	0.5%	2	0.2%	1	20
Southbound Lane 1		1	443		440		2		1	50
EB W Minthorn St (Total)		1	438	97.7%	428	1.1%	5	1.1%	5	25
Eastbound Lane 1	Wast of N Spring Street	1	438		428		5		5	25
WB W Minthorn St (Total)	west of N spring street	1	443	99.3%	440	0.5%	2	0.2%	1	25
Westbound Lane 1		1	443		440		2		1	25
EB W Minthorn St (Total)		1	10	100.0%	10	0.0%	0	0.0%	0	25
Eastbound Lane 1	East of N Spring Streat	1	0		10		0		0	25
WB W Minthorn St (Total)	East of N Spring Street	1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	25
NB N Spring St (Total)		1	428	97.7%	418	1.2%	5	1.2%	5	25
Northbound Lane 1	South of Minthorn Streat	1	428		418		5		5	25
SB N Spring St (Total)	South of Minthorn Street	1	443	99.3%	440	0.5%	2	0.2%	1	25
Southbound Lane 1		1	443		440		2		1	25

		Number	Peak Hour	Au	uto	Mediu	m Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Central Ave (Total)		4	1,251	89.9%	1,125	5.0%	63	5.0%	63	
Eastbound Lane 1		1	291		266		12		13	
Eastbound Lane 2		1	292		267		12		13	40
Eastbound Lane 3		1	292		265		13		14	
Eastbound Lane 4		1	376		327		26		23	
WB Central Ave (Total)	Collier Avenue to I-15 Ramps	5	1,537	96.4%	1,481	1.8%	27	1.9%	29	
Westbound Lane 1		1	204		196		4		4	
Westbound Lane 2		1	204		196		4		4	45
Westbound Lane 3		1	615		595		9		11	45
Westbound Lane 4		1	257		247		5		5	
Westbound Lane 5		1	257		247		5		5	
EB Central Ave (Total)		4	1,120	90.4%	1,012	4.8%	54	4.8%	54	
Eastbound Lane 1		1	325		302		13		10	
Eastbound Lane 2		1	265		238		13		14	40
Eastbound Lane 3		1	265		236		14		15	1
Eastbound Lane 4		1	265		236		14		15	
WB Central Ave (Total)*	Between I-15 Ramps	4	2,042	94.0%	1,920	3.1%	63	2.9%	59	
Westbound Lane 1		1	474		474		0		0	
Westbound Lane 2		1	277		179		53		45	45
Westbound Lane 3		1	646		634		5		7	
Westbound Lane 4		1	645		633		5		7	
EB Central Ave (Total)		5	1,503	91.1%	1,369	4.6%	69	4.3%	65	
Eastbound Lane 1		1	301		274		14		13	
Eastbound Lane 2		1	356		325		16		15	40
Eastbound Lane 3		1	356		325		16		15	40
Eastbound Lane 4	L 15 Demos to Devitor	1	355		322		17		16	
Eastbound Lane 5	I-15 Ramps to Dexter	1	135		123		6		6	
WB Central Ave (Total)		4	2,013	94.0%	1,893	3.0%	60	3.0%	60	
Westbound Lane 1		1	563		530		16		17	
Westbound Lane 2		1	563		530		16		17	45
Westbound Lane 3		1	562		531		15		16	
Westbound Lane 4		1	325		302		13		10	

		Number	Peak Hour	Au	uto	Mediu	m Truck	Heavy	r Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Central Ave (Total)		5	1,503	91.1%	1,369	4.6%	69	4.3%	65	
Eastbound Lane 1		1	301		274		14		13	
Eastbound Lane 2		1	356		325		16		15	40
Eastbound Lane 3		1	356		325		16		15	40
Eastbound Lane 4		1	355		322		17		16	
Eastbound Lane 5	West of Dexter Avenue	1	135		123		6		6	
WB Central Ave (Total)		4	2,013	94.0%	1,893	3.0%	60	3.0%	60	
Westbound Lane 1		1	563		530		16		17	
Westbound Lane 1		1	563		530		16		17	40
Westbound Lane 1		1	562		531		15		16	
Westbound Lane 4		1	325		302		13		10	
EB Central Ave (Total)		3	1,149	91.6%	1,052	4.4%	51	4.0%	46	
Eastbound Lane 1		1	383		351		17		15	40
Eastbound Lane 2		1	383		351		17		15	40
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	
Westbound Lane 1	East of Dexter Avenue	1	46		41		2		3	
Westbound Lane 2		1	392		364		13		15	
Westbound Lane 3		1	391		364		13		14	40
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)		2	435	93.6%	407	3.2%	14	3.2%	14	
Northbound Lane 1		1	218		204		7		7	40
Northbound Lane 2		1	217		203		7		7	
SB Dexter Avenue (Total)	North of Central Avenue	3	543	97.6%	530	1.8%	10	0.6%	3	
Southbound Lane 1		1	60		59		1		0	40
Southbound Lane 2		1	123		120		2		1	40
Southbound Lane 3		1	360		351		7		2	
NB Dexter Ave (Total)		2	290	98.3%	285	1.4%	4	0.3%	1	
Northbound Lane 1		1	87		86		1		0	40
Northbound Lane 2	South of Central Avenue	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	40

		Number	Peak Hour	Αι	uto	Mediu	m Truck	Heavy	' Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
NB Camino Del Norte St (Total)		1	190	93.7%	178	3.2%	6	3.2%	6	55
Northbound Lane 1	North of Ohana Circle	1	190		178		6		6	
SB Camino Del Norte St (Total)	North of Orlana Circle	1	230	93.9%	216	3.0%	7	3.0%	7	55
Southbound Lane 1		1	230		216		7		7	
EB Ohana Circle (Total)		1	10	100.0%	10	0.0%	0	0.0%	0	25
Eastbound Lane 1	East of Camina Dal Norta	1	10		10		0		0	25
WB Ohana Circle (Total)	East of Carriero Der Norte	1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	25
NB Camino Del Norte St (Total)		1	200	94.0%	188	3.0%	6	3.0%	6	55
Northbound Lane 1	South of Ohana Circle	1	200		188		6		6	
SB Camino Del Norte St (Total)	South of Orlana Circle	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)		1	200	94.0%	188	3.0%	6	3.0%	6	
Northbound Lane 1	North of Main Street	1	200		188		6		6	55
SB Camino Del Norte St (Total)	North of Main Street	1	230	93.9%	216	3.0%	7	3.0%	7	
Southbound Lane 1		1	230		216		7		7	22
EB Main St (Total)		2	311	95.8%	298	2.6%	8	1.6%	5	
Eastbound Lane 1	115 Damps to Camina Dal	1	156		149		4		3	35
Eastbound Lane 2	Norte /Minthern Street	1	155		149		4		2	
WB Main St (Total)	Norte/Milition Street	1	299	94.0%	281	3.0%	9	3.0%	9	25
Westbound Lane 1		1	299		281		9		9	30
NB Camino Del Norte St (Total)		1	193	93.3%	180	3.1%	6	3.6%	7	
Northbound Lane 1	South of Main Street	1	193		180		6		7	22
SB Camino Del Norte St (Total)	South of Main Street	1	235	95.7%	225	2.6%	6	1.7%	4	55
Southbound Lane 1		1	235		225		6		4	
EB Main St (Total)		1	578	91.0%	526	5.0%	29	4.0%	23	25
Eastbound Lane 1	Wast of L1E Pamps	1	578		526		29		23	
WB Main St (Total)	West of 1-15 Kamps	1	669	93.7%	627	3.4%	23	2.8%	19	25
Westbound Lane 1		1	669		627		23		19	30
EB Main St (Total)		2	256	96.1%	246	2.3%	6	1.6%	4	
Eastbound Lane 1		1	89		82		4		3	35
Eastbound Lane 2	Detwoor L 15 Derens	1	167		164		2		1	
WB Main St (Total)	between I-T2 kamps	2	701	93.4%	655	3.6%	25	3.0%	21	
Westbound Lane 1		1	117		102		8		7	35
Westbound Lane 2		1	584		553		17		14	

		Number	Peak Hour	Au	uto	Mediu	n Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
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)	Bry Gulen Koad	1	10	90.0%	9	10.0%	1	0.0%	0	25
NB Calico Cir (Total)	Calico Circlo	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	Diuto Croak Drivo	1	20	95.0%	19	5.0%	1	0.0%	0	25
SB Piute Creek Dr	Plute Creek Drive	1	20	95.0%	19	5.0%	1	0.0%	0	25
NB Katy Way	Katu May	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
		2	30	93.3%	28	3.3%	1	3.3%	1	
EB Tuscany St		1	15	-	13	-	1	-	1	25
	Tuscopy St	1	15	-	15	-	0	-	0	
	Tuscally St	2	30	93.3%	28	3.3%	1	3.3%	1	
WB Tuscany St		1	16	-	14	-	1	-	1	25
		1	15	-	14	-	0	-	0	
EB Glen Rd	Glan Boad	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Glen Rd	Glefi Koad	1	10	90.0%	9	10.0%	1	0.0%	0	25
NB Nob Hill Rd	Neb Hill Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
SB Nob Hill Rd	NOD THI KOAU	1	10	90.0%	9	10.0%	1	0.0%	0	25
NB Lakeshore Dr	Lakoshoro Drivo	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	Plue Springs Drive	1	560	97.9%	548	1.1%	6	1.1%	6	25
EB Blue Springs Dr	Bide Springs Drive	1	110	96.4%	106	1.8%	2	1.8%	2	25
EB Dial Way		1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Dial Way	Diai way	1	70	97.1%	68	2.9%	2	0.0%	0	25
NB Unnamed cul-de-sac		1	10	90.0%	9	10.0%	1	0.0%	0	25
SB Unnamed cul-de-sac	offinalited 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	hayworth court	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	Fatilla Court	1	0	0.0%	0	0.0%	0	0.0%	0	30
NB Silver Dollar St	Silver Dellar 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

		Number	Peak Hour	Au	uto	Mediu	n Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Sydney Blue Cir	Suda ou Cirolo	1	20	95.0%	19	5.0%	1	0.0%	0	25
WB Sydney Blue Cir	Syuney Circle	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	Hannan Court	1	0	0.0%	0	0.0%	0	0.0%	0	25
EB Scotty Way	Scotty May	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Scotty Way	Scotly 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	NICKEIIAUS COULT	1	0	0.0%	0	0.0%	0	0.0%	0	25
EB Lapis Ct	Lapic Court	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Lapis Ct	Lapis Court	1	10	90.0%	9	10.0%	1	0.0%	0	25
EB Palm Canyon Dr	Dalm Canyon Drive	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Palm Canyon Dr	Palm Canyon Drive	1	20	95.0%	19	5.0%	1	0.0%	0	25
EB Stone Canyon Dr	Stone Canvon Drive	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Stone Canyon Dr	Stone Canyon Drive	1	20	95.0%	19	5.0%	1	0.0%	0	25
EB Icefield Ct	leafield 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	Kanasha Cirala	1	0	0.0%	0	0.0%	0	0.0%	0	25
SB Kenosha Cir	Kenosna Circle	1	10	90.0%	9	10.0%	1	0.0%	0	25
NB Whitecrown Cir	Whitegrown Circle	1	70	97.1%	68	2.9%	2	0.0%	0	25
SB Whitecrown Cir	whitecrown circle	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	Baluy Court	1	0	0.0%	0	0.0%	0	0.0%	0	25
NB Wrangler Way	Wrangler May	1	0	0.0%	0	0.0%	0	0.0%	0	25
SB Wrangler Way	wrangier way	1	30	96.7%	29	3.3%	1	0.0%	0	25
EB Rosemary Way	Pocomany May	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Rosemary Way	Ruselliary way	1	40	97.5%	39	2.5%	1	0.0%	0	25
EB Coral Canyon Rd	Coral Canvon Poad	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	Willebark Laile	1	20	95.0%	19	5.0%	1	0.0%	0	25
NB Pinecone St	Dinacana Straat	1	60	100.0%	60	0.0%	0	0.0%	0	25
SB Pinecone St	Fillecone Street	1	140	97.9%	137	2.1%	3	0.0%	0	25
EB Birchtree Ct	Birchtrop 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

		Number	Peak Hour	Αι	uto	Mediu	m Truck	Heavy	/ Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Sagebrush Way	Sagebruch Way	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Sagebrush Way	Sagebrush way	1	50	98.0%	49	2.0%	1	0.0%	0	25
NB Magnolia St	Magnolia Stroot	1	40	97.5%	39	2.5%	1	0.0%	0	25
SB Magnolia St	Magnolia Street	1	40	97.5%	39	2.5%	1	0.0%	0	25
EB Chinaberry St	Chinabarry St	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Chinaberry St	Chinaberry St	1	50	98.0%	49	2.0%	1	0.0%	0	25
EB Poplar Ct	Boplar 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	Tomoscal Vallov Lano	1	40	97.5%	39	2.5%	1	0.0%	0	25
SB Temescal Valley Ln	Temescal valley Lane	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	Valley Oak Lalle	1	70	97.1%	68	2.9%	2	0.0%	0	25
EB Holly Hill Ave		1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Holly Hill Ave	Holly Hill Aveilde	1	70	97.1%	68	2.9%	2	0.0%	0	25
EB Orange Grove Pl	Orango Crova Placo	1	10	90.0%	9	10.0%	1	0.0%	0	25
WB Orange Grove PI	Orange Grove Place	1	0	0.0%	0	0.0%	0	0.0%	0	25
EB Walker Canyon Rd	Walker Canven Boad	1	210	91.9%	193	2.4%	5	5.7%	12	35
WB Walker Canyon Rd	Walker Carlyon Road	1	32	93.8%	30	3.1%	1	3.1%	1	35
NB Toro Rd	West of L1E	1	40	95.0%	38	2.5%	1	2.5%	1	25
SB Toro Rd	West of I-13	1	0	0.0%	0	0.0%	0	0.0%	0	25
NB El Toro Rd	East of L1E	1	280	97.9%	274	1.1%	3	1.1%	3	25
SB El Toro Rd	East Of I-15	1	340	97.6%	332	1.2%	4	1.2%	4	25
EB 11th St	11+b S+	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB 11th St	11(1)5(1	30	96.7%	29	3.3%	1	0.0%	0	25
NB Dexter Pl	Doxtor Place	1	30	93.3%	28	3.3%	1	3.3%	1	25
SB Dexter Pl	Dexter Flace	1	30	93.3%	28	3.3%	1	3.3%	1	25
EB 2nd St	and 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	Eranços Stroot	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	Katu Stroot	1	66	98.5%	65	1.5%	1	0.0%	0	25
SB Katy Street	Kaly Sileei	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.

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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.

		Number	Peak Hour	Αι	ito	Mediu	m Truck	Heavy	/ Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
NB Main Street Off-Ramp		1-2	680	93.0%	633	4.0%	27	3.0%	20	70 / 70 / 55	
Off-Ramp Lane 1	Main Street Interchange	1	510		475		20		15	to	-
Off-Ramp Lane 2		1	170		158		7		5	18 / 13 / 10	
NB I-15 General Purpose (Total)		3	4,360	93.0%	4,054	4.0%	175	3.0%	131		
General Purpose Lane 1	Potwoon Main Street Ramps	1	1,650		1,650		0		0	70 / 70 / 55	1
General Purpose Lane 2	Between Main Street Kamps	1	1,650		1,474		101		75	10/10/55	1
General Purpose Lane 3		1	1,060		930		74		56		
NB Main Street On-Ramp		2-1	530	93.0%	493	4.0%	21	3.0%	16	10/10/10	
On-Ramp Lane 1	Main Street Interchange	1	265		247		10		8	to	-
On-Ramp Lane 2		1	265		246		11		8	70 / 70 / 55	

		Number	Peak Hour	Αι	ito	Mediu	m Truck	Heavy	Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
NB I-15 General Purpose (Total)	Main Street On Bamp to	3	4,890	93.0%	4,547	4.0%	196	3.0%	147		
General Purpose Lane 1	Cantral Augure (SB 74) Off	1	1,630		1,630		0		0	70 / 70 / 55	2
General Purpose Lane 2	Central Avenue (SR-74) Off-	1	1,630		1,458		98		74	/0//0/55	2
General Purpose Lane 3	Ramp (3 lanes)	1	1,630		1,459		98		73		
NB I-15 General Purpose (Total)		4	4,890	93.0%	4,547	4.0%	196	3.0%	147		
General Purpose Lane 1	Main Street On-Ramp to	1	1,221		1,221		0		0		
General Purpose Lane 2	Central Avenue (SR-74) Off-	1	1,223		1,223		0		0	70 / 70 / 55	7
General Purpose Lane 3	Ramp (4 Lanes)	1	1,223		1,052		98		73	1	
General Purpose Lane 4	1	1	1,223		1,051		98		74		
NB Central Avenue Off-Ramp	Control Avenue (SP 74)	1-3	610	92.3%	563	4.4%	27	3.3%	20	70 / 70 / 55	
Off-Ramp Lane 1		1	236		236		0		0	to	10
Off-Ramp Lane 2	Interchange	1	171		140		18		13	18/13/10	
Off-Ramp Lane 3		1	203		187		9		7		
NB I-15 General Purpose (Total)		4	4,280	93.1%	3,984	3.9%	169	3.0%	127		
General Purpose Lane 1	Potwoon Control Avonus (CD	1	1,221		1,221		0		0		
General Purpose Lane 2	74) Dominic	1	1,223		1,223		0		0	70 / 70 / 55	1
General Purpose Lane 3	74) Ramps	1	1,223		1,052		98		73		
General Purpose Lane 4	4	1	613		488		71		54	1	
NB Central Avenue Loop Off-		2	860	02.6%	706	4 20/	26	2 20/	20	70 / 70 / 55	
Ramp	Central Avenue (SR-74)	Z	800	92.0%	790	4.270	50	5.5%	20	70770755	
Loop Off-Ramp Lane 1	Interchange	1	430		398		18		14	19/12/10	-
Loop Off-Ramp Lane 1		1	430		398		18		14	10/15/10	
NB I-15 General Purpose (Total)	Control Avenue Loon Off	3	3,420	93.2%	3,188	3.9%	133	2.9%	99		
General Purpose Lane 1	Bamp to Dovtor Avonuo Off	1	1,221		1,221		0		0	70 / 70 / 55	1
General Purpose Lane 2	Ramp to Dexter Avenue On-	1	1,223		1,223		0		0	10/10/55	1
General Purpose Lane 3	капр	1	976		744		133		99		
NB Dexter Off-Ramp	Central Avenue (SR-74)	1-2	190	91.6%	174	4.7%	9	3.7%	7	70 / 70 / 55	
Off-Ramp Lane 1	Interchange	1	95		86		5		4		-
Off-Ramp Lane 2		1	95		88		4		3	18/13/10	
NB I-15 General Purpose (Total)		3	3,230	93.3%	3,014	3.8%	124	2.8%	92		
General Purpose Lane 1	Dexter Avenue Off-Ramp to	1	1,221		1,221		0		0	70 / 70 / 55	1
General Purpose Lane 2	Dexter Avenue On-Ramp	1	1,223		1,223		0		0	/0//0/55	1
General Purpose Lane 3		1	786		570		124		92		
NB Dexter Avenue On-Ramp	Central Avenue (SR-74)	2-1	720	94.9%	683	2.9%	21	2.2%	16	10/10/10	_
On-Ramp Lane 1	Interchange	1	360		342		11		8		-
On-Ramp Lane 2		1	360		341		10		8	/0//0/05	

		Number	Peak Hour	Αι	ito	Mediu	n Truck	Heavy	Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
NB I-15 General Purpose (Total)	Control Avenue (SP 74)	3	3,950	93.0%	3,672	4.0%	159	3.0%	119		
General Purpose Lane 1	Central Avenue (SR-74)	1	1,316		1,316		0		0	70 / 70 / 55	2
General Purpose Lane 2		1	1,317		1,179		79		59	10/10/55	2
General Purpose Lane 3	катр	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	-
Off-Ramp Lane 1		1	360		304		30		26	18/13/10	
NB I-15 General Purpose (Total)		3	3,590	93.8%	3,368	3.6%	129	2.6%	93		
General Purpose Lane 1	Between Nichols Road	1	1,316		1,316		0		0	70 / 70 / 55	1
General Purpose Lane 2	Ramps	1	1,317		1,179		79		59	10/10/33	1
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	-
On-Ramp Lane 1		1	530		493		21		16	70 / 70 / 55	
NB I-15 General Purpose (Total)		3	4,120	93.0%	3,830	4.0%	166	3.0%	124		
General Purpose Lane 1	Nichols On-Ramp to Lake	1	1,374		1,374		0		0	70 / 70 / 55	2
General Purpose Lane 2	Street Off-Ramp	1	1,373		1,228		83		62	/0//0/55	2
General Purpose Lane 3		1	1,373		1,228		83		62		
NB Lake Street Off-Ramp		1-2	250	93.0%	232	4.0%	10	3.0%	8	70 / 70 / 55	
Off-Ramp Lane 1	Lake Street Interchange	1	188		182		4		2	to	-
Off-Ramp Lane 2		1	62		50	-	6		6	18/13/10	
NB I-15 General Purpose (Total)		3	3,870	93.0%	3 <i>,</i> 598	4.0%	156	3.0%	116		
General Purpose Lane 1	Potwoon Lako Stroot Pampa	1	1,374		1,374		0		0	70 / 70 / 55	1
General Purpose Lane 2	between Lake Street Ramps	1	1,373		1,228		83		62	10/10/33	1
General Purpose Lane 3		1	1,123		996		73		54		
NB Lake Street On-Ramp	Laka Straat Interchange	1	900	93.0%	837	4.0%	36	3.0%	27	10/10/10	2
On-Ramp Lane 1	Lake Street Interchange	1	900		837		36		27	to	5
NB I-15 General Purpose (Total)		3	4,790	93.0%	4,453	4.0%	193	3.0%	144		
General Purpose Lane 1	Lake Street On-Ramp to	1	1,596		1,596		0		0	70 / 70 / 55	24
General Purpose Lane 2	Indian Truck Trail Off-Ramp	1	1,597		1,429		96		72	10/10/55	2,4
General Purpose Lane 3		1	1,597		1,428		97		72		
NB Indian Truck Trail Off-		1 0	000	02.0%	027	4.00/	26	2.00/	27		
Ramp	Indian Truck Trail	1-3	900	93.0%	837	4.0%	30	3.0%	27	70 / 70 / 55	
Off-Ramp Lane 1		1	300		279		12		9	to	-
Off-Ramp Lane 2	interchange	1	300		279		12		9	18 / 13 / 10	
Off-Ramp Lane 3		1	300		279		12		9		

		Number	Peak Hour	Αι	ito	Mediu	m Truck	Heavy	Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
NB I-15 General Purpose (Total)		3	3,890	93.0%	3,616	4.0%	157	3.0%	117		
General Purpose Lane 1	Between Indian Truck Trail	1	1,596		1,596		0		0	70 / 70 / 55	1
General Purpose Lane 2	Ramps	1	1,597		1,429		96		72	10/10/55	1
General Purpose Lane 3		1	697		591		61		45		
NB Indian Truck Trail On-		2.1	740	02.0%	600	4.00/	20	2.00/	22	10/10/10	
Ramp	Indian Truck Trail	2-1	740	93.0%	080	4.0%	30	3.0%	22	10/10/10	
On-Ramp Lane 1	Interchange	1	370		344		15		11		-
On-Ramp Lane 2		1	370		344		15		11	10/10/55	
NB I-15 General Purpose (Total)	Indian Truck Trail On Bamp	3	4,510	93.0%	4,192	4.0%	182	3.0%	136		
General Purpose Lane 1	to Tomoscol Convon Off	1	1,504		1,504		0		0	70 / 70 / 55	2
General Purpose Lane 2	Rome	1	1,503		1,344		91		68	10/10/55	2
General Purpose Lane 3	Kanip	1	1,503		1,344		91		68		
NB Temescal Canyon Road	Tomoscal Canvon Boad	1 0	75.0	02.0%	607	4.00/	20	2.00/	22	70 / 70 / 55	
Off-Ramp	Interchange	1-2	750	93.0%	697	4.0%	30	3.0%	23	to	-
Off-Ramp Lane 1	Interchange	1	188		174		8		6	18/13/10	
NB I-15 General Purpose (Total)		3	3,760	93.0%	3,495	4.0%	152	3.0%	113		
General Purpose Lane 1	Between Temescal Canyon	1	1,504		1,504	-	0		0	70 / 70 / 55	1
General Purpose Lane 2	Ramps	1	1,503		1,344	-	91		68	10/10/33	1
General Purpose Lane 3		1	753		647	-	61		45		
NB Temescal Canyon Road		2.1	590	02.0%	E40	4 0%	22	2 00/	17	10/10/10	
On-Ramp	Temescal Canyon Road	2-1	560	95.0%	540	4.0%	25	5.0%	17	10/10/10	
On-Ramp Lane 1	Interchange	1	435		405		17		13	70 / 70 / 55	-
On-Ramp Lane 2		1	145		135		6		4	10/10/33	
NB I-15 General Purpose (Total)		3	4,340	93.0%	4,035	4.0%	175	3.0%	130		
General Purpose Lane 1	Temescal Canyon On-Ramp	1	1,446		1,446		0		0	70 / 70 / 55	2
General Purpose Lane 2	to Weirick Road Off-Ramp	1	1,447		1,295		87		65	10/10/33	2
General Purpose Lane 3		1	1,447		1,294		88		65		
		1 2	150	02.0%	120	4 0%	G	2 00/	-		
NB Weirick Road Off-Ramp		1-2	150	93.078	139	4.070	0	5.0%	J	70 / 70 / 55	
Off-Ramp Lane 1	Weirick Road Interchange	1	54		50		2		2	to	10
Off-Ramp Lane 2		1	40		33		4		3	18/13/10	
Off-Ramp Lane 3		1	56		56		0		0		
NB I-15 General Purpose (Total)		3	4,190	93.0%	3,896	4.0%	169	3.0%	125		
General Purpose Lane 1	Between Weirick Road	1	1,446		1,446		0		0	70 / 70 / 55	1
General Purpose Lane 2	Ramps	1	1,447		1,295		87		65	10/10/55	1
General Purpose Lane 3		1	1,297		1,155		82		60		

		Number	Peak Hour	Αι	ito	Mediu	m Truck	Heavy	Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
NB Weirick Road On-Ramp		2-1	900	93.0%	837	4.0%	36	3.0%	27	10/10/10	
On-Ramp Lane 1	Weirick Road Interchange	1	450		418		18		14		3
On-Ramp Lane 2		1	450		419		18		13	/0//0/55	
NB I-15 General Purpose (Total)		3	4,950	93.0%	4,603	4.0%	198	3.0%	149		
General Purpose Lane 1	Weirick Road On-Ramp to	1	1,650		1,650		0		0		2.0
General Purpose Lane 2	Cajalco Road Off-Ramp	1	1,650		1,476		99		75	/0//0/55	2,9
General Purpose Lane 3		1	1,650		1,477		99		74		
NB Cajalco Road Off-Ramp		1-4	1,620	94.9%	1,538	2.5%	41	2.5%	41	70 / 70 / 55	
Off-Ramp Lane 1	Caialas Daad Intershanse	1	266		243		12		11	/0//0/55	
Off-Ramp Lane 2	Cajalco Road Interchange	1	266		247		9		10		-
Off-Ramp Lane 3		1	544		524		10		10	18/13/10	
Off-Ramp Lane 4		1	544		524		10		10		
NB I-15 General Purpose (Total)		3	3,330	92.0%	3,065	4.7%	157	3.2%	108		
General Purpose Lane 1	Cajalco Road Off-Ramp to Express Lanes Ingress	1	1,650		1,650		0		0	70 / 70 / 55	1
General Purpose Lane 2		1	1,589		1,415		99		75	70 / 70 / 55	T
General Purpose Lane 3		1	91		0		58		33		
NB I-15 Express (Total)		1	1,320	100.0%	1,320	0.0%	0	0.0%	0		
NB I-15 General Purpose (Total)	Everage Lanas Ingrass to	3	2,010	86.8%	1,745	7.8%	157	5.4%	108		
General Purpose Lane 1	Cajalca Road Loop On Ramp	1	330		330		0		0	70 / 70 / 55	5
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		2-1	900	94.9%	854	2.6%	23	2.6%	23	10/10/10	
Loop On-Ramp Lane 1	Cajalco Road Interchange	1	135		135		0		0	to	3
Loop On-Ramp Lane 2		1	765		719		23		23	/0 / /0 / 55	
NB I-15 Express (Total)		1	1,320	100.0%	1,320	0.0%	0	0.0%	0		
NB I-15 General Purpose (Total)		3	3,750	90.5%	3,394	5.4%	204	4.1%	152		
General Purpose Lane 1	Cajalco Road Loop On-Ramp	1	1,250		1,250		0		0	70 / 70 / 55	2,4
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 Intershango	2-1	900	93.0%	837	4.0%	36	3.0%	27	10/10/10	2
On-Ramp Lane 1	Cajaico Noau intercharige	1	450		418		18		14		3
On-Ramp Lane 2		1	450		419		18		13	10/10/55	

		Number	Peak Hour	Αι	ito	Mediu	n Truck	Heavy	Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
NB I-15 Express (Total)		1	1,320	100.0%	1,320	0.0%	0	0.0%	0		
NB I-15 General Purpose (Total)		5	6,160	91.5%	5,636	4.9%	300	3.6%	224		
TEL Ingress Lane	Cajalca Road On Ramp to El	1	1,060		1,060		0		0	70 / 70 / 55	
General Purpose Lane 1	Carrito Road Off Pamp	1	480		480		0		0	to	2,4,5
General Purpose Lane 2		1	1,540		1,366		100	-	74	65 / 65 / 55	
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	-
Off-Ramp Lane 1		1	1,020		948		41		31	18/13/10	
NB I-15 Express (Total)		1	1,320	100.0%	1,320	0.0%	0	0.0%	0		
NB I-15 General Purpose (Total)		4	5,140	91.2%	4,688	5.0%	259	3.8%	193		
TEL Ingress Lane	El Cerrito Off-Ramp to	1	1,060		1,060		0		0		0 E
General Purpose Lane 1	Express Lane Access	1	780		780		0		0	05 / 05 / 55	0,5
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)		2	2,380	100.0%	2,380	0.0%	0	0.0%	0		
NB I-15 Express Lane 1		1	1,190		1,190		0		0		
NB I-15 Express Lane 2	Express Lang Access to El	1	1,190		1,190		0		0		
NB I-15 General Purpose (Total)	Corrito Road On Ramp	3	4,080	88.9%	3,628	6.3%	259	4.7%	193	65 / 65 / 55	-
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 Corrito Road Intorchango	2-1	900	93.0%	837	4.00%	36	3.00%	27	10/10/10	2
On-Ramp Lane 1	El Cerrito Road Interchange	1	450		418		18		14		5
On-Ramp Lane 2		1	450		419		18		13	22 / 20 / 20	
NB I-15 Express (Total)		2	2,380	100.0%	2,380	0.0%	0	0.0%	0		
NB I-15 Express Lane 1		1	1,190		1,190		0		0		
NB I-15 Express Lane 2	El Corrito Road On Roma to	1	1,190		1,190		0		0		
NB I-15 General Purpose (Total)	El Cerrito Road On-Ramp to	3	4,950	89.6%	4,437	5.9%	293	4.4%	220	65 / 65 / 55	2,9
General Purpose Lane 1	Ontario Avenue On-Ramp	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-		1.2	1 5 1 0	02.00/	1 405	4.00/	60	2.00/	45		
Ramp		1-3	1,510	93.0%	1,405	4.0%	60	3.0%	45	65 / 65 / 55	
Off-Ramp Lane 1	Ontario Avenue Interchange	1	566		527		22		17	to	-
Off-Ramp Lane 2		1	566		526		23		17	18 / 13 / 10	
Off-Ramp Lane 3		1	378		352		15		11		

		Number	Peak Hour	Αι	ito	Mediu	m Truck	Heavy	/ Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
NB I-15 Express (Total)		2	2,380	100.0%	2,380	0.0%	0	0.0%	0		
NB I-15 Express Lane 1		1	1,190		1,190		0		0		
NB I-15 Express Lane 2	Botwoon Ontario Avonuo	1	1,190		1,190		0		0		
NB I-15 General Purpose (Total)	Pamps (2 Lanos)	3	3,440	88.1%	3,032	6.8%	233	5.1%	175	65 / 65 / 55	1
General Purpose Lane 1	Kallips (3 Lalles)	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)		2	2,380	100.0%	2,380	0.0%	0	0.0%	0		
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)	Between Ontario Avenue	4	3,440	88.1%	3,032	6.8%	233	5.1%	175	65/65/55	7
General Purpose Lane 1	Ramps (4 Lane)	1	860		860		0		0	03/03/33	'
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-		2.1	000	02.0%	027	4.00/	26	2.0%	27	10/10/10	
Ramp	Ontaria Avanua Interchanga	2-1	900	93.0%	837	4.0%	30	3.0%	27	10/10/10	2
On-Ramp Lane 1	Ontano Avenue inter change	1	450		418		18		14		5
On-Ramp Lane 2]	1	450		419		18		13	22 / 22 / 22	

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.

		Number	Peak Hour	ur Auto		Medium Truck		Heavy Truck		Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
SB Ontario Avenue Off-Ramp		1-3	680	87.0%	591	7.0%	48	6.0%	41	65 / 65 / 55	
Off-Ramp Lane 1	Ontario Avenue Interchange	1	426		370		30		26	to	-
Off-Ramp Lane 2		1	427		372		30		25	18/13/10	
Off-Ramp Lane 3		1	427		371		30		26		

		Number	Peak Hour	Au	ito	Mediur	m Truck	Heavy	Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
SB I-15 Express (Total)		2	400	100.0%	400	0.0%	0	0.0%	0		
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)	Between Ontario Avenue	4	6,140	86.1%	5,289	7.5%	458	6.4%	393	65 / 65 / 55	
General Purpose Lane 1	Ramps	1	1,535		1,535		0		0	05/05/55	-
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	1	
SB Ontario Avenue On-Ramp	Ontario Avenue Interchange	1	680	87.0%	591	7.0%	48	6.0%	41	15 / 15 / 15 to	-
On-Ramp Lane 1		1	680		591		48		41	65 / 65 / 55	
SB I-15 Express (Total)		2	400	100.0%	400	0.0%	0	0.0%	0		
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)	Ontario Avenue On-Ramp to	4	6,600	86.2%	5 <i>,</i> 690	7.4%	490	6.4%	420		2.0
General Purpose Lane 1	El Cerrito Road Off-Ramp	1	1,650		1,650		0		0	دد / ده / ده	2,9
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 Corrito Dood Intoneboo es	1-2	1,230	87.0%	1,070	7.0%	86	6.0%	74	65 / 65 / 55	
Off-Ramp Lane 1	El Cerrito Road Interchange	1	410		356		29		25		-
Off-Ramp Lane 2		1	820		714		57		49	18/13/10	
SB I-15 Express (Total)		2	400	100.0%	400	0.0%	0	0.0%	0		
SB I-15 Express Lane 1		1	200		200		0		0		
SB I-15 Express Lane 2	El Corrito Dood Off Domo to	1	200		200		0		0		
SB I-15 General Purpose (Total)		3	4,950	85.9%	4,255	7.6%	375	6.5%	321	65 / 65 / 55	9
General Purpose Lane 1	Express Lane Egress	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)		1	340	100.0%	340	0.0%	0	0.0%	0		
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	Express Lane Egress to El	1	1,253		1,253		0		0		7
General Purpose Lane 2	Cerrito Road On-Ramp	1	1,253		1,253		0		0	دد / دن / دن	/
General Purpose Lane 3		1	1,253		905		187		161		
General Purpose Lane 4		1	1,251		904		188		160		

		Number	Peak Hour	Au	ito	Mediu	m Truck	Heavy	Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
SB I-15 Express (Total)		1	340	100.0%	340	0.0%	0	0.0%	0		
SB I-15 General Purpose (Total)		3	4,950	86.1%	4,262	7.5%	370	6.4%	317	65 / 65 / 55	
General Purpose Lane 1	Express Lane Egress to El	1	1,650		1,650		0		0	to	8,9
General Purpose Lane 2	Сегито коао Оп-катр	1	1,650		1,306		185		159	70 / 70 / 55	
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	-
On-Ramp Lane 1		1	420		366		29		25	70 / 70 / 55	
SB I-15 Express (Total)		1	340	100.0%	340	0.0%	0	0.0%	0		
SB I-15 General Purpose (Total)		4	6,070	86.3%	5,236	7.4%	449	6.3%	385		
General Purpose Lane 1	El Cerrito Road On-Ramp to	1	1,650		1,650		0		0	70 / 70 / 55	2
General Purpose Lane 2	Cajalco Road Off-Ramp	1	1,384		1,384		0		0	10/10/55	2
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		2-5	1,470	92.0%	1,352	4.0%	59	4.0%	59		
Off-Ramp Lane 1		1	428		428		0		0	70 / 70 / 55	
Off-Ramp Lane 2	Cajalco Road Interchange	1	337		292		23		22	to	10
Off-Ramp Lane 3		1	337		292		22		23	18/13/10	
Off-Ramp Lane 4		1	184		170		7		7		
Off-Ramp Lane 5		1	184		170		7		7		
SB I-15 Express (Total)		1	340	100.0%	340	0.0%	0	0.0%	0		
SB I-15 General Purpose (Total)	Cajalco Road Off-Ramp to	3	4,600	84.4%	3,884	8.5%	390	7.1%	326		
General Purpose Lane 1	Express Lane Egress at	1	1,533		1,533		0		0	70 / 70 / 55	8
General Purpose Lane 2	Cajalco Road	1	1,533		1,175		195		163		
General Purpose Lane 3		1	1,534		1,176		195		163		
SB I-15 General Purpose (Total)		4	4,940	85.5%	4,224	7.9%	390	6.6%	326		
General Purpose Lane 1	Expross Lano Egross to	1	1,235		1,235		0		0		
General Purpose Lane 2	Cajalco Road On Ramn	1	1,235		1,235		0		0	70 / 70 / 55	7
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	_
On-Ramp Lane 1	equico nodu intercitalige	1	6		6		0		0	70 / 70 / 55	
On-Ramp Lane 2		1	274		252		11		11	,0,,0,55	

		Number	Peak Hour	Αι	ito	Mediu	m Truck	Heavy	Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
SB I-15 General Purpose (Total)		4	5,220	87.0%	4,540	7.0%	366	6.0%	314		
General Purpose Lane 1	Caialaa Road On Romn to	1	1,515		1,515		0		0		
General Purpose Lane 2	Moirick Road Off Ramp	1	1,235		1,235		0		0	70 / 70 / 55	2
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		1-3	690	87.0%	601	7.0%	48	6.0%	41	70 / 70 / 55	
Off-Ramp Lane 1	Weirick Road Interchange	1	234		204	-	16		14	to	10
Off-Ramp Lane 2		1	168		109		32		27	18 / 13 / 10	
Off-Ramp Lane 3		1	288		288	-	0		0		
SB I-15 General Purpose (Total)		3	4,530	87.0%	3,939	7.0%	318	6.0%	273		
General Purpose Lane 1	Between Weirick Road	1	1,510		1,510		0		0	70 / 70 / 55	0
General Purpose Lane 2	Ramps	1	1,510		1,215		159		136	/0//0/55	0
General Purpose Lane 3		1	1,510		1,214		159		137		
SB Weirick Road On-Ramp	Weiriek Bood Intershange	2-1	130	87.0%	113	7.0%	9	6.0%	8	15 / 15 / 15	
On-Ramp Lane 1	Weinck Road Interchange	1	65		57		4		4		-
On-Ramp Lane 2		1	65		56		5		4	/0//0/55	
SB I-15 General Purpose (Total)	Wairick Road On Pamp to	3	4,660	87.0%	4,052	7.0%	327	6.0%	281		
General Purpose Lane 1	Tomoscal Canyon Road Off	1	1,554		1,554		0		0	70 / 70 / 55	2
General Purpose Lane 2	Pamp	1	1,553		1,250		163		140	/0//0/55	2
General Purpose Lane 3	Kallip	1	1,553		1,248		164		141		
SB Temescal Canyon Road Off-Ramp	Temescal Canyon Road	1-2	560	87.0%	487	7.0%	39	6.0%	34	70 / 70 / 55	
Off-Ramp Lane 1	Interchange	1	190		165		13		12	19 / 12 / 10	-
Off-Ramp Lane 2		1	370		322		26		22	18/13/10	
SB I-15 General Purpose (Total)		3	4,100	87.0%	3,565	7.0%	288	6.0%	247		
General Purpose Lane 1	Between Temescal Canyon	1	1,554		1,554		0		0	70 / 70 / 55	1
General Purpose Lane 2	Road Ramps	1	1,553		1,250		163		140	10/10/33	1
General Purpose Lane 3		1	993		761	-	125		107		
SB Temescal Canyon Road		2.1	160	97.0%	120	7.0%	11	6.0%	10	15 / 15 / 15	
On-Ramp	Temescal Canyon Road	2-1	100	07.0%	123	7.0%	11	0.0%	10	10/10/10	
On-Ramp Lane 1	Interchange	1	53		46		4		3	70 / 70 / 55	-
On-Ramp Lane 2		1	107		93		7		7	,0,,0,55	

		Number	Peak Hour	Αι	ito	Mediu	m Truck	Heavy	/ Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
SB I-15 General Purpose (Total)	Tomoscol Conven Bood On	3	4,260	87.0%	3,704	7.0%	299	6.0%	257		
General Purpose Lane 1	Pamp to Indian Truck Trail	1	1,420		1,420		0		0	70 / 70 / 55	2
General Purpose Lane 2		1	1,420		1,143		149		128	10/10/55	2
General Purpose Lane 3	Оп-катр	1	1,420		1,141		150		129		
SB Indian Truck Trail Off- Bamp		1-3	310	92.3%	286	3.9%	12	3.9%	12	70 / 70 / 55	
Off-Ramp Lane 1	Indian Truck Trail	1	104		96		4		4	to	-
Off-Bamp Lane 2	Interchange	1	103		95		4		4	18 / 13 / 10	
Off-Ramp Lane 3		1	103		95		4		4		
SB I-15 General Purpose (Total)		3	3,950	86.5%	3.418	7.3%	287	6.2%	245		
General Purpose Lane 1	Between Indian Truck Trail	1	1.420		1.420		0		0		
General Purpose Lane 2	Ramps	1	1.420		1.143		149		128	70 / 70 / 55	1
General Purpose Lane 3		1	1.110		855		138		117		
SB Indian Truck Trail On-			_)0				100			15 / 15 / 15	
Ramp	Indian Truck Trail	1	180	92.2%	166	3.9%	7	3.9%	7	to	-
On-Ramp Lane 1	Interchange	1	180		166		7		7	70 / 70 / 55	
SB I-15 General Purpose (Total)		3	4,130	87.0%	3,591	7.0%	290	6.0%	249		
General Purpose Lane 1	Indian Truck Trail On-Ramp	1	1,376		1,376	-	0		0	70 / 70 / 55	2
General Purpose Lane 2	to Lake Street Off-Ramp	1	1,377		1,108		145		124	/0//0/33	2
General Purpose Lane 3		1	1,377		1,107		145		125		
SB Lake Street Off-Ramp		1-2	360	87.0%	313	7.0%	25	6.0%	22	70 / 70 / 55	
Off-Ramp Lane 1	Lake Street Interchange	1	72		57		8		7	to	-
Off-Ramp Lane 2		1	288		256		17		15	18/13/10	
SB I-15 General Purpose (Total)		3	3,770	87.0%	3,278	7.0%	265	6.0%	227		
General Purpose Lane 1	Potwoon Lako Stroot Pampa	1	1,376		1,376		0		0	70 / 70 / 55	1
General Purpose Lane 2	Between Lake Street Kamps	1	1,377		1,108		145		124	10/10/55	1
General Purpose Lane 3		1	1,017		794		120		103		
SB Lake Street On-Ramp	Lako Stroot Interchango	1	580	87.0%	504	7.0%	41	6.0%	35	15 / 15 / 15	
On-Ramp Lane 1	Lake Street Interchange	1	580		504		41		35	to	-
SB I-15 General Purpose (Total)		3	4,100	87.0%	3,565	7.0%	288	6.0%	247		
General Purpose Lane 1	Lake Street On-Ramp to	1	1,366		1,366		0		0	70 / 70 / 55	2
General Purpose Lane 2	Nichols Road Off-Ramp	1	1,367		1,100		144		123	10/10/55	2
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	-
Off-Ramp Lane 1		1	350		283		37		30	18 / 13 / 10	

		Number	Peak Hour	Αι	ito	Mediu	m Truck	Heavy	Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
SB I-15 General Purpose (Total)		3	3,750	87.5%	3,282	6.7%	251	5.8%	217		
General Purpose Lane 1	Between Nichols Road	1	1,366		1,366		0		0	70 / 70 / 55	1
General Purpose Lane 2	Ramps	1	1,367		1,100		144		123	10/10/33	1 ¹
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	-
On-Ramp Lane 1		1	460		400		32		28	70 / 70 / 55	
SB I-15 General Purpose (Total)	Nichols Road On Ramp to	3	4,210	87.0%	3,661	7.0%	295	6.0%	254		
General Purpose Lane 1	Control Avenue (SP 74) Off	1	1,404		1,404		0		0	70 / 70 / 55	2
General Purpose Lane 2	Central Avenue (SR-74) OII-	1	1,403		1,129		147		127	/0//0/55	2
General Purpose Lane 3	Ramp (3 lanes)	1	1,403		1,128		148		127		
SB I-15 General Purpose (Total)		4	4,210	87.0%	3,661	7.0%	295	6.0%	254		
General Purpose Lane 1	Nichols Road On-Ramp to	1	1,404		1,404		0		0		
General Purpose Lane 2	Central Avenue (SR-74) Off-	1	1,403		1,129		147		127	70 / 70 / 55	-
General Purpose Lane 3	Ramp (4 lanes)	1	702		507		92		103		
General Purpose Lane 4 (Aux)		1	701		621		56		24		
SB Central Avenue (SR-74) Off-Ramp		4-1	830	90.4%	750	6.7%	56	2.9%	24	70 / 70 / 55	
Off-Ramp Lane 1	Central Avenue (SR-74)	1	142		142		0		0	/0//0/55	10
Off-Ramp Lane 2	Interchange	1	134		126		4		4		10
Off-Ramp Lane 3		1	239		198		31		10	18/13/10	
Off-Ramp Lane 4		1	315		284		21		10		
SB I-15 General Purpose (Total)		3	3,380	87.0%	2,939	7.0%	237	6.0%	204		
General Purpose Lane 1	Between Central Avenue (SR-	1	1,404		1,404		0		0	70 / 70 / 55	1
General Purpose Lane 2	74) Ramps	1	1,403		1,129		147		127	10/10/35	
General Purpose Lane 3	J	1	573		378		92		103		

		Number	Peak Hour	Αι	ito	Mediu	m Truck	Heavy	Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
SB Central Avenue On-Ramp	Control Avenue (SP. 74)	3-1	900	87.0%	783	7.0%	63	6.0%	54	15 / 15 / 15	
On-Ramp Lane 1		1	300		261		21		18	to	3
On-Ramp Lane 2	interchange	1	300		261		21		18	70 / 70 / 55	
On-Ramp Lane 3		1	300		261		21		18		
SB I-15 General Purpose (Total)		4	4,740	87.0%	4,122	7.0%	332	6.0%	286		
General Purpose Lane 1	Central Avenue (SR-74) On-	1	1,185		1,185		0		0		
General Purpose Lane 2	Ramp to Main Street Off-	1	1,185		1,185		0		0	70 / 70 / 55	2,4
General Purpose Lane 3	Ramp	1	1,185		876		166		143		
General Purpose Lane 4		1	1,185		876		166		143		
SB Main Street Off-Ramp		1-3	240	87.0%	209	7.0%	17	6.0%	14	70 / 70 / 55	
Off-Ramp Lane 1	Main Street Interchange	1	41		35		3		3	/0//0/33	
Off-Ramp Lane 2	Main Street Interchange	1	39		34		3		2	10 / 12 / 10	-
Off-Ramp Lane 3		1	160		140		11		9	18/15/10	
SB I-15 General Purpose (Total)		3	4,500	87.0%	3,913	7.0%	315	6.0%	272		
General Purpose Lane 1	Potwoon Main Street Pamps	1	1,500		1,500		0		0	70 / 70 / 55	0
General Purpose Lane 2	between Main Street Kamps	1	1,500		1,206		158		136	10/10/55	0
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	
On-Ramp Lane 1	wan street merchange	1	520		453		36		31	to	-

		Number	Peak Hour	Auto	D	Mediu	m Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Ontario Ave (Total)		3	1,510	93.0%	1,405	4.0%	60	3.0%	45	
Eastbound Lane 1		1	585		562		14		9	45
Eastbound Lane 2	California Avanua to 1 15	1	585		562		14		9	45
Eastbound Lane 3	California Avenue to 1-15	1	340		281		32		27	
WB Ontario Ave (Total)	Ramps	2	2,684	91.7%	2,460	4.4%	118	3.9%	106	
Westbound Lane 1		1	1,342		1,230		59		53	45
Westbound Lane 2		1	1,342		1,230		59		53	
EB Ontario Ave (Total)		3	1,596	93.6%	1,494	3.6%	58	2.8%	44	
Eastbound Lane 1		1	549		506		25		19	45
Eastbound Lane 2		1	549		506		24		18	45
Eastbound Lane 3	Potwoon L 1E Pomps	1	498		482		9		7	
WB Ontario Ave (Total)	Between 1-15 Ramps	3	2,170	93.4%	2,027	3.4%	74	3.2%	69	
Westbound Lane 1		1	340		310		16		14	45
Westbound Lane 2		1	915		859		29		27	45
Westbound Lane 3		1	915		858		29		28	
EB Ontario Ave (Total)	-	2	876	96.0%	841	2.3%	20	1.7%	15	
Eastbound Lane 1		1	438		421		10		7	45
Eastbound Lane 2		1	438		420		10		8	
WB Ontario Ave (Total)	I-15 Ramps to State Street	3	1,770	94.0%	1,664	3.0%	53	3.0%	53	
Westbound Lane 1		1	519		488		14		17	45
Westbound Lane 2		1	519		486		15		18	- 45
Westbound Lane 3		1	732		690		24		18	
EB El Cerrito Rd (Total)		3	1,850	93.0%	1,720	4.0%	74	3.0%	56	
Eastbound Lane 1		1	785		739		27		19	45
Eastbound Lane 2	Podford Convon Road to 1 15	1	785		737		28		20	45
Eastbound Lane 3	Bediold Callyon Road to I-13	1	280		244		19		17	
WB El Cerrito Rd (Total)	Kamps	2	1,500	88.9%	1,334	6.1%	91	5.0%	75	
Westbound Lane 1		1	750		668		45		37	45
Westbound Lane 2		1	750		666		46		38	
EB El Cerrito Rd (Total)		3	1,980	92.6%	1,833	4.2%	84	3.2%	64	
Eastbound Lane 1		1	550		507		25		19	45
Eastbound Lane 2		1	550		507		25		19	45
Eastbound Lane 3	Between I-15 Ramps	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	

EB El Cerrito Rd (Total)		2	1,220	93.0%	1,134	4.0%	49	3.0%	37	
Eastbound Lane 1		1	610		568		24		18	45
Eastbound Lane 2	I-15 Ramps to Temescal	1	610		566		25		19	
WB El Cerrito Rd (Total)	Canyon Road	2	690	92.9%	641	4.1%	28	3.0%	21	
Westbound Lane 1		1	140		121		11		8	45
Westbound Lane 2		1	550		520		17		13	
EB El Cerrito Rd (Total)		3	1,450	91.2%	1,323	5.0%	72	3.8%	55	
Eastbound Lane 1		1	483		441		24		18	45
Eastbound Lane 2	West of Podford Conven	1	483		441		24		18	45
Eastbound Lane 3	West of Bedrord Carryon	1	484		441		24		19	
WB El Cerrito Rd (Total)	коай	2	1,450	88.8%	1,287	6.1%	89	5.1%	74	
Westbound Lane 1		1	726		644		45		37	45
Westbound Lane 2	1	1	724		643		44		37	1
EB El Cerrito Rd (Total)		3	1,850	93.0%	1,720	4.0%	74	3.0%	56	
Eastbound Lane 1		1	785		739		27		19	45
Eastbound Lane 2	1	1	785		737		28		20	45
Eastbound Lane 3	1	1	280		244		19		17	1
WB El Cerrito Rd (Total)	East of Bedford Canyon Road	4	1,500	88.9%	1,334	6.1%	91	5.0%	75	
Westbound Lane 1	1	1	200		105		5		3	1
Westbound Lane 2	1	1	625		317		43		36	45
Westbound Lane 3	1	1	625		319		43		36	1
Westbound Lane 4	1	1	50		0		0		0	1
NB Bedford Canyon Rd (Total)		2	700	97.9%	685	1.4%	10	0.7%	5	
Northbound Lane 1	1	1	200		195		3		2	25
Northbound Lane 2	South of El Cerrito Road	1	500		490		7		3	
SB Bedford Canyon Rd (Total)	1	1	300	95.0%	285	3.3%	10	1.7%	5	25
Southbound Lane 1	1	1	300		285		10		5	25
NB Bedford Canyon Rd (Total)		1	700	97.9%	685	1.4%	10	0.7%	5	20
Northbound Lane 1	1	1	700		685		10		5	30
SB Bedford Canyon Rd (Total)	North of Liberty Avenue	2	300	95.0%	285	3.3%	10	1.7%	5	
Southbound Lane 1	1	1	300		285		10		5	30
Southbound Lane 2	1	1	0		0		0		0	
EB Liberty Ave (Total)		1	250	100.0%	250	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Bedford Canyon	1	250		250		0		0	25
WB Liberty Ave (Total)	Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1	1	1	0		0		0		0	25
NB Bedford Canyon Rd (Total)		1	500	97.0%	485	2.0%	10	1.0%	5	20
Northbound Lane 1	Couth of the study Assess	1	500		485		10		5	
SB Bedford Canyon Rd (Total)	South of Liberty Avenue	1	350	95.7%	335	2.9%	10	1.4%	5	20
Southbound Lang 1	1	1	350		335		10		5	30

NB Bedford Canvon Rd (Total)		1	500	97.0%	485	2.0%	10	1.0%	5	
Northbound Lane 1		1	500		485		10		5	30
SB Bedford Canyon Rd (Total)	North of Klyne Street	1	350	95.7%	335	2.9%	10	1.4%	5	
Southbound Lane 1		1	350		335		10		5	30
EB Klyne St (Total)		1	120	100.0%	120	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Bedford Canyon	1	120		120		0		0	25
WB Klyne St (Total)	Road	1	50	100.0%	50	0.0%	0	0.0%	0	25
Westbound Lane 1		1	50		50		0		0	25
NB Bedford Canyon Rd (Total)		1	456	96.7%	441	2.2%	10	1.1%	5	20
Northbound Lane 1	Couth of Klung Church	1	456		441		10		5	30
SB Bedford Canyon Rd (Total)	South of Klyne Street	1	376	96.0%	361	2.7%	10	1.3%	5	20
Southbound Lane 1		1	376		361		10		5	30
NB Bedford Canyon Rd (Total)		1	456	96.7%	441	2.2%	10	1.1%	5	20
Northbound Lane 1	North of Corona Streat	1	456		441		10		5	30
SB Bedford Canyon Rd (Total)	North of Corona Street	1	376	96.0%	361	2.7%	10	1.3%	5	20
Southbound Lane 1		1	376		361		10		5	30
EB Corona St (Total)		1	90	100.0%	90	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Bedford Canyon	1	90		90		0		0	25
WB Corona St (Total)	Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	25
NB Bedford Canyon Rd (Total)		1	411	96.4%	396	2.4%	10	1.2%	5	20
Northbound Lane 1	South of Corona Streat	1	411		396		10		5	- 30
SB Bedford Canyon Rd (Total)	South of Corona Street	1	421	96.4%	406	2.4%	10	1.2%	5	20
Southbound Lane 1		1	421		406		10		5	30
NB Bedford Canyon Rd (Total)		1	411	96.4%	396	2.4%	10	1.2%	5	20
Northbound Lane 1	North of Orango Streat	1	411		396		10		5	50
SB Bedford Canyon Rd (Total)	North of Orange Street	1	421	96.4%	406	2.4%	10	1.2%	5	20
Southbound Lane 1		1	421		406		10		5	50
EB Orange St (Total)		1	10	100.0%	10	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Bedford Canyon	1	10		10		0		0	25
WB Orange St (Total)	Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	25
NB Bedford Canyon Rd (Total)		1	411	96.4%	396	2.4%	10	1.2%	5	20
Northbound Lane 1	South of Orango Streat	1	411		396		10		5	30
SB Bedford Canyon Rd (Total)	South of Orange Street	1	431	96.5%	416	2.3%	10	1.2%	5	20
Southbound Lane 1		1	431		416		10		5	50
NB Bedford Canyon Rd (Total)		1	411	96.4%	396	2.4%	10	1.2%	5	20
Northbound Lane 1	North of Roud Avanua	1	411		396		10		5	50
SB Bedford Canyon Rd (Total)	North of Boyu Avenue	1	431	96.5%	416	2.3%	10	1.2%	5	20
Southbound Lane 1		1	431		416		10		5	30

EB Boyd Ave (Total)		1	10	100.0%	10	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Bedford Canyon	1	10		10		0		0	25
WB Boyd Ave (Total)	Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	25
NB Bedford Canyon Rd (Total)		1	401	96.3%	386	2.5%	10	1.2%	5	20
Northbound Lane 1	South of Boyd Avenue	1	401		386		10		5	50
SB Bedford Canyon Rd (Total)	South of Boyu Avenue	1	431	96.5%	416	2.3%	10	1.2%	5	20
Southbound Lane 1		1	431		416		10		5	50
NB Bedford Canyon Rd (Total)		2	501	97.0%	486	2.0%	10	1.0%	5	
Northbound Lane 1		1	251		243		5		3	40
Northbound Lane 2	North of Fagle Clop Parkway	1	250		243		5		2	
SB Bedford Canyon Rd (Total)	North of Eagle Giell Parkway	2	331	95.5%	316	3.0%	10	1.5%	5	
Southbound Lane 1		1	225		214		8		3	40
Southbound Lane 2		1	106		102		2		2	
EB Eagle Glen Pkwy (Total)		3	780	93.3%	728	3.1%	24	3.6%	28	
Eastbound Lane 1		1	125		122		2		1	40
Eastbound Lane 2	West of Bedford Canyon	1	328		303		11		14	40
Eastbound Lane 3		1	327		303		11		13	
WB Eagle Glen Pkwy (Total)	Koau	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)		2	1,180	94.1%	1,110	3.0%	35	3.0%	35	
Eastbound Lane 1		1	590		555		18		18	40
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	
Westbound Lane 1	East of Bedford Canyon Road	1	125		120		3		3	
Westbound Lane 2		1	125		120		2		2	40
Westbound Lane 3		1	412		393		9		11	40
Westbound Lane 4		1	412		393		8		10	
Westbound Lane 5		1	326		314		8		4	
NB Bedford Canyon Rd (Total)		3	400	97.5%	390	1.3%	5	1.3%	5	
Northbound Lane 1		1	50		50		0		0	40
Northbound Lane 2		1	50		50		0		0	40
Northbound Lane 3	South of Eagle Glen Parkway	1	300		290		5		5	
SB Bedford Canyon Rd (Total)]	2	300	96.7%	290	1.7%	5	1.7%	5	
Southbound Lane 1]	1	150		145		3		3	40
Southbound Lane 2		1	150		145		2		2	

EB Eagle Glen Pkwy (Total)		4	1,180	94.1%	1,110	3.0%	35	3.0%	35	
Eastbound Lane 1		1	50		46		2		2	
Eastbound Lane 2		1	50		46		2		2	40
Eastbound Lane 3		1	540		508		16		16	
Eastbound Lane 4	Dedferd Conver Deed to 115	1	540		510		15		15	
WB Eagle Glen Pkwy (Total)	Bedford Canyon Road to I-15	5	1,400	95.7%	1,340	2.1%	30	2.1%	30	
Westbound Lane 1	Ramps	1	125		119		3		3	
Westbound Lane 2		1	125		121		2		2	40
Westbound Lane 3		1	383		363		9		11	40
Westbound Lane 4		1	383		365		8		10	
Westbound Lane 5		1	326		314		8		4	
EB Cajalco Rd (Total)		3	2,182	93.0%	2,030	3.5%	76	3.5%	76	
Eastbound Lane 1		1	677		677		0		0	40
Eastbound Lane 2		1	753		677		38		38	40
Eastbound Lane 3	Fact of CD Domine	1	752		676		38		38	
WB Cajalco Rd (Total)	East of SB Ramps	3	1,212	96.2%	1,166	1.9%	23	1.9%	23	
Westbound Lane 1		1	516		500		8		8	40
Westbound Lane 2		1	516		500		8		8	
Westbound Lane 3		1	180		166		7		7	
EB Cajalco Rd (Total)		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	West of NB Ramps	1	950		902		24		24	
WB Cajalco Rd (Total)		3	1,212	96.2%	1,166	1.9%	23	1.9%	23	
Westbound Lane 1		1	516		500		8		8	40
Westbound Lane 2		1	516		500		8		8	40
Westbound Lane 3		1	180		166		7		7	
EB Cajalco Rd (Total)		5	2,320	93.8%	2,176	3.1%	72	3.1%	72	
Eastbound Lane 1		1	165		157		4		4	
Eastbound Lane 2		1	166		156		5		5	40
Eastbound Lane 3		1	663		621		21		21	40
Eastbound Lane 4		1	663		621		21		21	
Eastbound Lane 5	I-15 Ramps to Grand Oaks	1	663		621		21		21	
WB Cajalco Rd (Total)		4	3,090	96.0%	2,966	2.0%	62	2.0%	62	
Westbound Lane 1		1	226		226		0		0	
Westbound Lane 2		1	227		225		1		1	40
Westbound Lane 3		1	227		225		1		1	
Westbound Lane 4		1	2,410		2,290		60		60	

EB Weirick Rd (Total)		3	1,627	94.0%	1,529	3.0%	49	3.0%	49	
Eastbound Lane 1		1	781		737		22		22	25
Eastbound Lane 2		1	781		736		22		23	55
Eastbound Lane 3		1	65		56		5		4	
WB Weirick Rd (Total)	Knabe Road to I-15 Ramps	4	770	87.5%	674	6.2%	48	6.2%	48	
Westbound Lane 1		1	191		167		12		12	
Westbound Lane 2		1	193		169		12		12	35
Westbound Lane 3		1	193		169		12		12	
Westbound Lane 4		1	193		169		12		12	
EB Weirick Rd (Total)		3	1,796	93.4%	1,677	3.3%	60	3.3%	59	
Eastbound Lane 1		1	311		274		21		16	25
Eastbound Lane 2		1	311		274		21		16	35
Eastbound Lane 3	Detuices L 15 Deserve	1	1,174		1,129		18		27	
WB Weirick Rd (Total)	Between I-15 Ramps	3	379	88.1%	334	5.3%	20	6.6%	25	
Westbound Lane 1		1	65		57		4		4	25
Westbound Lane 2		1	157		139		8		10	35
Westbound Lane 3		1	157		138		8		11	
EB Dos Lagos Dr (Total)		3	1,270	95.9%	1,218	1.7%	22	2.4%	30	
Eastbound Lane 1		1	424		406		8		10	35
Eastbound Lane 2		1	423		406		7		10	
Eastbound Lane 3	I-15 Ramps to Temescal	1	423		406		7		10	
WB Dos Lagos Dr (Total)	Canyon Road	3	1,253	93.9%	1,177	3.0%	38	3.0%	38	
Westbound Lane 1		1	163		142		9		12	25
Westbound Lane 2		1	162		142		9		11	35
Westbound Lane 3		1	928		893		20		15	
NB Knabe Rd (Total)		1	30	100.0%	30	0.0%	0	0.0%	0	20
Northbound Lane 1		1	30		30		0		0	30
SB Knabe Rd (Total)	North of Mairiek Dood	3	30	100.0%	30	0.0%	0	0.0%	0	
Southbound Lane 1	North of Weinck Road	1	10		10		0		0	20
Southbound Lane 2		1	10		10		0		0	50
Southbound Lane 3		1	10		10		0		0	
EB Weirick Rd (Total)		4	1,017	90.7%	922	4.6%	47	4.7%	48	
Eastbound Lane 1		1	10		10		0		0	
Eastbound Lane 2		1	336		304		16		16	35
Eastbound Lane 3		1	336		304		16		16	
Eastbound Lane 4	west of knabe koad	1	335		304		15		16	
WB Weirick Rd (Total)		2	710	88.0%	625	5.8%	41	6.2%	44	
Westbound Lane 1		1	355		313		21		22	35
Westbound Lane 2		1	355		312		20		22	

EB Weirick Rd (Total)		4	1,627	94.0%	1,529	3.0%	49	3.0%	49	
Eastbound Lane 1		1	407		382		12		12	
Eastbound Lane 2		1	407		382		12		12	35
Eastbound Lane 3		1	407		382		12		12	
Eastbound Lane 4	East of Knabe Road	1	406		383		13		13	
WB Weirick Rd (Total)		3	770	87.5%	674	6.2%	48	6.2%	48	
Westbound Lane 1		1	175		168		5		3	25
Westbound Lane 2		1	175		167		5		2	55
Westbound Lane 3		1	420		339		38		43	
NB Knabe Rd (Total)		5	1,000	98.7%	987	0.8%	8	0.5%	5	
Northbound Lane 1		1	290		286		3		1	
Northbound Lane 2		1	10		10		0		0	50
Northbound Lane 3		1	233		230		2		1	50
Northbound Lane 4	South of Weirick Road	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	
Southbound Lane 1		1	225		215		7		4	50
Southbound Lane 2		1	225		214		6		4	
NB Knabe Rd (Total)		2	1,000	98.7%	987	0.8%	8	0.5%	5	
Northbound Lane 1	North of Dodoor Dood	1	500		494		4		3	50
Northbound Lane 2		1	500		493		4		2	
SB Knabe Rd (Total)	North of Bauger Road	2	450	95.3%	429	2.9%	13	1.8%	8	
Southbound Lane 1		1	225		215		7		4	50
Southbound Lane 2		1	225		214		6		4	
EB Badger Rd (Total)		1	10	100.0%	10	0.0%	0	0.0%	0	20
Eastbound Lane 1	Wost of Knabo Road	1	10		10		0		0	50
WB Badger Rd (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	20
Westbound Lane 1		1	0		0		0		0	50
NB Knabe Rd (Total)		3	995	98.7%	982	0.8%	8	0.5%	5	
Northbound Lane 1		1	0		0		0		0	50
Northbound Lane 2		1	498		491		4		3	50
Northbound Lane 3	South of Badger Road	1	497		491		4		2	
SB Knabe Rd (Total)		2	455	95.4%	434	2.9%	13	1.8%	8	
Southbound Lane 1		1	228		217		7		4	50
Southbound Lane 2		1	227		217		6		4	
NB Knabe Rd (Total)		2	995	98.7%	982	0.8%	8	0.5%	5	
Northbound Lane 1	ļ	1	498		491		4		3	50
Northbound Lane 2	North of Bedford Motor Way	1	497		491		4		2	1
SB Knabe Rd (Total)	North of Bearona Motor Way	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	

FB Bedford Motor Way (Total)		1	10	100.0%	10	0.0%	0	0.0%	0	
Eastbound Lane 1		1	10	100.070	10	0.070	0	0.070	0	30
WB Bedford Motor Way (Total)	West of Knabe Road	1	0	0.0%	0	0.0%	0	0.0%	0	
Westbound Lane 1		1	0		0		0		0	30
NB Knabe Rd (Total)		3	990	98.7%	977	0.8%	8	0.5%	5	
Northbound Lane 1		1	0		0		0		0	50
Northbound Lane 2		1	495		489		4		3	50
Northbound Lane 3	South of Bedford Motor Way	1	495		488		4		2	
SB Knabe Rd (Total)		2	460	95.4%	439	2.8%	13	1.7%	8	
Southbound Lane 1		1	230		220		7		4	50
Southbound Lane 2		1	230		219		6		4	
NB Knabe Rd (Total)		2	990	98.7%	977	0.8%	8	0.5%	5	
Northbound Lane 1		1	495		489		4		3	50
Northbound Lane 2	North of Forest Boundary	1	495		488		4		2	
SB Knabe Rd (Total)	Street	2	460	95.4%	439	2.8%	13	1.7%	8	
Southbound Lane 1		1	230		220		7		4	50
Southbound Lane 2		1	230		219		6		4	
EB Forest Boundary St (Total)	-	2	160	100.0%	160	0.0%	0	0.0%	0	
Eastbound Lane 1		1	80		80		0		0	30
Eastbound Lane 2	West of Knabe Road	1	80		80		0		0	
WB Forest Boundary St (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	20
Westbound Lane 1		1	0		0		0		0	50
NB Knabe Rd (Total)		3	910	98.6%	897	0.9%	8	0.5%	5	
Northbound Lane 1		1	0		0		0		0	50
Northbound Lane 2	South of Forost Boundary	1	455		449		4		3	50
Northbound Lane 3	Street	1	455		448		4		2	
SB Knabe Rd (Total)	Street	2	540	96.1%	519	2.4%	13	1.5%	8	
Southbound Lane 1		1	270		260		7		4	50
Southbound Lane 2		1	270		259		6		4	
NB Knabe Rd (Total)		2	910	98.6%	897	0.9%	8	0.5%	5	
Northbound Lane 1		1	455		449		4		3	50
Northbound Lane 2	North of Evonyale Drive	1	455		448		4		2	
SB Knabe Rd (Total)	North of Evolivate Drive	2	540	96.1%	519	2.4%	13	1.5%	8	
Southbound Lane 1		1	270		260		7		4	50
Southbound Lane 2		1	270		259		6		4	
EB Evonvale Dr (Total)		1	30	100.0%	30	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Knahe Road	1	30		30		0		0	25
WB Evonvale Dr (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	23
NB Knahe Bd (Total)		3	895	98 5%	882	0.9%	8	0.6%	5	
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Northbound Lane 1		1	0	50.570	0	0.570	0	0.070	0	
Northbound Lane 2		1	448		441		4		3	50
Northbound Lane 3	South of Evonvale Drive	1	447		441		4		2	
SB Knabe Rd (Total)		2	555	96.2%	534	2.3%	13	1.4%	8	
Southbound Lane 1		1	278		267		7		4	50
Southbound Lane 2		1	277		267		6		4	
NB Knabe Rd (Total)		3	895	98.5%	882	0.9%	8	0.6%	5	
Northbound Lane 1		1	298		294		3		2	50
Northbound Lane 2		1	298		294		3		2	50
Northbound Lane 3	North of White Sage Street	1	299		294		2		1	
SB Knabe Rd (Total)		2	555	96.2%	534	2.3%	13	1.4%	8	
Southbound Lane 1		1	278		267		7		4	50
Southbound Lane 2		1	277		267		6		4	
EB White Sage St (Total)		1	90	97.8%	88	2.2%	2	0.0%	0	25
Eastbound Lane 1	West of Knaho Dood	1	90		88		2		0	25
WB White Sage St (Total)	west of knabe koad	1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	25
NB Knabe Rd (Total)		3	850	98.6%	838	0.8%	7	0.6%	5	
Northbound Lane 1		1	0		0		0		0	50
Northbound Lane 2		1	425		419		4		3	
Northbound Lane 3	South of White Sage Street	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	50
Southbound Lane 2		1	300		289		7		4	
NB Knabe Rd (Total)		2	850	98.6%	838	0.8%	7	0.6%	5	
Northbound Lane 1		1	425		419		4		3	50
Northbound Lane 2	North of Descriptions in Long	1	425		419		3		2	
SB Knabe Rd (Total)	North of Desert Acacia Lane	2	600	96.3%	578	2.3%	14	1.3%	8	
Southbound Lane 1		1	300		289		7		4	50
Southbound Lane 2		1	300		289		7		4	
EB Desert Acacia Ln (Total)		1	90	100.0%	90	0.0%	0	0.0%	0	25
Eastbound Lane 1	Wast of Knaho Road	1	90		90		0		0	25
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	25

NB Knabe Bd (Total)		2	850	98.6%	838	0.8%	7	0.6%	5	
Northbound Lane 1		1	425	30.070	419	0.070	4	0.070	3	50
Northbound Lane 2		1	425		419		3		2	
SB Knabe Rd (Total)	South of Desert Acacia Lane	2	690	96.8%	668	2.0%	14	1.2%	8	
Southbound Lane 1		1	345		334		7		4	50
Southbound Lane 2		1	345		334		7		4	
NB Temescal Canyon Rd (Total)		2	1,365	94.9%	1,295	2.0%	27	3.2%	43	
Northbound Lane 1		1	683		647		14		22	45
Northbound Lane 2		1	682		648		13		21	
SB Temescal Canyon Rd (Total)	North of Weirick Road	3	765	91.9%	703	4.1%	31	4.1%	31	
Southbound Lane 1		1	10		10		0		0	45
Southbound Lane 2		1	202		174		14		14	45
Southbound Lane 3		1	553		519		17		17	
WB Weirick Rd (Total)		3	1,253	93.9%	1,177	3.0%	38	3.0%	38	
Westbound Lane 1		1	350		328		11		11	45
Westbound Lane 2		1	350		330		10		10	45
Westbound Lane 3	Northbound I-15 Ramps to	1	553		519		17		17	
EB Weirick Rd (Total)	Temescal Canyon Road	3	1,270	95.9%	1,218	1.7%	22	2.4%	30	
Eastbound Lane 1		1	385		369		7		9	45
Eastbound Lane 2		1	385		370		6		9	45
Eastbound Lane 3		1	500		479		9		12	
NB Temescal Canyon Rd (Total)		3	1,285	93.7%	1,204	2.7%	35	3.6%	46	
Northbound Lane 1		1	700		658		21		21	45
Northbound Lane 2		1	293		273		7		13	45
Northbound Lane 3	Between Weirick Road and	1	292		273		7		12	
SB Temescal Canyon Rd (Total)	Foster Road	3	702	93.0%	653	3.3%	23	3.7%	26	
Southbound Lane 1		1	0		0		0		0	45
Southbound Lane 2		1	351		326		12		13	45
Southbound Lane 3		1	351		327		11		13	
EB Foster Rd (Total)		1	0	100.0%	0	0.0%	0	0.0%	0	20
Eastbound Lane 1	East of Temescal Canyon	1	0		0		0		0	30
WB Foster Rd (Total)	Road	1	30	100.0%	30	0.0%	0	0.0%	0	20
Westbound Lane 1		1	30		30		0		0	30
NB Temescal Canyon Rd (Total)		2	1,270	93.8%	1,191	2.7%	34	3.5%	45	
Northbound Lane 1		1	635		595		17		23	45
Northbound Lane 2	Between Foster Road and	1	635		596		17		22	
SB Temescal Canyon Rd (Total)	Leroy Road	2	717	93.2%	668	3.2%	23	3.6%	26	
Southbound Lane 1		1	359		334		12		13	45
Southbound Lane 2		1	358		334		11		13	

EB Leroy Rd (Total)		1	0	100.0%	0	0.0%	0	0.0%	0	20
Eastbound Lane 1	East of Temescal Canyon	1	0		0		0		0	30
WB Leroy Rd (Total)	Road	1	20	100.0%	20	0.0%	0	0.0%	0	20
Westbound Lane 1		1	20		20		0		0	30
NB Temescal Canyon Rd (Total)		2	1,260	93.7%	1,181	2.7%	34	3.6%	45	
Northbound Lane 1		1	630		590		17		23	45
Northbound Lane 2	Detruces Level Deed and	1	630		591		17		22	
SB Temescal Canyon Rd (Total)	Between Leroy Road and	3	727	93.3%	678	3.2%	23	3.6%	26	
Southbound Lane 1	Pulsar Court	1	65		63		1		1	45
Southbound Lane 2		1	331		307		11		13	45
Southbound Lane 3		1	331		308		11		12	
EB Pulsar Court (Total)		1	130	100.0%	130	0.0%	0	0.0%	0	20
Eastbound Lane 1	Fact of Tomoscol Conven	1	130		130		0		0	30
WB Pulsar Court (Total)	East of Temescal Canyon	1	40	100.0%	40	0.0%	0	0.0%	0	20
Westbound Lane 1		1	40		40		0		0	30
NB Temescal Canyon Rd (Total)		2	1,305	93.9%	1,226	2.6%	34	3.4%	45	
Northbound Lane 1		1	652		613		17		22	45
Northbound Lane 2	Potween Duker Court and	1	653		613		17		23	
SB Temescal Canyon Rd (Total)	Steller Court and	3	682	92.8%	633	3.4%	23	3.8%	26	
Southbound Lane 1	Stellar Court	1	65		63		1		1	45
Southbound Lane 2		1	309		285		11		13	45
Southbound Lane 3		1	308		285		11		12	
EB Stellar Court (Total)		1	130	100.0%	130	0.0%	0	0.0%	0	20
Eastbound Lane 1	East of Temescal Canyon	1	130		130		0		0	50
WB Stellar Court (Total)	Road	1	40	100.0%	40	0.0%	0	0.0%	0	20
Westbound Lane 1		1	40		40		0		0	30
NB Temescal Canyon Rd (Total)		2	1,350	94.1%	1,271	2.5%	34	3.3%	45	
Northbound Lane 1		1	675		635		17		23	45
Northbound Lane 2	South of Stallar Court	1	675		636		17		22	
SB Temescal Canyon Rd (Total)	South of Stellar Court	2	637	92.3%	588	3.6%	23	4.1%	26	
Southbound Lane 1		1	319		294		12		13	45
Southbound Lane 2		1	318		294		11		13	
NB Temescal Canyon Rd (Total)		2	1,280	93.8%	1,201	2.7%	34	3.5%	45	
Northbound Lane 1		1	640		600		17		23	45
Northbound Lane 2	North of Dowson Convon	1	640		601		17		22	
SB Temescal Canyon Rd (Total)	North of Dawson Canyon	3	637	92.3%	588	3.6%	23	4.1%	26	
Southbound Lane 1	NUdU	1	30		26		2		2	1 E
Southbound Lane 2		1	303		281		10		12	40
Southbound Lane 3		1	304		281		11		12	

EB Dawson Canyon Rd (Total)		1	20	100.0%	20	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Temescal Canyon	1	20		20		0		0	25
WB Dawson Canyon Rd (Total)	Road	1	60	80.0%	48	10.0%	6	10.0%	6	25
Westbound Lane 1		1	60		48		6		6	25
EB Dawson Canyon Rd (Total)		1	60	83.3%	50	8.3%	5	8.3%	5	25
Eastbound Lane 1		1	60		50		5		5	25
WB Dawson Canyon Rd (Total)	East of Temescal Canyon	2	60	93.3%	56	3.3%	2	3.3%	2	
Westbound Lane 1	коад	1	30		28		1		1	25
Westbound Lane 2		1	30		28		1		1	
NB Temescal Canyon Rd (Total)		4	1,290	93.1%	1,201	3.0%	39	3.9%	50	
Northbound Lane 1	1	1	20		14		3		3	
Northbound Lane 2	1	1	620		582		16		22	45
Northbound Lane 3	South of Dawson Canyon	1	620		581		17		22	
Northbound Lane 4	Road	1	30		24		3		3	
SB Temescal Canyon Rd (Total)		2	607	93.1%	565	3.3%	20	3.6%	22	
Southbound Lane 1		1	304		283		10		11	45
Southbound Lane 2		1	303		282		10		11	
EB Temescal Canyon Rd (Total)		3	1,080	93.6%	1,011	2.6%	28	3.8%	41	
Eastbound Lane 1		1	486		459		10		17	
Eastbound Lane 2		1	487		459		11		17	40
Eastbound Lane 3	Lawson Road to I-15 Ramps	1	107		93		7		7	
WB Temescal Canyon Rd (Total)	1	2	967	91.4%	884	4.3%	42	4.2%	41	
Westbound Lane 1	1	1	484		442		21		21	40
Westbound Lane 2		1	483		442		21		20	
EB Temescal Canyon Rd (Total)		3	1,163	93.1%	1,083	2.9%	34	4.0%	46	
Eastbound Lane 1		1	435		405		17		13	40
Eastbound Lane 2		1	364		340		8		16	40
Eastbound Lane 3		1	364		338		9		17	
WB Temescal Canyon Rd (Total)	Between I-15 Ramps	3	650	93.5%	608	3.1%	20	3.4%	22	
Westbound Lane 1		1	53		46		4		3	40
Westbound Lane 2		1	298		281		8		9	40
Westbound Lane 3	1	1	299		281		8		10	
EB Temescal Canyon Rd (Total)		2	1,290	93.1%	1,201	3.0%	39	3.9%	50	
Eastbound Lane 1		1	645		601		19		25	40
Eastbound Lane 2		1	645		600		20		25	
WB Temescal Canyon Rd (Total)	I-15 Ramps to Dawson	3	607	93.7%	569	3.0%	18	3.3%	20	
Westbound Lane 1	Canyon Koad	1	231		217		6		8	40
Westbound Lane 2	1	1	231		217		6		8	40
Westbound Lane 3		1	145		135		6		4	

EB Temescal Canyon Rd (Total)		3	300	90.0%	270	5.0%	15	5.0%	15	
Eastbound Lane 1		1	120		113		3		5	40
Eastbound Lane 2	Trilogy Barkway to Campbell	1	120		113		2		4	40
Eastbound Lane 3	Danah Baad	1	60		44		10		6	
WB Temescal Canyon Rd (Total)	Ranch Road	2	1,200	96.7%	1,160	1.7%	20	1.7%	20	
Westbound Lane 1		1	600		580		10		10	40
Westbound Lane 2		1	600		580		10		10	
EB Temescal Canyon Rd (Total)		2	429	95.3%	409	2.3%	10	2.3%	10	
Eastbound Lane 1		1	215		205		5		5	40
Eastbound Lane 2	Potwoon Comphall Banch	1	214		204		5		5	
WB Temescal Canyon Rd (Total)	Between Campbell Ranch	3	500	94.2%	471	3.0%	15	2.8%	14	
Westbound Lane 1	Road to indian fruck fram	1	50		43		5		2	40
Westbound Lane 2		1	225		214		5		6	40
Westbound Lane 3		1	225		214		5		6	
NB Campbell Ranch Rd (Total)		2	939	97.4%	915	1.6%	15	1.0%	9	
Northbound Lane 1	Detugen Temporal Conver	1	750		732		10		8	40
Northbound Lane 2	Between Temescal Canyon	1	189		183		5		1	
SB Campbell Ranch Rd (Total)	Road to Maynew Canyon	2	110	79.1%	87	13.6%	15	7.3%	8	
Southbound Lane 1	Road	1	55		44		8		4	40
Southbound Lane 2		1	55		43		7		4	
NB Campbell Ranch Rd (Total)		2	939	97.4%	915	1.6%	15	1.0%	9	
Northbound Lane 1		1	470		458		8		5	40
Northbound Lane 2	North of Mayhew Canyon	1	469		457		7		4	
SB Campbell Ranch Road(Total)	Road	2	110	79.1%	87	13.6%	15	7.3%	8	
Southbound Lane 1		1	54		41		10		3	40
Southbound Lane 2		1	56		46		5		5	
NB Campbell Ranch Rd (Total)		3	939	97.4%	915	1.6%	15	1.0%	9	
Northbound Lane 1		1	169		159		5		5	40
Northbound Lane 2	South of Mouthous Consume	1	385		378		5		2	40
Northbound Lane 3	South of Maynew Canyon	1	385		378		5		2	
SB Campbell Ranch Rd (Total)	Road	2	110	79.1%	87	13.6%	15	7.3%	8	
Southbound Lane 1		1	55		44		8		4	40
Southbound Lane 2		1	55		43		7		4	
EB Mayhew Canyon Rd (Total)		1	225	91.1%	205	4.4%	10	4.4%	10	25
Eastbound Lane 1	West of Campbell Ranch	1	225		205		10		10	25
WB Mayhew Canyon Rd (Total)	Road	1	225	91.1%	205	4.4%	10	4.4%	10	25
Westbound Lane 1		1	225		205		10		10	25

NB Campbell Ranch Rd (Total)		2	939	97.4%	915	1.6%	15	1.0%	9	
Northbound Lane 1		1	470		458		8		5	40
Northbound Lane 2	North of Constants (through	1	469		457		7		4	
SB Campbell Ranch Rd (Total)	North of Soapberry Street	2	110	79.1%	87	13.6%	15	7.3%	8	
Southbound Lane 1		1	55		44		8		4	40
Southbound Lane 2		1	55		43		7		4	
EB Soapberry St (Total)		1	140	100.0%	140	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Campbell Ranch	1	140		140		0		0	25
WB Soapberry St (Total)	Road	1	60	100.0%	60	0.0%	0	0.0%	0	25
Westbound Lane 1		1	60		60		0		0	25
NB Campbell Ranch Rd (Total)		3	859	97.2%	835	1.7%	15	1.0%	9	
Northbound Lane 1		1	60		60		0		0	40
Northbound Lane 2		1	400		388		8		5	40
Northbound Lane 3	South of Soapberry Street	1	399		387		7		4	
SB Campbell Ranch Rd (Total)		2	110	79.1%	87	13.6%	15	7.3%	8	
Southbound Lane 1		1	55		44		8		4	40
Southbound Lane 2		1	55		43		7		4	
NB Campbell Ranch Rd (Total)		2	859	97.2%	835	1.7%	15	1.0%	9	
Northbound Lane 1		1	430		418		8		5	45
Northbound Lane 2	North of Mouthour Comun	1	429		417		7		4	
SB Campbell Ranch Rd (Total)	North of Maynew Canyon	3	110	79.1%	87	13.6%	15	7.3%	8	
Southbound Lane 1	Road	1	37		25		7		4	45
Southbound Lane 2		1	37		26		8		4	45
Southbound Lane 3		1	36		36		0		0	
EB Mayhew Canyon Rd (Total)		1	225	100.0%	225	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Campbell Ranch	1	225		225		0		0	25
WB Mayhew Canyon Rd (Total)	Road	1	225	100.0%	225	0.0%	0	0.0%	0	25
Westbound Lane 1		1	225		225		0		0	25
NB Campbell Ranch Rd (Total)		3	969	97.5%	945	1.5%	15	0.9%	9	
Northbound Lane 1		1	189		189		0		0	45
Northbound Lane 2	South of Maybow Canyon	1	390		378		8		5	45
Northbound Lane 3		1	390		378		7		4	
SB Campbell Ranch Rd (Total)	Koau	2	220	89.5%	197	6.8%	15	3.6%	8	
Southbound Lane 1		1	110		99		8		4	45
Southbound Lane 2		1	110		98		7		4	
NB Campbell Ranch Rd (Total)		2	969	97.5%	945	1.5%	15	0.9%	9	
Northbound Lane 1		1	485		473		8		5	45
Northbound Lane 2	North of Sonahird Drive	1	484		472		7		4	
SB Campbell Ranch Rd (Total)	North of Songbird Drive	2	220	89.5%	197	6.8%	15	3.6%	8	
Southbound Lane 1		1	110		99		8		4	45
Southbound Lane 2		1	110		98		7		4	

EB Mayhew Songbird Dr (Total)		1	280	100.0%	280	0.0%	0	0.0%	0	
Eastbound Lane 1	West of Campbell Ranch	1	280		280		0		0	25
WB Mayhew Songbird Dr (Total)	Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	25
NB Campbell Ranch Rd (Total)		3	769	96.9%	745	2.0%	15	1.2%	9	
Northbound Lane 1		1	0		0		0		0	45
Northbound Lane 2		1	385		373		8		5	45
Northbound Lane 3	South of Songbird Drive	1	384		372		7		4	
SB Campbell Ranch Rd (Total)		2	300	92.3%	277	5.0%	15	2.7%	8	
Southbound Lane 1		1	150		139		8		4	45
Southbound Lane 2		1	150		138		7		4	
NB Campbell Ranch Rd (Total)		2	769	96.9%	745	2.0%	15	1.2%	9	
Northbound Lane 1		1	385		373		8		5	45
Northbound Lane 2		1	384		372		7		4	
SB Campbell Ranch Rd (Total)	North of Woodstock Road	3	300	92.3%	277	5.0%	15	2.7%	8	
Southbound Lane 1		1	150		139		8		4	45
Southbound Lane 2		1	150		138		7		4	45
Southbound Lane 3		1	0		0		0		0	
EB Woodstock (Total)		1	70	100.0%	70	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Campbell Ranch	1	70		70		0		0	25
WB Woodstock (Total)	Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	25
NB Campbell Ranch Rd (Total)		3	734	96.7%	710	2.0%	15	1.2%	9	
Northbound Lane 1		1	0		0		0		0	45
Northbound Lane 2		1	367		355		8		5	45
Northbound Lane 3	South of Woodstock Road	1	367		355		7		4	
SB Campbell Ranch Rd (Total)		2	335	93.1%	312	4.5%	15	2.4%	8	
Southbound Lane 1		1	168		156		8		4	45
Southbound Lane 2		1	167		156		7		4	
EB Indian Truck Trail (Total)		4	600	92.0%	552	4.0%	24	4.0%	24	
Eastbound Lane 1		1	170		156		7		7	
Eastbound Lane 2		1	170		156		7		7	40
Eastbound Lane 3	Do Polmo Road to 1 15	1	170		156		7		7	
Eastbound Lane 4	De Palifia Road to I-15	1	90		84		3		3	
WB Indian Truck Trail (Total)	naiiips	3	959	94.9%	910	2.6%	25	2.5%	24	
Westbound Lane 1		1	319		302		9		8	40
Westbound Lane 2		1	320		304		8		8	40
Westbound Lane 3		1	320		304		8		8	

Eh Indar Truck Trail (Total)64614919%6644.1%254.1%25Eastbound Lane 2Eastbound Lane 3124612291188Bindar Truck Trail (Total)Fettemen 1-15 Ramps1600531213111 <td< th=""><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></td<>											
Index statuon lane 1Index statuon lane 2Index statuon lane 3Index statuon lane 3	EB Indian Truck Trail (Total)		4	614	91.9%	564	4.1%	25	4.1%	25	
Image: base base base base base base base base	Eastbound Lane 1		1	247		229		10		8	
Image: constraint of a statual number of a statua	Eastbound Lane 2		1	246		229		10		7	40
Eastbound lane 1Between 1-15 Ramps16060530205We Indian ruck Trail (Total)99090800908008008080080080800 <td>Eastbound Lane 3</td> <td></td> <td>1</td> <td>61</td> <td></td> <td>53</td> <td></td> <td>3</td> <td></td> <td>5</td> <td></td>	Eastbound Lane 3		1	61		53		3		5	
We here in the intervalSame interval	Eastbound Lane 4	Between I-15 Ramps	1	60		53		2		5	
Image: problemImage:	WB Indian Truck Trail (Total)		3	843	95.1%	802	2.5%	21	2.4%	20	
Wetsbound lane 13763608Wetsbound hare 11377360 <td>Westbound Lane 1</td> <td></td> <td>1</td> <td>90</td> <td></td> <td>82</td> <td></td> <td>4</td> <td></td> <td>4</td> <td>40</td>	Westbound Lane 1		1	90		82		4		4	40
Method Lane 3III <t< td=""><td>Westbound Lane 2</td><td></td><td>1</td><td>376</td><td></td><td>360</td><td></td><td>8</td><td></td><td>8</td><td>40</td></t<>	Westbound Lane 2		1	376		360		8		8	40
Eh Indian Truck Trail (Total) Estabound Lane 2 Ganyon Road357191.9%5254.0%234.0%234.0%23Eastbound Lane 3 Westbound Lane 3111001770707671101011011011011011011011011011011011011011<	Westbound Lane 3		1	377		360		9		8	
Image: problem Eastbound Lane 1 Eastbound Lane 1 Suthbound Lane 11191101177107779999WB ndian Truck Trail (Total) Westbound Lane 3Canyon Road1010017410810810<	EB Indian Truck Trail (Total)		3	571	91.9%	525	4.0%	23	4.0%	23	
Image: problemImage:	Eastbound Lane 1		1	191		177		7		7	40
Eastbound Lane 3 WB indian Truck Trail (Total)I-15 Ramps to Temescal Canyon RoadI190I174IRRIRRIRRR	Eastbound Lane 2		1	190		174		8		8	40
WB Indian Truck Trail [Total] Westbound Lane 1Canyon Road364095.9%6142.0%132.0%1313Westbound Lane 2Westbound Lane 31196192113340Westbound Lane 3Westbound Lane 31247192101035403NB Campbell Ranch R (Total)Northbound Lane 1273496.7%7102.0%151.2%945Southbound Lane 1Northbound Lane 136773556874314.5%152.4%8Southbound Lane 3Southbound Lane 3433593.1%3124.5%152.4%84Southbound Lane 3112512112242342344344Southbound Lane 31412121121443444	Eastbound Lane 3	I-15 Ramps to Temescal	1	190		174		8		8	
Mestbound Lane 1 Mestbound Lane 2 1 1 196 192 1 1 3 40 Mestbound Lane 2 Mestbound Lane 3 1 197 192 2 3 3 NB Campbell Ranch Rd (Total) Mestbound Lane 1 1 247 230 10 7 4 Northbound Lane 1 Northbound Lane 1 367 355 8 5 4 4 Southbound Lane 2 Mestbound Lane 3 1 367 355 7 4 4 Mestbound Lane 3 Mestbound Lane 3 1 125 121 2 2 2 4 Mestbound Lane 3 1 125 121 2 2 2 4 Mestbound Lane 3 1 125 121 2 2 2 4 Southbound Lane 3 Mestbound Lane 3 1 200 184 8 8 8 Bindian Truck Trail (Total) Ramps 1200 184 8 8 </td <td>WB Indian Truck Trail (Total)</td> <td>Canyon Road</td> <td>3</td> <td>640</td> <td>95.9%</td> <td>614</td> <td>2.0%</td> <td>13</td> <td>2.0%</td> <td>13</td> <td></td>	WB Indian Truck Trail (Total)	Canyon Road	3	640	95.9%	614	2.0%	13	2.0%	13	
Mestbound Lane 2 Mestbound Lane 3 Mestbound Lane 3<	Westbound Lane 1		1	196		192		1		3	10
Mestbound Lane 3124723010107NB Campbell Ranch Rd (Total)Northbound Lane 2SNorthbound Lane 3Southbound Lane 4Method Lane 4Method Lane 4Southbound Lane 4Southbound Lane 4Southbound Lane 4Southbound Lane 4Southbound Lane 4Southbound Lane 4Be Indian Truck Trail (Total)Bethound Lane 4Methodund Lane 4Southbound Lane 4Methodund Lane 4Southbound Lane 4Methodund Lane 4Southbound Lane 4Northbound Lane 4Southbound Lane 4South	Westbound Lane 2		1	197		192		2		3	40
NB Campbell Ranch Rd (Total) Northbound Lane 1 Southbound Lane 2 Southbound Lane 3 2 734 96.7% 710 2.0% 15 1.2% 9 1 367 355 0 8 5 <td>Westbound Lane 3</td> <td></td> <td>1</td> <td>247</td> <td></td> <td>230</td> <td></td> <td>10</td> <td></td> <td>7</td> <td></td>	Westbound Lane 3		1	247		230		10		7	
Northbound Lane 1 Northbound Lane 1 Northbound Lane 1 1 367 355 R 45 SB campbell Ranch Rd (Total) Southbound Lane 1	NB Campbell Ranch Rd (Total)		2	734	96.7%	710	2.0%	15	1.2%	9	
Northbound Lane 2 SB Campbell Ranch Rd (Total) North of Indian Truck Trail 1 367 0 355 0 7 0 4 SB Campbell Ranch Rd (Total) Southbound Lane 1 4 335 93.1% 312 4.5% 15 2.4% 88 Southbound Lane 3 Southbound Lane 4 1 125 121 0 2 2 2 Southbound Lane 4 1 125 121 0 2 2 2 Southbound Lane 4 1 43 35 1 6 2 2 Southbound Lane 4 4 35 1 5 2 2 2 Bindian Truck Trail (Total) 4 4 3 5 5 2 2 45 Between Campbell Ranch 6 1 200 184 1 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 1 200	Northbound Lane 1		1	367		355		8		5	45
SB Campbell Ranch Rd (Total) North of Indian Truck Trail 4 335 93.1% 312 4.5% 15 2.4% 8 Southbound Lane 1 Southbound Lane 3 1 125 121 2 2 2 4 5 1 1 125 121 2 2 2 4 5 1	Northbound Lane 2		1	367		355		7		4	
Southbound Lane 1 North of Indian Iruck Irai 1 125 121 2 2 Southbound Lane 3 Southbound Lane 3 1 125 121 2 2 2 Southbound Lane 3 Southbound Lane 3 1 125 121 2 2 2 Southbound Lane 3 Southbound Lane 3 1 42 35 6 2 2 EB Indian Truck Trail (Total) Fetween Campbell Ranch 6ad /De Palma Road to 1-15 3 600 92.0% 552 4.0% 24 4.0% 24 MB Indian Truck Trail (Total) Fetween Campbell Ranch 6ad /De Palma Road to 1-15 1 200 184 8 8 8 We Indian Truck Trail (Total) Ramps 1 200 184 8 8 8 8 We Indian Truck Trail (Total) Ramps 1 200 184 8 8 8 We Isbound Lane 1 Ramps 1 200 185 8 8 8 Northbound Lane 2	SB Campbell Ranch Rd (Total)		4	335	93.1%	312	4.5%	15	2.4%	8	
Image: Southbound Lane 2 Southbound Lane 3 Southbound Lane 3 Southbound Lane 4 I Image: Lane 4 Image:	Southbound Lane 1	North of Indian Truck Trail	1	125		121		2		2	
Southbound Lane 3 I 43 I 35 6 2 Southbound Lane 4 I 42 I 35 I 5 I 2 EB Indian Truck Trail (Total) Eastbound Lane 1 I 200 I 84 I 8 I 45 Eastbound Lane 3 Eastbound Lane 3 I 200 I 184 I 8 I 45 WB Indian Truck Trail (Total) Between Campbell Ranch God/DE Palma Road to I-15 Ramps I 200 I 184 I 8 I 8 We Indian Truck Trail (Total) Ramps I 200 I 184 I 8 I 1 Westbound Lane 2 Westbound Lane 3 I 200 I 185 I I 200 I 185 I I 1 I I I I I I I I I I I I I I I I <t< td=""><td>Southbound Lane 2</td><td></td><td>1</td><td>125</td><td></td><td>121</td><td></td><td>2</td><td></td><td>2</td><td>45</td></t<>	Southbound Lane 2		1	125		121		2		2	45
Southbound Lane 4 1 42 35 5 2 EB Indian Truck Trail (Total) Eastbound Lane 1 3 600 92.0% 552 4.0% 24 4.0% 24 EB Indian Truck Trail (Total) Eastbound Lane 2 1 200 184 8 8 8 Eastbound Lane 3 Between Campbell Ranch 6ad/De Palma Road to 1-15 1 200 184 8 8 8 WB Indian Truck Trail (Total) Ramps 1 200 184 8 8 8 Westbound Lane 1 Ramps 1 200 184 8 8 8 Mestbound Lane 2 Westbound Lane 3 1 200 185 8 8 8 No rethbound Lane 3 Westbound Lane 4 8 8 8 8 8 8 45 Northbound Lane 3 South of Indian Truck Trail 4 525 91.4% 480 4.8% 20 50 50 SB De Palma Rd (Total) Southound Lane	Southbound Lane 3		1	43		35		6		2	
EB Indian Truck Trail (Total) 3 600 92.0% 552 4.0% 24 4.0% 24 Eastbound Lane 1 Eastbound Lane 2 Eastbound Lane 3 1 200 184 8 8 8 We Indian Truck Trail (Total) Ramps 1 200 184 8 8 8 We stbound Lane 1 We stbound Lane 1 8 1 200 184 8 8 8 Me Indian Truck Trail (Total) Ramps 1 200 184 8 8 8 8 Me stbound Lane 1 We stbound Lane 2 1 200 185 8 8 8 45 Me stbound Lane 2 We stbound Lane 3 1 479 455 12 11 11 200 1 8 8 25 3.8% 20 11 20 1 200 12 11 11 45 11 11 11 11 11 11 11 11 11 11 11 11 11 11 11 11 11 11	Southbound Lane 4		1	42		35		5		2	
Image: Control of a c	EB Indian Truck Trail (Total)		3	600	92.0%	552	4.0%	24	4.0%	24	
Eastbound Lane 2 Eastbound Lane 3 Between Campbell Ranch (ad/De Palma Road to 1-15) Ramps 1 200 184 8 8 8 WB Indian Truck Trail (Total) Westbound Lane 1 0 184 0 8 0 8 Westbound Lane 1 Westbound Lane 3 Mestbound Lane 3 959 94.9% 910 2.6% 25 2.5% 24 1 200 185 8 8 8 8 45 1 200 185 12 11 45 11 45 11 45 11 45 11 45 11 45 11 45 11 45 11 <td< td=""><td>Eastbound Lane 1</td><td></td><td>1</td><td>200</td><td></td><td>184</td><td></td><td>8</td><td></td><td>8</td><td></td></td<>	Eastbound Lane 1		1	200		184		8		8	
Eastbound Lane 3 WB Indian Truck Trail (Total) Westbound Lane 1 Between Campbell Ranch Ramps 1 200 184 8 8 8 WB Indian Truck Trail (Total) Westbound Lane 2 Ramps 3 959 94.9% 910 2.6% 255 2.5% 24 1 200 185 185 8 8 8 8 Westbound Lane 2 1 200 185 12 8.8 8 8 NB De Palma Rd (Total) 1 280 270 5 11 11 Northbound Lane 1 44 525 91.4% 480 4.8% 255 3.8% 20 Northbound Lane 2 4 525 91.4% 480 4.8% 25 3.8% 20 1 0 0 0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Eastbound Lane 2		1	200		184		8		8	45
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Eastbound Lane 3	Between Campbell Ranch	1	200		184		8		8	
Mestbound Lane 1 Ramps 1 200 185 8 8 8 45 Westbound Lane 2 Westbound Lane 3 1 479 455 12 11 11 Westbound Lane 3 Westbound Lane 3 1 280 270 5 5 5 NB De Palma Rd (Total) 4 525 91.4% 480 4.8% 25 3.8% 20 Northbound Lane 1 Northbound Lane 3 1 0 <	WB Indian Truck Trail (Total)	Road/De Palma Road to I-15	3	959	94.9%	910	2.6%	25	2.5%	24	
	Westbound Lane 1	Ramps	1	200		185		8		8	
Westbound Lane 3128027055NB De Palma Rd (Total)Northbound Lane 1Northbound Lane 2Northbound Lane 3Northbound Lane 3Northbound Lane 3Northbound Lane 4SB De Palma Rd (Total)Southbound Lane 1Southbound Lane 1Southbound Lane 1Southbound Lane 1Southbound Lane 211248590.7%4405.4%201242220131314151516171718191910101011111111111112121314151515161717181919191010111111121213141515161718191919191919191919191910101010	Westbound Lane 2		1	479		455		12		11	45
NB De Palma Rd (Total) 4 525 91.4% 480 4.8% 25 3.8% 20 Northbound Lane 1 Northbound Lane 2 1 0 <	Westbound Lane 3		1	280		270		5		5	
Northbound Lane 1 1 0	NB De Palma Rd (Total)		4	525	91.4%	480	4.8%	25	3.8%	20	
Northbound Lane 2 Northbound Lane 3 1 88 85 3 0 50 Northbound Lane 4 South of Indian Truck Trait 1 87 85 2 0 0 50 SB De Palma Rd (Total) 1 350 310 2	Northbound Lane 1		1	0		0		0		0	
Northbound Lane 3 Northbound Lane 4 South of Indian Truck Trail 1 87 85 2 0 SB De Palma Rd (Total) 1 350 310 20 20 20 Southbound Lane 1 2 485 90.7% 440 5.4% 26 3.9% 19 Southbound Lane 2 1 243 220 13 10 50	Northbound Lane 2		1	88		85		3		0	50
Northbound Lane 4 South of Indian Truck Trail 1 350 310 20 20 SB De Palma Rd (Total) 2 485 90.7% 440 5.4% 26 3.9% 19 Southbound Lane 1 1 243 220 13 10 50	Northbound Lane 3		1	87		85		2		0	
SB De Palma Rd (Total) 2 485 90.7% 440 5.4% 26 3.9% 19 Southbound Lane 1 1 243 220 13 10 50 Southbound Lane 2 1 242 220 13 9 50	Northbound Lane 4	South of Indian Truck Trail	1	350		310		20		20	
Southbound Lane 1 1 243 220 13 10 50 Southbound Lane 2 1 242 220 13 9 50	SB De Palma Rd (Total)		2	485	90.7%	440	5.4%	26	3.9%	19	
Southbound Lane 2 1 242 220 13 9	Southbound Lane 1		1	243		220		13		10	50
	Southbound Lane 2		1	242		220		13		9	

NB De Palma Rd (Total)		2	525	91.4%	480	4.8%	25	3.8%	20	
Northbound Lane 1		1	263		240		13		10	55
Northbound Lane 2	Potwoon Indian Truck Trail	1	262		240		12		10	
SB De Palma Rd (Total)	to Santiago Canvon Boad	3	485	90.7%	440	5.4%	26	3.9%	19	
Southbound Lane 1	to Santiago Canyon Road	1	240		220		10		10	FF
Southbound Lane 2		1	110		98		8		5	55
Southbound Lane 3		1	135		122		8		4	
EB Residential Driveway (Total)		1	100	100.0%	100	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Do Polmo Dood	1	100		100		0		0	25
WB Residential Driveway (Total)	West of De Palma Road	1	50	100.0%	50	0.0%	0	0.0%	0	25
Westbound Lane 1		1	50		50		0		0	25
EB Retail Driveway (Total)		1	300	90.0%	270	5.0%	15	5.0%	15	20
Eastbound Lane 1	Fast of Do Dalma Boad	1	300		270		15		15	30
WB Retail Driveway (Total)	East of De Paina Road	1	100	70.0%	70	15.0%	15	15.0%	15	20
Westbound Lane 1		1	100		70		15		15	30
NB De Palma Rd (Total)		4	470	91.7%	431	4.7%	22	3.6%	17	
Northbound Lane 1		1	25		25		0		0	
Northbound Lane 2	South of Contings Conver	1	198		183		9		6	55
Northbound Lane 3	South of Santiago Canyon	1	197		183		8		6	
Northbound Lane 4	ROad	1	50		40		5		5	
SB De Palma Rd (Total)		1	280	86.1%	241	8.2%	23	5.7%	16	
Southbound Lane 1		1	280		241		23		16	55
NB De Palma Rd (Total)		1	470	91.7%	431	4.7%	22	3.6%	17	
Northbound Lane 1	North of Clan Edan Boad	1	470		431		22		17	55
SB De Palma Rd (Total)	North of Gien Eden Road	1	280	86.1%	241	8.2%	23	5.7%	16	
Southbound Lane 1		1	280		241		23		16	55
EB Glen Eden Rd (Total)		1	40	75.0%	30	12.5%	5	12.5%	5	20
Eastbound Lane 1	West of Do Polmo Dood	1	40		30		5		5	30
WB Glen Eden Rd (Total)	West of De Palma Road	1	100	70.0%	70	15.0%	15	15.0%	15	20
Westbound Lane 1		1	100		70		15		15	30
NB De Palma Rd (Total)		1	500	88.2%	441	6.4%	32	5.4%	27	
Northbound Lane 1	South of Clan Edon Dead	1	500		441		32		27	55
SB De Palma Rd (Total)	South of Gien Eden Road	1	250	84.4%	211	9.2%	23	6.4%	16	55
Southbound Lane 1		1	250		211		23		16	55

NB De Palma Rd (Total)		1	500	88.2%	441	6.4%	32	5.4%	27	55
Northbound Lane 1	North of Horsethief Road	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)		2	802	93.1%	747	3.6%	29	3.2%	26	
Eastbound Lane 1		1	337		290		25		22	40
Eastbound Lane 2	West of De Palma Road	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	40
EB Horsethief Canyon Rd (Total)		1	565	93.5%	528	3.9%	22	2.7%	15	40
Eastbound Lane 1	Fact of Do Doline Dood	1	565		528		22		15	40
WB Horsethief Canyon Rd (Total)	East of De Palma Road	1	250	93.6%	234	3.2%	8	3.2%	8	10
Westbound Lane 1		1	250		234		8		8	40
EB Temescal Canyon Rd (Total)		2	429	95.3%	409	2.3%	10	2.3%	10	
Eastbound Lane 1		1	215		205		5		5	40
Eastbound Lane 2		1	214		204		5		5	
WB Temescal Canyon Rd (Total)	West of Mayhew Road	2	500	94.2%	471	3.0%	15	2.8%	14	
Westbound Lane 1		1	250		236		8		7	40
Westbound Lane 2		1	250		235		7		7	
NB Mayhew Rd (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	
Northbound Lane 1	North of Temescal Canyon	1	0		0		0		0	40
SB Mayhew Rd (Total)	, Road	1	10	100.0%	10	0.0%	0	0.0%	0	
Southbound Lane 1		1	10		10		0		0	40
EB Temescal Canvon Rd (Total)		2	429	95.3%	409	2.3%	10	2.3%	10	
Eastbound Lane 1		1	215		205	,	5		5	30
Eastbound Lane 2		1	214		204		5		5	
WB Temescal Canyon Rd (Total)	East of Mayhew Road	2	490	94 1%	461	3 1%	15	2.9%	14	
Westbound Lane 1		1	245	5112/0	231	5.170	8	2.370	7	30
Westbound Lane 2		1	245		230		7		, 7	
NB Temescal Canvon Bd (Total)		2	490	94 1%	461	3 1%	15	2.9%	14	
Northbound Lane 1		1	245	5112/0	231	5.1/0	8	2.370	7	40
Northbound Lane 2		1	245		230		7		7	10
SB Temescal Canyon Bd (Total)	North of Terramor Drive	3	/29	05.3%	109	2.3%	10	2.3%	10	
Southbound Lane 1	North of Terramor Drive	1	425	93.370	403	2.370	10	2.370	10	
Southbound Lane 1		1	45		107		С Б		С Б	40
Southbound Lane 2		1	192		102		5		5	
Southbound Lane S		1	192	100.0%	182	0.00/	5	0.00/	5	
Lo renamor Dr (Total)		1	80	100.0%	80	0.0%	0	0.0%	0	20
Eastbound Lane 1	East of Temescal Canyon	1	80	100.00/	80	0.00/	0	0.00/	0	50
WB Terramor Dr (Total)	Road	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	

NB Temescal Canyon Rd (Total)		2	325	91.1%	296	4.6%	15	4.3%	14	
Northbound Lane 1		1	163		148		8		7	40
Northbound Lane 2	South of Torramor Drive	1	162		148		7		7	
SB Temescal Canyon Rd (Total)	South of Terramor Drive	2	434	95.4%	414	2.3%	10	2.3%	10	
Southbound Lane 1		1	217		207		5		5	40
Southbound Lane 2		1	217		207		5		5	
NB Temescal Canyon Rd (Total)		2	325	91.1%	296	4.6%	15	4.3%	14	
Northbound Lane 1		1	163		148		8		7	55
Northbound Lane 2		1	162		148		7		7	
SB Temescal Canyon Rd (Total)	North of Indian Truck Trail	3	434	95.4%	414	2.3%	10	2.3%	10	
Southbound Lane 1		1	97		92		2		2	
Southbound Lane 2		1	97		92		3		3	55
Southbound Lane 3		1	240		230		5		5	
EB Indian Truck Trail (Total)		3	571	91.9%	525	4.0%	23	4.0%	23	
Eastbound Lane 1		1	95		85		5		5	45
Eastbound Lane 2		1	95		85		5		5	45
Eastbound Lane 3	Between I-15 Ramps to	1	381		355		13		13	
WB Indian Truck Trail (Total)	Temescal Canyon Road	3	640	95.9%	614	2.0%	13	2.0%	13	
Westbound Lane 1		1	213		205		4		4	45
Westbound Lane 2		1	213		205		4		4	45
Westbound Lane 3		1	214		204		5		5	
NB Temescal Canyon Rd (Total)		2	535	95.3%	510	2.4%	13	2.2%	12	
Northbound Lane 1		1	400		384		8		8	55
Northbound Lane 2	South of Indian Truck Trail	1	135		126		5		4	
SB Temescal Canyon Rd (Total)		1	575	93.7%	539	3.1%	18	3.1%	18	FF
Southbound Lane 1		1	575		539		18		18	55
NB Temescal Canyon Rd (Total)		1	485	94.8%	460	2.7%	13	2.5%	12	FF
Northbound Lane 1	North of Horsethiof Road	1	485		460		13		12	55
SB Temescal Canyon Rd (Total)	North of Horsethiel Road	1	525	95.2%	500	2.5%	13	2.3%	12	
Southbound Lane 1		1	525		500		13		12	55
EB Horsethief Rd (Total)		1	565	93.5%	528	3.9%	22	2.7%	15	40
Eastbound Lane 1	West of Temescal Canyon	1	565		528		22		15	40
WB Horsethief Rd (Total)	Road	1	250	93.6%	234	3.2%	8	3.2%	8	40
Westbound Lane 1		1	250		234		8		8	40
NB Temescal Canyon Rd (Total)		1	420	94.5%	397	2.6%	11	2.9%	12	
Northbound Lane 1	South of Horsethiaf Dasd	1	420		397		11		12	55
SB Temescal Canyon Rd (Total)	South of Horsethier Koad	1	775	94.3%	731	3.2%	25	2.5%	19	FF
Southbound Lane 1		1	775		731		25		19	55

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NB Temescal Canyon Rd (Total)		1	420	94.5%	397	2.6%	11	2.9%	12	55
Northbound Lane 1	North of Lester Circle	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	33
EB Lester Circle (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	30
Eastbound Lane 1	West of Temescal Canyon	1	0		0		0		0	50
WB Lester Circle (Total)	Road	1	10	100.0%	10	0.0%	0	0.0%	0	20
Westbound Lane 1		1	10		10		0		0	50
NB Temescal Canyon Rd (Total)		1	420	94.5%	397	2.6%	11	2.9%	12	
Northbound Lane 1	Courth of Looton Cincle	1	420		397		11		12	22
SB Temescal Canyon Rd (Total)	South of Lester Circle	1	765	94.2%	721	3.3%	25	2.5%	19	
Southbound Lane 1		1	765		721		25		19	55
NB Temescal Canyon Rd (Total)		1	420	94.5%	397	2.6%	11	2.9%	12	
Northbound Lane 1		1	420		397		11		12	55
SB Temescal Canyon Rd (Total)	North of Earthmover Circle	1	765	94.2%	721	3.3%	25	2.5%	19	
Southbound Lane 1		1	765		721		25		19	55
EB Earthmover Circle (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	
Eastbound Lane 1	West of Temescal Canyon	1	0		0		0		0	30
WB Earthmover Circle (Total)	Road	1	10	100.0%	10	0.0%	0	0.0%	0	22
Westbound Lane 1		1	10		10		0		0	30
NB Temescal Canyon Rd (Total)		1	420	94.5%	397	2.6%	11	2.9%	12	
Northbound Lane 1		1	420		397		11		12	55
SB Temescal Canyon Rd (Total)	South of Earthmover Circle	1	755	94.2%	711	3.3%	25	2.5%	19	
Southbound Lane 1		1	755		711		25		19	55
NB Temescal Canyon Rd (Total)		1	420	94.5%	397	2.6%	11	2.9%	12	
Northbound Lane 1	North of Concordia Ranch	1	420		397		11		12	55
SB Temescal Canyon Rd (Total)	Road	1	755	94.2%	711	3.3%	25	2.5%	19	
Southbound Lane 1		1	755		711		25		19	55
EB Concordia Ranch Rd (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Eastbound Lane 1	East of Temescal Canyon	1	0		0		0		0	25
WB Concordia Ranch Rd (Total)	Road	1	10	100.0%	10	0.0%	0	0.0%	0	
Westbound Lane 1		1	10		10		0		0	25
NB Temescal Canyon Rd (Total)		1	410	94.4%	387	2.7%	11	2.9%	12	
Northbound Lane 1	South of Concordia Ranch	1	410		387		11		12	55
SB Temescal Canyon Rd (Total)	Road	1	755	94.2%	711	3.3%	25	2.5%	19	
Southbound Lane 1		1	755		711		25		19	55
NB Temescal Canyon Rd (Total)		1	410	94.4%	387	2.7%	11	2.9%	12	
Northbound Lane 1	·	1	410		387		11		12	55
SB Temescal Canyon Rd (Total)	North of Hostettler Road	1	755	94.2%	711	3.3%	25	2.5%	19	
Southbound Lane 1		1	755		711		25		19	55
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EB Hostettler Rd (Total)		1	140	100.0%	140	0.0%	0	0.0%	0	20
Eastbound Lane 1	West of Temescal Canyon	1	140		140		0		0	30
WB Hostettler Rd (Total)	Road	1	50	100.0%	50	0.0%	0	0.0%	0	20
Westbound Lane 1		1	50		50		0		0	30
NB Temescal Canyon Rd (Total)		2	354	93.5%	331	3.1%	11	3.4%	12	
Northbound Lane 1		1	20		20		0		0	55
Northbound Lane 2	South of Hostettler Road	1	334		311		11		12	
SB Temescal Canyon Rd (Total)		1	789	94.4%	745	3.2%	25	2.4%	19	FF
Southbound Lane 1		1	789		745		25		19	55
NB Temescal Canyon Rd (Total)		1	354	93.5%	331	3.1%	11	3.4%	12	25
Northbound Lane 1	North of Laka Streat	1	354		331		11		12	55
SB Temescal Canyon Rd (Total)	North of Lake Street	1	789	94.4%	745	3.2%	25	2.4%	19	25
Southbound Lane 1		1	789		745		25		19	55
EB Lake St (Total)		2	1,284	91.0%	1,169	4.9%	63	4.0%	52	
Eastbound Lane 1	Wast of Tomoscal Canvon	1	304		295		4		5	50
Eastbound Lane 2	Read	1	980		874		59		47	
WB Lake St (Total)	Koau	1	715	94.8%	678	2.9%	21	2.2%	16	FO
Westbound Lane 1		1	715		678		21		16	50
EB Lake St (Total)		1	1,480	91.0%	1,347	5.0%	74	4.0%	59	FO
Eastbound Lane 1	East of Temescal Canyon	1	1,480		1,347		74		59	50
WB Lake St (Total)	Road	1	476	92.9%	442	3.8%	18	3.4%	16	FO
Westbound Lane 1		1	476		442		18		16	50
EB Lake St (Total)		2	1,480	91.0%	1,347	5.0%	74	4.0%	59	
Eastbound Lane 1	Tomoscal Canvon Road to L	1	941		877		37		27	40
Eastbound Lane 2		1	539		470		37		32	
WB Lake St (Total)	TO L'AUDS	1	476	92.9%	442	3.8%	18	3.4%	16	40
Westbound Lane 1		1	476		442		18		16	40

EB Lake St (Total)		2	1,013	92.2%	934	4.4%	45	3.4%	34	
Eastbound Lane 1	1	1	874		812		35		27	40
Eastbound Lane 2		1	139		122		10		7	
WB Lake St (Total)	Between I-15 Ramps	2	229	96.1%	220	2.2%	5	1.7%	4	
Westbound Lane 1	1	1	41		34		4		3	40
Westbound Lane 2	1	1	188		186		1		1	
EB Lake St (Total)		1	201	85.6%	172	8.0%	16	6.5%	13	40
Eastbound Lane 1	I-15 Ramps to Walker	1	201		172		16		13	40
WB Lake St (Total)	Canyon Drive	1	87	93.1%	81	3.4%	3	3.4%	3	40
Westbound Lane 1] [1	87		81		3		3	40
NB Walker Canyon Rd (Total)		1	87	93.1%	81	3.4%	3	3.4%	3	25
Northbound Lane 1	South of Laka Streat	1	87		81		3		3	35
SB Walker Canyon Rd (Total)	South of Lake Street	1	201	85.6%	172	8.0%	16	6.5%	13	25
Southbound Lane 1] [1	201		172		16		13	35
EB Nichols Rd (Total)		2	1,480	94.5%	1,398	3.0%	44	2.6%	38	
Eastbound Lane 1] [1	1,070		1,018		28		24	35
Eastbound Lane 2] [1	410		380		16		14	
WB Nichols Rd (Total)	Collier Avenue to I-15 Ramps	3	1,165	91.2%	1,062	5.7%	66	3.2%	37	
Westbound Lane 1] [1	388		354		22		12	25
Westbound Lane 2] [1	388		354		22		12	35
Westbound Lane 3		1	389		354		22		13	
EB Nichols Rd (Total)		2	1,345	92.9%	1,250	3.9%	52	3.2%	43	
Eastbound Lane 1] [1	150		131		11		8	35
Eastbound Lane 2	Potwoon L 15 Domns	1	1,195		1,119		41		35	
WB Nichols Rd (Total)	Between 1-15 Kamps	2	1,140	90.4%	1,031	6.1%	69	3.5%	40	
Westbound Lane 1] [1	50		20		16		14	35
Westbound Lane 2		1	1,090		1,011		53		26	
EB Nichols Rd (Total)		1	1,255	92.9%	1,166	3.8%	48	3.3%	41	25
Eastbound Lane 1	1 15 Pamps to El Toro Poad	1	1,255		1,166		48		41	55
WB Nichols Rd (Total)		1	1,220	93.1%	1,136	4.6%	56	2.3%	28	25
Westbound Lane 1		1	1,220		1,136		56		28	55
EB Nichols Rd (Total)		1	1,380	94.7%	1,307	3.2%	44	2.1%	29	40
Eastbound Lane 1	West of Collier Avenue	1	1,380		1,307		44		29	40
WB Nichols Rd (Total)	West of comer Avenue	1	1,042	91.1%	949	5.8%	60	3.2%	33	40
Westbound Lane 1		1	1,042		949		60		33	40
EB Nichols Rd (Total)		2	1,480	94.5%	1,398	3.0%	44	2.6%	38	
Eastbound Lane 1] [1	1,070		1,018		28		24	40
Eastbound Lane 2	East of Collier Avenue	1	410		380		16		14	
WB Nichols Rd (Total)	Last of Coller Avenue	2	1,165	91.2%	1,062	5.7%	66	3.2%	37	
Westbound Lane 1]	1	313		287		19		7	40
Westbound Lane 2	J	1	852		775		47		30	

NB Collier Ave (Total)		2	400	80 1%	120	6 7%	22	2.0%	10	
Northbound Lane 1		1	190	05.470	438 17/	0.770	13	3.370	19	50
Northbound Lane 2		1	300		264		20		16	50
SB Collier Ave (Total)	South of Nichols Rd	2	513	89.7%	460	7.6%	39	2.7%	14	
Southbound Lane 1		1	257		230		20	2.7,0	7	50
Southbound Lane 2		1	256		230		19		7	
NB Collier Ave (Total)		2	590	91.2%	538	5.6%	33	3.2%	19	
Northbound Lane 1		1	295		269		17		10	50
Northbound Lane 2		1	295		269		16		9	
SB Collier Ave (Total)	North of Riverside Drive	3	613	91.4%	560	6.4%	39	2.3%	14	
Southbound Lane 1		1	0		0		0		0	50
Southbound Lane 2		1	307		280		20		7	50
Southbound Lane 3		1	306		280		19		7	
EB Riverside Dr (Total)		1	40	100.0%	40	0.0%	0	0.0%	0	20
Eastbound Lane 1	Fact of Colling Avenue	1	40		40		0		0	30
WB Riverside Dr (Total)	East of Collier Avenue	1	0	0.0%	0	0.0%	0	0.0%	0	20
Westbound Lane 1		1	0		0		0		0	30
EB Riverside Dr (Total)		2	100	76.0%	76	20.0%	20	4.0%	4	
Eastbound Lane 1		1	50		43		5		2	40
Eastbound Lane 2	Most of Collier Avenue	1	50		33		15		2	
WB Riverside Dr (Total)	west of collier Avenue	2	240	91.3%	219	5.4%	13	3.3%	8	
Westbound Lane 1		1	120		110		7		4	40
Westbound Lane 2		1	120		109		6		4	
NB Collier Ave (Total)		2	780	92.3%	720	4.9%	38	2.8%	22	
Northbound Lane 1		1	200		185		10		5	40
Northbound Lane 2	South of Pivorsido Drivo	1	580		535		28		17	
SB Collier Ave (Total)	South of Riverside Drive	2	623	89.7%	559	8.2%	51	2.1%	13	
Southbound Lane 1		1	312		280		26		7	40
Southbound Lane 2		1	311		279		25		6	
NB Collier Ave (Total)		2	780	92.3%	720	4.9%	38	2.8%	22	
Northbound Lane 1		1	390		360		19		11	40
Northbound Lane 2		1	390		360		19		11	
SB Collier Ave (Total)	North of Hunco Way	3	623	89.7%	559	8.2%	51	2.1%	13	
Southbound Lane 1		1	20		10		10		0	40
Southbound Lane 2		1	302		275		21		7	40
Southbound Lane 3		1	301		274		20		6	

EB Hunco Way (Total)		1	420	92.9%	390	4.8%	20	2.4%	10	30
Eastbound Lane 1		1	420		390		20		10	50
WB Hunco Way (Total)	Fast of Collier Avenue	3	320	95.3%	305	3.1%	10	1.6%	5	
Westbound Lane 1		1	300		285		10		5	30
Westbound Lane 2		1	0		0		0		0	50
Westbound Lane 3		1	20		20		0		0	
EB Hunco Way (Total)		1	320	95.3%	305	3.1%	10	1.6%	5	30
Eastbound Lane 1	Most of Callier Avenue	1	320		305		10		5	30
WB Hunco Way (Total)	west of comer Avenue	1	420	92.9%	390	4.8%	20	2.4%	10	20
Westbound Lane 1		1	420		390		20		10	50
NB Collier Ave (Total)		4	1,540	93.5%	1,440	3.8%	58	2.7%	42	
Northbound Lane 1		1	400		380		10		10	
Northbound Lane 2		1	370		340		19		11	40
Northbound Lane 3	Courth of Live on Minu	1	370		340		19		11	
Northbound Lane 4	South of Hunco way	1	400		380		10		10	
SB Collier Ave (Total)		2	1,183	93.7%	1,109	4.3%	51	1.9%	23	
Southbound Lane 1		1	592		555		26		12	40
Southbound Lane 2		1	591		554		25		11	
NB Collier Ave (Total)		2	1,640	93.9%	1,540	3.5%	58	2.6%	42	
Northbound Lane 1		1	820		770		29		21	50
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	
Southbound Lane 1		1	354		332		15		7	
Southbound Lane 2	North of Central Avenue	1	354		332		15		7	
Southbound Lane 3		1	355		333		16		6	50
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)		4	1,773	94.9%	1,683	3.4%	60	1.7%	30	
Eastbound Lane 1		1	443		421		15		8	
Eastbound Lane 2		1	443		421		15		8	40
Eastbound Lane 3		1	443		421		15		8	
Eastbound Lane 4		1	444		420		15		6	
WB Central Ave (Total)	East of Collier Avenue	5	2,578	94.6%	2,439	3.1%	80	2.3%	59	
Westbound Lane 1		1	419		402		10		8	
Westbound Lane 2		1	419		401		10		7	
Westbound Lane 3		1	510		493		10		7	40
Westbound Lane 4		1	615		572		25		19	1
Westbound Lane 5		1	615		571		25		18	1

WB Central Ave (Total)		5	420	96.7%	406	2.1%	9	1.2%	5	
Eastbound Lane 1		1	15		15		1		0	
Eastbound Lane 2		1	15		14		0		0	50
Eastbound Lane 3		1	130		126		3		2	50
Eastbound Lane 4	West of Collier Avenue	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	
Westbound Lane 1		1	280		271		6		4	50
Westbound Lane 2		1	280		270		6		3	
NB Collier Ave (Total)		5	810	96.7%	783	2.0%	16	1.4%	11	
Northbound Lane 1		1	30		29		1		0	
Northbound Lane 2		1	190		184		4		3	10
Northbound Lane 3		1	190		184		3		2	40
Northbound Lane 4	South of Central Avenue	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	
Southbound Lane 1		1	559		537		13		10	40
Southbound Lane 2		1	559		536		13		9	
NB Collier Ave (Total)		1	810	96.7%	783	2.0%	16	1.4%	11	50
Northbound Lane 1		1	810		783		16		11	50
SB Collier Ave (Total)	Nouth of 2nd Chuoch	3	1,118	96.0%	1,073	2.3%	26	1.7%	19	
Southbound Lane 1	North of 3rd Street	1	0		0		0		0	50
Southbound Lane 2		1	1,098		1,053		26		19	50
Southbound Lane 3		1	20		20		0		0	
EB 3rd St (Total)		2	20	100.0%	20	0.0%	0	0.0%	0	
Eastbound Lane 1		1	20		20		0		0	40
Eastbound Lane 2	West of Collier Avenue	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	40
NB Collier Ave (Total)		2	790	96.6%	763	2.0%	16	1.4%	11	
Northbound Lane 1		1	0		0		0		0	50
Northbound Lane 2	South of 3rd Street	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	50
NB Collier Ave (Total)		1	790	96.6%	763	2.0%	16	1.4%	11	45
Northbound Lane 1		1	790		763		16		11	45
SB Collier Ave (Total)	North of Chaney Street	2	1,098	95.9%	1053	2.4%	26	1.7%	19	
Southbound Lane 1		1	908		898		6		4	45
Southbound Lane 2		1	190		155		20		15	

FB Chaney St (Total)		2	240	90.4%	217	5 4%	13	4 2%	10	
Eastbound Lane 1		1	220		203	0,0	10		7	40
Eastbound Lane 2		1	20		14		3		3	
WB Chaney St (Total)	West of Collier Avenue	2	290	84.5%	245	8.6%	25	6.9%	20	
Westbound Lane 1		1	145		123		13		10	40
Westbound Lane 2		1	145		122		12		10	
NB Collier Ave (Total)		1	670	97.0%	650	1.6%	11	1.3%	9	45
Northbound Lane 1	South of Chanov Streat	1	670		650		11		9	45
SB Collier Ave (Total)	South of changy street	1	928	98.3%	912	1.0%	9	0.8%	7	45
Southbound Lane 1		1	928		912		9		7	45
EB Collier Ave (Total)		1	570	97.9%	558	1.1%	6	1.1%	6	45
Eastbound Lane 1	East of Minthorn Stroot	1	570		558		6		6	45
WB Collier Ave (Total)	Last of Minthorn Street	1	828	98.7%	817	0.7%	6	0.6%	5	45
Westbound Lane 1		1	828		817		6		5	45
NB Minthorn St (Total)		1	150	100.0%	150	0.0%	0	0.0%	0	20
Northbound Lane 1	North of Colliar Avanua	1	150		150		0		0	50
SB Minthorn St (Total)	North of Collier Avenue	1	100	100.0%	100	0.0%	0	0.0%	0	20
Southbound Lane 1		1	100		100		0		0	50
NB Minthorn St (Total)		1	720	98.3%	708	0.8%	6	0.8%	6	20
Northbound Lane 1	South of Collier Avenue	1	720		708		6		6	50
SB Minthorn St (Total)	South of Collier Avenue	1	928	98.8%	917	0.6%	6	0.5%	5	20
Southbound Lane 1		1	928		917		6		5	30
EB W Minthorn St (Total)		1	928	98.8%	917	0.6%	6	0.5%	5	25
Eastbound Lane 1	West of N Spring Street	1	928		917		6		5	25
WB W Minthorn St (Total)	West of N Spring Street	1	720	98.3%	708	0.8%	6	0.8%	6	25
Westbound Lane 1		1	720		708		6		6	25
EB W Minthorn St (Total)		1	2	100.0%	2	0.0%	0	0.0%	0	25
Eastbound Lane 1	East of N Spring Streat	1	2		2		0		0	25
WB W Minthorn St (Total)	East of N Spring Street	1	8	100.0%	8	0.0%	0	0.0%	0	25
Westbound Lane 1		1	8		8		0		0	25
NB N Spring St (Total)		1	712	98.3%	700	0.8%	6	0.8%	6	25
Northbound Lane 1	South of Minthorn Street	1	712		700		6		6	25
SB N Spring St (Total)	South of Minthorn Street	1	927	98.7%	915	0.6%	6	0.6%	6	25
Southbound Lane 1		1	927		915		6		5	25

EB Central Ave (Total)		4	1,773	94.9%	1,683	3.4%	60	1.7%	30	
Eastbound Lane 1		1	444		421		15		8	
Eastbound Lane 2		1	444		421		15		8	40
Eastbound Lane 3		1	440		421		15		4	
Eastbound Lane 4	Collier Avenue to I-15 Ramps	1	445		420		15		10	
WB Central Ave (Total)		3	2,578	94.6%	2,439	3.1%	80	2.3%	59	
Westbound Lane 1		1	859		813		27		20	45
Westbound Lane 2		1	859		813		27		20	45
Westbound Lane 3		1	860		813		26		19	
EB Central Ave (Total)		4	1,638	95.4%	1,563	3.1%	51	1.5%	24	
Eastbound Lane 1		1	410		391		13		6	
Eastbound Lane 2		1	410		391		13		6	40
Eastbound Lane 3		1	410		391		13		6	
Eastbound Lane 4		1	408		390		12		6	
WB Central Ave (Total)*	Between I-15 Ramps	5	2,973	93.8%	2,790	3.8%	112	2.4%	71	
Westbound Lane 1		1	432		432		0		0	
Westbound Lane 2		1	278		203		53		22	45
Westbound Lane 3		1	754		718		20		16	45
Westbound Lane 4		1	754		718		20		16	
Westbound Lane 5		1	755		719		19		17	
EB Central Ave (Total)		6	2,248	94.6%	2,126	3.5%	78	2.0%	44	
Eastbound Lane 1		1	165		149		6		10	
Eastbound Lane 2		1	165		149		6		10	
Eastbound Lane 3		1	480		457		17		6	40
Eastbound Lane 4		1	480		457		17		6	
Eastbound Lane 5	1-15 Ramps to Dexter	1	480		457		17		6	
Eastbound Lane 6	Avenue	1	478		457		15		6	
WB Central Ave (Total)		3	2,113	94.4%	1,994	3.6%	76	2.0%	43	
Westbound Lane 1		1	704		665		25		14	45
Westbound Lane 2		1	704		665		25		14	45
Westbound Lane 3		1	705		664		26		15	
NB Dexter Ave (Total)		4	1,480	94.1%	1,392	3.0%	44	3.0%	44	
Northbound Lane 1		1	240		227		7		6	
Northbound Lane 2		1	240		227		7		6	40
Northbound Lane 3	Central Avenue to I-15 Hook	1	500		469		15		16	
Northbound Lane 4	Ramps	1	500		469		15		16	
SB Dexter Ave (Total)		2	805	91.2%	734	4.3%	35	4.5%	36	
Southbound Lane 1		1	403		367		18		18	40
Southbound Lane 2		1	402		367		17		18	

NB Dexter Ave (Total)		2	1 095	93 5%	1 024	3.2%	35	3 3%	36	
Northbound Lane 1		1	548	001070	512	0.2/0	18	0.070	18	40
Northbound Lane 2		1	547		512		17		18	_
SB Dexter Ave (Total)	North of I-15 Hook Ramps	2	950	92.0%	874	4.0%	38	4.0%	38	
Southbound Lane 1		1	710		646		31		33	40
Southbound Lane 2		1	240		228		7		5	
EB Central Ave (Total)		6	2,248	94.6%	2,126	3.5%	78	2.0%	44	
Eastbound Lane 1		1	165		149		6		10	
Eastbound Lane 2		1	165		149		6		10	
Eastbound Lane 3	1	1	480		457		17		6	40
Eastbound Lane 4		1	480		457		17		6	
Eastbound Lane 5	I-15 Ramps to Dexter	1	480		457		17		6	
Eastbound Lane 6	Avenue	1	478		457		15		6	
WB Central Ave (Total)	1	3	2,113	94.4%	1,994	3.6%	76	2.0%	43	
Westbound Lane 1	1	1	704		665		25		14	40
Westbound Lane 2		1	704		665		25		14	40
Westbound Lane 3	1	1	705		664		26		15	
EB Central Ave (Total)		4	1,900	93.8%	1,783	4.1%	77	2.1%	40	
Eastbound Lane 1	1	1	475		446		19		10	
Eastbound Lane 2		1	475		446		19		10	40
Eastbound Lane 3		1	476		446		20		10	1
Eastbound Lane 4		1	474		445		19		10	1
WB Central Ave (Total)	East of Dexter Avenue	4	2,510	95.7%	2,402	2.2%	55	2.1%	53	
Westbound Lane 1		1	554		525		15		12	1
Westbound Lane 2		1	553		526		15		13	40
Westbound Lane 3		1	553		526		15		13	1
Westbound Lane 4		1	850		825		10		15	1
NB Dexter Ave (Total)		2	1,480	93.9%	1,390	3.0%	45	3.0%	45	
Northbound Lane 1		1	740		695		23		23	40
Northbound Lane 2		1	740		695		22		22	
SB Dexter Ave (Total)	North of Central Avenue	3	805	91.2%	734	4.3%	35	4.5%	36	
Southbound Lane 1		1	112		96		3		13	40
Southbound Lane 2		1	370		336		15		19	40
Southbound Lane 3		1	323		302		17		4	
NB Dexter Ave (Total)		3	470	86.2%	405	10.6%	50	3.2%	15	
Northbound Lane 1		1	130		115		14		1	40
Northbound Lane 2	South of Control Avenue	1	170		145		18		7	40
Northbound Lane 3	South of Central Avenue	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	40

NB Camino Del Norte St (Total)		1	420	93.8%	394	3.1%	13	3.1%	13	55
Northbound Lane 1	North of Obana Circle	1	420		0		13		13	55
SB Camino Del Norte St (Total)	North of Onana Circle	1	480	93.8%	450	3.1%	15	3.1%	15	
Southbound Lane 1		1	480		450		15		15	55
EB Ohana Circle (Total)		1	10	100.0%	10	0.0%	0	0.0%	0	25
Eastbound Lane 1	Fact of Coming Dal Nanto	1	10		10		0		0	25
WB Ohana Circle (Total)	East of Camino Del Norte	1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	25
NB Camino Del Norte St (Total)		1	430	94.0%	404	3.0%	13	3.0%	13	
Northbound Lane 1	Courth of Oheree Circle	1	430		404		13		13	55
SB Camino Del Norte St (Total)	South of Unana Circle	1	480	93.8%	450	3.1%	15	3.1%	15	
Southbound Lane 1		1	480		450		15		15	55
NB Camino Del Norte St (Total)		1	430	94.0%	404	3.0%	13	3.0%	13	
Northbound Lane 1	North of Marin Church	1	430		404		13		13	55
SB Camino Del Norte St (Total)	North of Main Street	1	480	93.8%	450	3.1%	15	3.1%	15	
Southbound Lane 1		1	480		450		15		15	55
EB Main St (Total)		2	315	93.7%	295	3.8%	12	2.5%	8	
Eastbound Lane 1		1	158		148		6		2	35
Eastbound Lane 2	I-15 Ramps to Camino Del	1	157		147		6		5	
WB Main St (Total)	Norte/Minthorn Street	2	515	94.2%	485	3.0%	15	3.0%	15	
Westbound Lane 1		1	250		239		4		7	35
Westbound Lane 2		1	265		246		11		8	
NB Camino Del Norte St (Total)		1	529	94.0%	497	2.6%	14	3.4%	18	
Northbound Lane 1		1	529		497		14		18	55
SB Camino Del Norte St (Total)	South of Main Street	2	379	93.4%	354	3.4%	13	3.2%	12	
Southbound Lane 1		1	190		177		7		6	55
Southbound Lane 2		1	189		177		6		6	
EB Main St (Total)		2	720	91.0%	655	5.0%	36	4.0%	29	
Eastbound Lane 1		1	330		315		9		6	35
Eastbound Lane 2	West of I-15 Ramps	1	390		340		27		23	
WB Main St (Total)		1	790	93.8%	741	3.3%	26	2.9%	23	25
Westbound Lane 1		1	790		741		26		23	35
EB Main St (Total)		3	410	93.7%	384	3.7%	15	2.7%	11	
Eastbound Lane 1		1	265		247		10		8	25
Eastbound Lane 2		1	73		68		3		2	35
Eastbound Lane 3	Between I-15 Ramps	1	72		69		2		1	
WB Main St (Total)		2	760	93.9%	714	3.2%	24	2.9%	22	
Westbound Lane 1		1	130		113		9		8	35
Westbound Lane 2		1	630		601		15		14	

NB Blue Springs Dr (Total)	North of Lakoshora Driva	1	560	97.9%	548	1.1%	6	1.1%	6	25
SB Blue Springs Dr (Total)	North of Lakeshole Drive	1	110	98.2%	108	0.9%	1	0.9%	1	25
NB Lakeshore Dr (Total)	South of Plus Springs Drive	1	560	97.9%	548	1.1%	6	1.1%	6	25
SB Lakeshore Dr (Total)	South of Blue Springs Drive	1	110	98.2%	108	0.9%	1	0.9%	1	25
NB Nob Hill Rd (Total)	North of Mairiek Dood	1	0		0		0		0	25
SB Nob Hill Rd (Total)	North of Weinck Road	1	10	90.0%	9	10.0%	1	0.0%	0	25
EB Glen Rd (Total)	Fact of North Mairiek Dood	1	0		0		0		0	25
WB Glen Rd (Total)	East of North Weirick Road	1	10	90.0%	9	10.0%	1	0.0%	0	25
NB Dry Gulch Rd (Total)	Dry Cylab Daad	1	0	0.0%	0	0.0%	0	0.0%	0	25
SB Dry Gulch Rd (Total)	Dry Guich Road	1	10	90.0%	9	10.0%	1	0.0%	0	25
NB Calico Cir (Total)	Colico Cirolo	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	Long Branch way	1	0	0.0%	0	0.0%	0	0.0%	0	25
NB Piute Creek Dr	Divite Creak Drive	1	20	95.0%	19	5.0%	1	0.0%	0	25
SB Piute Creek Dr	Plute Creek Drive	1	20	95.0%	19	5.0%	1	0.0%	0	25
NB Newton St	Nourton Street	1	20	95.0%	19	5.0%	1	0.0%	0	25
SB Newton St	Newton Street	1	0	0.0%	0	0.0%	0	0.0%	0	25
NB Katy Way	Katu Mau	1	10	90.0%	9	10.0%	1	0.0%	0	25
SB Katy Way	Katy way	1	0	0.0%	0	0.0%	0	0.0%	0	25
EB Tom Barnes St	Tom Dornos Street	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Tom Barnes St	Tom Barnes Street	1	50	96.0%	48	2.0%	1	2.0%	1	25
		2	30	93.3%	28	3.3%	1	3.3%	1	
EB Tuscany St		1	15		13		1		1	25
	Tussany Streat	1	15		15		0		0	
	Tuscany street	2	30	93.3%	28	3.3%	1	3.3%	1	
WB Tuscany St		1	16		14		1		1	25
		1	14		14		0		0	
EB Glen Rd	Clan Bood	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Glen Rd	Gien Road	1	10	90.0%	9	10.0%	1	0.0%	0	25
EB Cabot Dr	Cale at Drive	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Cabot Dr	Cabot Drive	1	110	96.4%	106	1.8%	2	1.8%	2	25
EB Dial Way	Dial Mari	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Dial Way	Diai way	1	70	97.1%	68	2.9%	2	0.0%	0	25
NB Unnamed cul-de-sac		1	10	90.0%	9	10.0%	1	0.0%	0	25
SB Unnamed cul-de-sac	Unnamed cul-de-sac	1	0	0.0%	0	0.0%	0	0.0%	0	25
NB Dial Way Ct	Diel Meu Court	1	0	0.0%	0	0.0%	0	0.0%	0	25
SB Dial Way Ct	Dial way Court	1	10	80.0%	8	10.0%	1	10.0%	1	25
NB Hayworth Ct	Llowworth Court	1	30	96.7%	29	3.3%	1	0.0%	0	30
SB Hayworth Ct	nayworth Court	1	0	0.0%	0	0.0%	0	0.0%	0	30

EB Patina Ct	Datina Court	1	10	90.0%	9	10.0%	1	0.0%	0	30
WB Patina Ct	Patina Court	1	0	0.0%	0	0.0%	0	0.0%	0	30
NB Silver Dollar St	Cilver Deller Street	1	70	97.1%	68	2.9%	2	0.0%	0	25
SB Silver Dollar St	Silver Dollar Street	1	70	97.1%	68	2.9%	2	0.0%	0	25
EB Lantana Dr		1	20	95.0%	19	5.0%	1	0.0%	0	25
WB Lantana Dr	Lantana Drive	1	20	95.0%	19	5.0%	1	0.0%	0	25
EB Sydney Blue Cir	Suda ou Cirolo	1	20	95.0%	19	5.0%	1	0.0%	0	25
WB Sydney Blue Cir	Sydney Circle	1	0	0.0%	0	0.0%	0	0.0%	0	25
NB Hannah Ct	Llannah Caunt	1	40	97.5%	39	2.5%	1	0.0%	0	25
SB Hannah Ct	Hannan Court	1	0	0.0%	0	0.0%	0	0.0%	0	25
EB Scotty Way	Cootte Maria	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Scotty Way	Scotty way	1	40	97.5%	39	2.5%	1	0.0%	0	25
NB Nickellaus Ct	Niekelleus Court	1	60	96.7%	58	3.3%	2	0.0%	0	25
SB Nickellaus Ct	Nickellaus Court	1	0	0.0%	0	0.0%	0	0.0%	0	25
EB Lapis Ct	Lauis Count	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Lapis Ct	Lapis Court	1	10	90.0%	9	10.0%	1	0.0%	0	25
EB Palm Canyon Dr	Delas Conver Drive	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Palm Canyon Dr	Paim Canyon Drive	1	20	95.0%	19	5.0%	1	0.0%	0	25
EB Stone Canyon Dr	Stand Conver Drive	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Stone Canyon Dr	Stone Canyon Drive	1	20	95.0%	19	5.0%	1	0.0%	0	25
EB Icefield Ct	leafield Count	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	Kanasha Cirala	1	0	0.0%	0	0.0%	0	0.0%	0	25
SB Kenosha Cir	Kenosna Circle	1	10	90.0%	9	10.0%	1	0.0%	0	25
NB Whitecrown Cir	Whitegrown Circle	1	70	97.1%	68	2.9%	2	0.0%	0	25
SB Whitecrown Cir	Whitecrown circle	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	Baldy Court	1	0	0.0%	0	0.0%	0	0.0%	0	25
EB Stageline St	Stagoling Street	1	30	96.7%	29	3.3%	1	0.0%	0	25
WB Stageline St	Stageline Street	1	0	0.0%	0	0.0%	0	0.0%	0	25
NB Wrangler Way	Wranglar Way	1	0	0.0%	0	0.0%	0	0.0%	0	25
SB Wrangler Way	wrangier way	1	30	96.7%	29	3.3%	1	0.0%	0	25
EB Rosemary Way	Becomerty May	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Rosemary Way	Rosemary way	1	40	97.5%	39	2.5%	1	0.0%	0	25
EB Coral Canyon Rd	Carel Caruan Daad	1	60	100.0%	60	0.0%	0	0.0%	0	25
WB Coral Canyon Rd	Coral Canyon Road	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	Cassia Court	1	10	90.0%	9	10.0%	1	0.0%	0	25
NB Whitebark Ln	W/bitabark Lana	1	20	95.0%	19	5.0%	1	0.0%	0	25
SB Whitebark Ln	Willebark Lane	1	20	95.0%	19	5.0%	1	0.0%	0	25

NB Pinecone St	Ringcong Streat	1	60	100.0%	60	0.0%	0	0.0%	0	25
SB Pinecone St	Fillecolle Street	1	140	97.9%	137	2.1%	3	0.0%	0	25
EB Birchtree Ct	Pirchtrop Court	1	20	95.0%	19	5.0%	1	0.0%	0	25
WB Birchtree Ct	Birchtree Court	1	0	0.0%	0	0.0%	0	0.0%	0	25
EB Sagebrush Way	Sagabruch Way	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Sagebrush Way	Sageblusii way	1	50	98.0%	49	2.0%	1	0.0%	0	25
NB Magnolia St	Magnalia Streat	1	40	97.5%	39	2.5%	1	0.0%	0	25
SB Magnolia St	Magnolia Street	1	40	97.5%	39	2.5%	1	0.0%	0	25
EB Chinaberry St	Chinaborny Street	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Chinaberry St	Clinaberry Street	1	50	98.0%	49	2.0%	1	0.0%	0	25
EB Poplar Ct	Doplar Court	1	10	90.0%	9	10.0%	1	0.0%	0	25
WB Poplar Ct	Popiar Court	1	0	0.0%	0	0.0%	0	0.0%	0	25
NB Temescal Valley Ln	Tomosoal Valley Long	1	40	97.5%	39	2.5%	1	0.0%	0	25
SB Temescal Valley Ln	Temescal valley Lane	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	Valley Oak Laffe	1	70	97.1%	68	2.9%	2	0.0%	0	25
EB Holly Hill Ave		1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Holly Hill Ave	Holly Hill Avenue	1	70	97.1%	68	2.9%	2	0.0%	0	25
EB Orange Grove Pl		1	10	90.0%	9	10.0%	1	0.0%	0	25
WB Orange Grove PI	Orange Grove Place	1	0	0.0%	0	0.0%	0	0.0%	0	25
NB El Toro Rd	Most of L15	1	40	100.0%	40	0.0%	0	0.0%	0	25
SB El Toro Rd	West of I-13	1	0	0.0%	0	0.0%	0	0.0%	0	25
NB El Toro Rd	Fact of L1F	1	1,095	93.5%	1,024	3.2%	35	3.3%	36	40
SB El Toro Rd	East of I-15	1	950	92.0%	874	4.0%	38	4.0%	38	40
EB 11th St	11th Stroot	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB 11th St	11th Sheet	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	Dexter Place	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	2nd street	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	Frances Street	1	10	90.0%	9	10.0%	1	0.0%	0	25
NB Katy Street	Katy Streat	1	80	98.8%	79	1.3%	1	0.0%	0	25
SB Katy Street	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.

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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.

		Number	Peak Hour	Αι	uto	Mediu	m Truck	Heavy	/ Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
NB Main Street Off-Ramp		1-2	590	92.0%	543	4.6%	27	3.4%	20	70 / 70 / 55	
Off-Ramp Lane 1	Main Street Interchange	1	442		407		20		15	to	-
Off-Ramp Lane 2		1	148		136		7		5	18 / 13 / 10	
NB I-15 General Purpose (Total)		3	4,360	94.4%	4,118	3.2%	138	2.4%	104		
General Purpose Lane 1	Potwoon Main Street Ramps	1	1,650		1,650		0		0	70 / 70 / 55	1
General Purpose Lane 2	between Main Street Kamps	1	1,650		1,505		83		62	/0//0/33	1
General Purpose Lane 3		1	1,060		963		55		42		
NB Main Street On-Ramp		2-1	850	95.6%	813	2.5%	21	1.9%	16	10/10/10	
On-Ramp Lane 1	Main Street Interchange	1	425		407		10		8	to	-
On-Ramp Lane 2		1	425		406		11		8	70 / 70 / 55	

		Number	Peak Hour	Au	ito	Mediu	m Truck	Heavy	Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
NB I-15 General Purpose (Total)	Main Street On Bamp to	3	4,950	94.6%	4,681	3.1%	154	2.3%	115		
General Purpose Lane 1	Control Avenue (SB 74) Off	1	1,650		1,650		0		0	70 / 70 / 55	2.0
General Purpose Lane 2	Central Avenue (SR-74) OII-	1	1,650		1,515		77		58	/0//0/55	2,9
General Purpose Lane 3	Ramp (3 lanes)	1	1,650		1,516		77		57		
NB I-15 General Purpose (Total)		4	4,950	94.6%	4,681	3.1%	154	2.3%	115		
General Purpose Lane 1	Main Street On-Ramp to	1	1,236		1,236		0		0		
General Purpose Lane 2	Central Avenue (SR-74) Off-	1	1,238		1,238		0		0	70 / 70 / 55	7
General Purpose Lane 3	Ramp (4 lanes)	1	1,238		1,103		77		58		
General Purpose Lane 4		1	1,238		1,104		77		57		
NB Central Avenue Off-Ramp	Control Avenue (SP 74)	1-3	550	92.4%	508	4.4%	24	3.3%	18	70 / 70 / 55	
Off-Ramp Lane 1	Central Avenue (SR-74)	1	212		212		0		0	to	10
Off-Ramp Lane 2	Interchange	1	155		127		16		12	18/13/10	
Off-Ramp Lane 3		1	183		169		8		6		
NB I-15 General Purpose (Total)		4	4,400	94.8%	4,173	3.0%	130	2.2%	97		
General Purpose Lane 1	Potwoon Control Avonuo (SP	1	1,236		1,236		0		0		
General Purpose Lane 2	74) Pamps	1	1,238		1,238		0		0	70 / 70 / 55	1
General Purpose Lane 3	74) Kallips	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)	1	810	92.6%	750	4.2%	34	3.2%	26	70 / 70 / 55 to	-
Loop Off-Ramp Lane 1	interchange	1	810		750		34		26	18/13/10	
NB I-15 General Purpose (Total)	Central Avenue Loop Off-	4	3,590	95.3%	3,423	2.7%	96	2.0%	71		
General Purpose Lane 1	Ramp to Express Lane	1	1,197		1,197		0		0	70 / 70 / 55	Q
General Purpose Lane 2		1	1,197		1,113		48		36	10/10/33	0
General Purpose Lane 3	ingress	1	1,196		1,113		48		35		
NB I-15 Express (Total)		1	1,600	100.00%	1,600	0.0%	0	0.0%	0		
NB I-15 General Purpose (Total)	Express Lane Ingress to	4	1,990	91.6%	1,823	4.8%	96	3.6%	71		
General Purpose Lane 1	Dexter Avenue Off-Bamp	1	663		663		0		0	70 / 70 / 55	11
General Purpose Lane 2	Dexter Avenue On-Namp	1	663		579		48		36		
General Purpose Lane 3		1	664		581		48		35		
NB Dexter Off-Ramp	Central Avenue (SR-74)	1-2	180	92.2%	166	4.4%	8	3.3%	6	70 / 70 / 55	
Off-Ramp Lane 1		1	105		96		5		4	to	-
Off-Ramp Lane 2	interchange	1	75		70		3		2	18/13/10	

		Number	Peak Hour	Αι	ito	Mediu	m Truck	Heavy	Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
NB I-15 Express (Total)		1	1,600	100.00%	1,600	0.0%	0	0.0%	0		
NB I-15 General Purpose (Total)		3	1,810	91.5%	1,657	4.9%	88	3.6%	65		
General Purpose Lane 1	Between Dexter Avenue	1	663		663		0		0	70 / 70 / 55	1
General Purpose Lane 2	Ramps	1	663		579		48		36		
General Purpose Lane 3		1	484		415		40		29		
NB Dexter Avenue On-Ramp	Central Avenue (SR-74)	2-1	760	93.3%	709	3.8%	29	2.9%	22	10/10/10	
On-Ramp Lane 1	Interchange	1	380		355		15		11		-
On-Ramp Lane 2		1	380		354		14		11	10/10/55	
NB I-15 Express (Total)	Potwoon Control Avenue (CD	1	1,600	100.00%	1,600	0.0%	0	0.0%	0		
NB I-15 General Purpose (Total)	74) On Bown to Nichols	3	3,860	92.80%	3,582	4.1%	159	3.1%	119		
General Purpose Lane 1	74) On-Ramp to Nichols	1	1,286		1,286		0		0	70 / 70 / 55	2
General Purpose Lane 2		1	1,287		1,149		79		59		
General Purpose Lane 3	Ingress	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	-
Off-Ramp Lane 1		1	470		436		19		15	18/13/10	
NB I-15 Express (Total)		1	1,600	100.0%	1,600	0.0%	0	0.0%	0		
NB I-15 General Purpose (Total)	Detros en Niekele Deed	3	3,390	92.8%	3,146	4.1%	140	3.1%	104		
General Purpose Lane 1	Between Nichols Road	1	1,286		1,286		0		0	70 / 70 / 55	1
General Purpose Lane 2	Ramps	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	3
On-Ramp Lane 1		1	900		868		18		14	70 / 70 / 55	
NB I-15 Express (Total)		1	1,600	100.0%	1,600	0.0%	0	0.0%	0		
NB I-15 General Purpose (Total)	Nichols On-Ramp to Lake	3	4,450	93.7%	4,169	3.6%	161	2.7%	120		
General Purpose Lane 1	Street Off-Ramp/Express	1	1,484		1,484		0	-	0	70 / 70 / 55	2,4
General Purpose Lane 2	Lane Ingress	1	1,483		1,343		80	-	60		
General Purpose Lane 3		1	1,483		1,342		81		60		
NB I-15 Express (Total)		2	2,700	100.0%	2,700	0.0%	0	0.0%	0		
NB I-15 Express Lane 1		1	1,350		1,350		0		0		
NB I-15 Express Lane 2	Everage Lang Ingross to Lake	1	1,350		1,350		0		0		
NB I-15 General Purpose (Total)	Express Lane ingress to Lake	3	3,350	91.6%	3,069	4.8%	161	3.6%	120	70 / 70 / 55	5
General Purpose Lane 1	Street On-Kamp	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		

		Number	Peak Hour	Αι	ito	Mediu	m Truck	Heavy	/ Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
NB Lake Street Off-Ramp		1-2	270	93.3%	252	3.7%	10	3.0%	8	70 / 70 / 55	
Off-Ramp Lane 1	Lake Street Interchange	1	203		197		4		2	to	-
Off-Ramp Lane 2		1	67		55		6		6	18/13/10	
NB I-15 Express (Total)		2	2,700	100.0%	2,700	0.0%	0	0.0%	0		
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)	Between Lake Street Ramps	3	3,080	91.5%	2,817	4.9%	151	3.6%	112	70 / 70 / 55	1
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	2
On-Ramp Lane 1		1	900		853		27		20	70 / 70 / 55	5
NB I-15 Express (Total)		2	2,700	100.0%	2,700	0.0%	0	0.0%	0		
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)	Lake Street On-Ramp to	3	4,390	92.5%	4,062	4.3%	188	3.2%	140	70 / 70 / 55	2,4
General Purpose Lane 1	Express Lane Access	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)		2	2,910	100.0%	2,910	0.0%	0	0.0%	0		
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)	Express Lane Access to	3	4,180	92.2%	3,852	4.5%	188	3.3%	140	70 / 70 / 55	5
General Purpose Lane 1	Indian Truck Trail Off-Ramp	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-		1-3	480	86.9%	417	7.5%	36	5.6%	27	70 / 70 / 55	
Off Pomp Long 1	Indian Truck Trail	1	160		120		10		0	10/70/55	
Off Romp Long 2	Interchange	1	160		139		12		9	19/12/10	-
Off Romp Long 2		1	160		139		12		9	18/13/10	
NR L 15 Expross (Total)		2	2.010	100.0%	2.010		12		9		
		2	2,910	100.0%	2,910	0.0%	0	0.0%	0		
NB I-15 Express Lane 1		1	1,455		1,455		0		0		
NB I-15 EXPRESS Larie 2	Between Indian Truck Trail	1	2,455	02.00/	2,455		150	2 10/	112	70 / 70 / 55	1
General Durpose (Total)	Ramps	3	3,700	92.8%	3,435	4.1%	152	3.1%	113	10/10/35	1 ¹
General Purpose Lane 2		1	1,254		1,254		04		70	1	
General Purpose Lane 2		1	1,463		1,299		94		/0	4	
General Purpose Lane 3		1	983		882		58		43		

		Number	Peak Hour	Αι	ito	Mediu	m Truck	Heavy	Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
NB Indian Truck Trail On-		2.1	F20	00.0%	169	E 00/	20	1 20/	22	15 / 15 / 15	
Ramp	Indian Truck Trail	2-1	520	90.0%	400	5.6%	50	4.2%	22	13/13/13	
On-Ramp Lane 1	Interchange	1	260		234		15		11		-
On-Ramp Lane 2		1	260		234		15		11	/0//0/55	
NB I-15 Express (Total)		2	2,910	100.0%	2,910	0.0%	0	0.0%	0		
NB I-15 Express Lane 1		1	1,455		1,455		0		0		
NB I-15 Express Lane 2	Indian Truck Trail On Dama	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	70 / 70 / 55	2
General Purpose Lane 1	to Express Lane Access	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)		2	2,260	100.0%	2,260	0.0%	0	0.0%	0		
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)	Express Lane Access to	3	4,950	93.8%	4,645	3.5%	175	2.6%	130	70 / 70 / 55	9
General Purpose Lane 1	Temescal Canyon On-Ramp	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	Torrespond Convers Dood	4.2	650	04.00/	507	4.00/	20	2 50/	22	70 / 70 / 55	
Off-Ramp		1-2	650	91.8%	597	4.6%	30	3.5%	23	to	-
Off-Ramp Lane 1	Interchange	1	650		597		30		23	18/13/10	
NB I-15 Express (Total)		2	2,260	100.0%	2,260	0.0%	0	0.0%	0		
NB I-15 Express Lane 1		1	1,130		1,130		0		0		
NB I-15 Express Lane 2	Detruces Temporal Comun	1	1,130		1,130		0		0		
NB I-15 General Purpose (Total)	Between Temescal Canyon	3	4,300	94.0%	4,044	3.4%	147	2.5%	109	70 / 70 / 55	1
General Purpose Lane 1	Ramps	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		2.4	200	05 70/	240	0.20/	22	C 10/	47	15 / 15 / 15	
On-Ramp	Temescal Canyon Road	2-1	280	85.7%	240	8.2%	23	6.1%	17	15/15/15	
On-Ramp Lane 1	Interchange	1	210		180		17		13		-
On-Ramp Lane 2		1	70		60		6		4	/0//0/55	
NB I-15 Express (Total)		2	2,260	100.0%	2,260	0.0%	0	0.0%	0		
NB I-15 Express Lane 1	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)	Temescal Canyon On-Ramp	3	4,680	93.7%	4,384	3.6%	170	2.7%	126	70 / 70 / 55	2
General Purpose Lane 1	to weirick koad Off-Ramp	1	1,560		1,560		0		0		
General Purpose Lane 2	1	1	1,560		1,412		85		63		
General Purpose Lane 3		1	1,560		1,412		85		63		

		Number	Peak Hour	Αι	ito	Mediu	m Truck	Heavy	/ Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
		1 0	80	96.20/	60	7 50/	c	6.20/	F		
NB Weirick Road Off-Ramp		1-3	80	80.3%	69	7.5%	0	0.3%	5	70 / 70 / 55	
Off-Ramp Lane 1	Weirick Road Interchange	1	30		26		2		2	to	10
Off-Ramp Lane 2		1	17		10		4		3	18/13/10	
Off-Ramp Lane 3		1	33		33		0		0		
NB I-15 Express (Total)		2	2,260	100.0%	2,260	0.0%	0	0.0%	0		
NB I-15 Express Lane 1		1	1,130		1,130		0		0		
NB I-15 Express Lane 2	Potwoon Woirick Pood	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	70 / 70 / 55	1
General Purpose Lane 1	катря	1	1,560		1,560		0		0	1	
General Purpose Lane 2	1	1	1,560		1,412		85		63	1	
General Purpose Lane 3		1	1,480		1,343		79		58		
		2.4	000	00.00/	010	F 20/	47	2.00/	25		
NB Weirick Road On-Ramp		2-1	900	90.9%	818	5.2%	47	3.9%	35	15/15/15	_
On-Ramp Lane 1	Weirick Road Interchange	1	450		409		23		18		3
On-Ramp Lane 2		1	450		409		24		17	/0//0/55	
NB I-15 Express (Total)		2	2,260	100.0%	2,260	0.0%	0	0.0%	0		
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)	Weirick Road On-Ramp to	3	4,950	92.9%	4,598	4.1%	202	3.0%	150	70 / 70 / 55	2,9
General Purpose Lane 1	Start of Express Lane Ingress	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)		2	2,260	100.0%	2,260	0.0%	0	0.0%	0		
NB I-15 Express Lane 1	1	1	1,130		1,130		0		0		
NB I-15 Express Lane 2	1	1	1,130		1,130		0		0		
NB I-15 General Purpose (Total)	Start of Express Lane Ingress	3	4,950	92.9%	4,598	4.1%	202	3.0%	150	/ /	_
TEL Transition Lane	to Cajalco Road Off-Ramp	1	240		240		0		0	70 / 70 / 55	5
General Purpose Lane 1		1	1,410		1,410		0		0		
General Purpose Lane 2	1	1	1,650		1,474		101		75		
General Purpose Lane 3	1	1	1,650		1,474		101		75		
•			,		,						
NB Cajalco Road Off-Ramp		1-4	1,280	93.6%	1,198	3.2%	41	3.2%	41	((
Off-Ramp Lane 1	1	1	257		234		12		11	/0//0/55	
Off-Ramp Lane 2	Cajalco Road Interchange	1	263		244		9		10	to	-
Off-Ramp Lane 3	1	1	380		360		10		10	18/13/10	
Off-Ramp Lane 4	1	1	380		360		10		10	1	

		Number	Peak Hour	Αι	ito	Mediu	n Truck	Heavy	Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
NB I-15 Express (Total)		2	2,260	100.0%	2,260	0.0%	0	0.0%	0		
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	1	
NB I-15 General Purpose (Total)	Cajalco Road Off-Ramp to	4	3,670	92.6%	3,400	4.4%	161	3.0%	109	70 / 70 / 55	1
TEL Transition Lane	End of Express Lane Ingress	1	240		240		0		0	10/10/55	1
General Purpose Lane 1		1	1,410		1,410		0		0	1	
General Purpose Lane 2		1	1,650		1,474		101		75	1	
General Purpose Lane 3		1	370		276		60		34	1	
NB I-15 Express (Total)		2	2,500	100.0%	2,500	0.0%	0	0.0%	0		
NB I-15 Express Lane 1		1	1,250		1,250		0		0	1	
NB I-15 Express Lane 2		1	1,250		1,250		0		0	1	
NB I-15 General Purpose (Total)	Express Lanes ingress to	3	3,430	92.1%	3,160	4.7%	161	3.2%	109	70 / 70 / 55	-
General Purpose Lane 1	Сајако коад соор Оп-катр	1	1,410		1,410		0		0	1	
General Purpose Lane 2		1	1,650		1,474		101		75	1	
General Purpose Lane 3		1	370		276		60		34	1	
NB Cajalco Road Loop On-		2.4	000	04.00/	05.4	2.69/	22	2.60/	22	10/10/10	
Ramp		2-1	900	94.9%	854	2.6%	23	2.6%	23	10/10/10	2
Loop On-Ramp Lane 1	Cajalco Road Interchange	1	135		135		0		0		3
Loop On-Ramp Lane 2		1	765		719		23		23	/0//0/55	
NB I-15 Express (Total)		2	2,500	100.0%	2,500	0.0%	0	0.0%	0		
NB I-15 Express Lane 1		1	1,250		1,250		0		0		
NB I-15 Express Lane 2	Caialaa Baad Laan On Bamn	1	1,250		1,250		0		0		
NB I-15 General Purpose (Total)	to Cajalco Road Cop On-Ramp	3	4,950	93.0%	4,602	4.1%	202	2.9%	146	70 / 70 / 55	2,9
General Purpose Lane 1	то сајако коао Оп-катр	1	1,650		1,650		0		0	1	
General Purpose Lane 2		1	1,650		1,476		101		73		
General Purpose Lane 3		1	1,650		1,476		101		73		
		2.1	000	04.00/	054	2.00/	22	2.00/	22	10/10/10	
NB Cajalco Road On-Ramp	Cajalco Road Interchange	2-1	900	94.8%	854	2.0%	23	2.0%	23	10/10/10	2
On-Ramp Lane 1	Cajalco Road Interchange	1	450		427		11		12		5
On-Ramp Lane 2		1	450		427		12		11	10/10/55	
NB I-15 Express (Total)		2	2,500	100.0%	2,500	0.0%	0	0.0%	0		
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	70 / 70 / 55	
NB I-15 General Purpose (Total)	Cajalco Road On-Ramp to El	4	6,600	93.4%	6,165	3.7%	244	2.9%	191	/0//0/55	2.0
General Purpose Lane 1	Cerrito Road Off-Ramp	1	1,650		1,650		0		0		2,9
General Purpose Lane 2		1	1,650		1,505		81		64	22 / 20 / 20	
General Purpose Lane 3		1	1,650		1,505		81		64		
General Purpose Lane 4 (Aux)		1	1,650		1,505		82		63		

		Number	Peak Hour	Αι	ito	Mediu	m Truck	Heavy	Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
		1 1	1.000	02.20/	000	2.00/	41	2.0%	21	65 / 65 / 55	
NB El Cerrito Road Off-Ramp	El Cerrito Road Interchange	1-1	1,060	93.2%	988	3.9%	41	2.9%	31	to	-
Off-Ramp Lane 1		1	1,060		988		41		31	18/13/10	
NB I-15 Express (Total)		2	2,500	100.0%	2,500	0.0%	0	0.0%	0		
NB I-15 Express Lane 1		1	1,250		1,250		0		0		
NB I-15 Express Lane 2	El Corrito Off Bomp to	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	65 / 65 / 55	8,9
General Purpose Lane 1	Express Lane Access	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)		2	3,020	100.0%	3,020	0.0%	0	0.0%	0		
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)	Express Lane Access to El	3	4,430	92.4%	4,092	4.3%	189	3.4%	149	65 / 65 / 55	5
General Purpose Lane 1	Сегито коао Оп-катр	1	1,130		1,130		0		0		
General Purpose Lane 2	1	1	1,650		1,480		95		75		
General Purpose Lane 3	1	1	1,650		1,482		94		74		
		2-1	900	88.8%	800	6.3%	57	4.8%	43	15 / 15 / 15	
NB El Cerrito Road On-Ramp	El Cerrito Road Interchange									to	3
On-Ramp Lane 1	,	1	450		400		28		22	65 / 65 / 55	
On-Ramp Lane 2		1	450		400		29		21		
NB I-15 Express (Total)		2	3,020	100.0%	3,020	0.0%	0	0.0%	0	-	
NB I-15 Express Lane 1		1	1,510		1,510		0		0		
NB I-15 Express Lane 2	El Cerrito Road On-Ramp to	1	1,510		1,510		0		0		
NB I-15 General Purpose (Total)	Ontario Avenue Off-Bamp	3	4,950	91.6%	4,533	4.7%	234	3.7%	183	65 / 65 / 55	2,9
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-		1-3	1 170	91.0%	1 065	5 1%	60	3.8%	45		
Ramp		15	1,170	51.070	1,005	5.170	00	5.070	75	65 / 65 / 55	
Off-Ramp Lane 1	Ontario Avenue Interchange	1	438		399		22		17	to	-
Off-Ramp Lane 2		1	439		399		23		17	18/13/10	
Off-Ramp Lane 3		1	293		267		15		11		

		Number	Peak Hour	Αι	ito	Mediu	m Truck	Heavy	Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
NB I-15 Express (Total)		2	3,020	100.0%	3,020	0.0%	0	0.0%	0		
NB I-15 Express Lane 1		1	1,510		1,510		0		0		
NB I-15 Express Lane 2	Potwoon Ontaria Avanua	1	1,510		1,510		0		0		
NB I-15 General Purpose (Total)	Between Ontario Avenue	3	3,780	91.7%	3,468	4.6%	174	3.7%	138	65 / 65 / 55	1
General Purpose Lane 1	Kamps (S Lanes)	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)		2	3,020	100.0%	3,020	0.0%	0	0.0%	0		
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)	Between Ontario Avenue	4	3,780	91.7%	3,468	4.6%	174	3.7%	138	65 / 65 / 55	7
General Purpose Lane 1	Ramps (4 Lane)	1	945		945		0		0	03/03/33	,
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-		2.1	000	01 59/	077	4 00/	4.4	2.6%	22	15/15/15	
Ramp	Ontaria Avanua Interchange	2-1	900	91.5%	823	4.8%	44	3.0%	55	15/15/15	2
On-Ramp Lane 1	Ontario Avende Interchange	1	450		411		22		17		3
On-Ramp Lane 2		1	450		412		22		16	22 / 20 / 20	

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.

		Number	Peak Hour	Αι	uto	Mediu	m Truck	Heavy	Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
SB Ontario Avenue Off-Ramp		1-3	1,120	85.1%	953	8.0%	90	6.9%	77	65 / 65 / 55	
Off-Ramp Lane 1	Ontario Avenue Interchange	1	374		318		30		26	to	-
Off-Ramp Lane 2		1	373		318		30		25	18 / 13 / 10	
Off-Ramp Lane 3		1	373		317		30		26		
		Number	Peak Hour	Au	ito	Mediu	m Truck	Heavy	/ Truck	Speed	
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Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
SB I-15 Express (Total)		2	420	100.0%	420	0.0%	0	0.0%	0		
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)	Between Ontario Avenue	4	6,530	87.0%	5,679	7.0%	458	6.0%	393	65 / 65 / 55	
General Purpose Lane 1	Ramps	1	1,631		1,631		0		0	05/05/55	-
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	-
On-Ramp Lane 1		1	740		651		48		41	65 / 65 / 55	
SB I-15 Express (Total)		2	420	100.0%	420	0.0%	0	0.0%	0		
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)	Ontario Avenue On-Ramp to	4	6,600	87.1%	5,742	7.0%	462	6.0%	396		2.0
General Purpose Lane 1	El Cerrito Road Off-Ramp	1	1,650		1,650		0		0	65 / 65 / 55	2,9
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 Corrito Dood Intershange	1-2	1,230	87.0%	1,070	7.0%	86	6.0%	74	65 / 65 / 55	
Off-Ramp Lane 1	El Cerrito Road Interchange	1	410		561		29		25	10 / 12 / 10	-
Off-Ramp Lane 2		1	820		509		57		49	18/13/10	
SB I-15 Express (Total)		2	420	100.0%	420	0.0%	0	0.0%	0		
SB I-15 Express Lane 1		1	210		210		0		0		
SB I-15 Express Lane 2	El Carrita Road Off Rama ta	1	210		210		0		0		
SB I-15 General Purpose (Total)		3	4,950	86.9%	4,302	7.1%	349	6.0%	299	65 / 65 / 55	8,9
General Purpose Lane 1	Express Lane Egress	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)		2	370	100.0%	370	0.0%	0	0.0%	0		
SB I-15 Express Lane 1		1	185		185		0		0		
SB I-15 Express Lane 2	Express Lane Egress to El	1	185		185		0		0	65 / 65 / 55	
SB I-15 General Purpose (Total)	Corrito Road On Ramp	3	4,950	87.0%	4,308	7.0%	346	6.0%	296	to	9
General Purpose Lane 1	септо коао оп-катр	1	1,650		1,650		0		0	70 / 70 / 55	
General Purpose Lane 2		1	1,650		1,329		173		148		
General Purpose Lane 3		1	1,650		1,329		173		148		

		Number	Peak Hour	Au	ito	Mediu	m Truck	Heavy	/ Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
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	-
On-Ramp Lane 1		1	420		366		29		25	70 / 70 / 55	
SB I-15 Express (Total)		2	370	100.0%	370	0.0%	0	0.0%	0	-, -,	
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)	El Cerrito Road On-Ramp to	4	6,510	87.2%	5,676	6.9%	449	5.9%	385	/ /	
General Purpose Lane 1	Cajalco Road Off-Ramp	1	1,626		1,626		0		0	70 / 70 / 55	2
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		2-5	1,490	92.1%	1,372	4.0%	59	4.0%	59		
Off-Ramp Lane 1		1	433		433		0		0	70 / 70 / 55	
Off-Ramp Lane 2	Cajalco Road Interchange	1	343		298		23		22	to	10
Off-Ramp Lane 3		1	342		297		22		23	18 / 13 / 10	
Off-Ramp Lane 4		1	186		172		7		7		
Off-Ramp Lane 5		1	186		172		7		7		
SB I-15 Express (Total)		2	370	100.0%	370	0.0%	0	0.0%	0		
SB I-15 Express Lane 1		1	185		185		0		0		
SB I-15 Express Lane 2	Potwoon Cajalco Road	1	185		185		0		0		
SB I-15 General Purpose (Total)	Between Cajalco Road	3	4,950	85.7%	4,243	7.8%	385	6.5%	322	70 / 70 / 55	8,9
General Purpose Lane 1	Kamps	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	
On-Ramp Lane 1	Cajalco Road Interchange	1	6		6		0		0	70 / 70 / 55	-
On-Ramp Lane 2		1	284		262		11		11	/0//0/55	
SB I-15 Express (Total)		2	370	100.0%	370	0.0%	0	0.0%	0		
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)	Cajalco Road On-Ramp to	4	5,310	86.1%	4,572	7.6%	401	6.3%	337	70 / 70 / 55	2
General Purpose Lane 1	Express Lane Access	1	1,328		1,328		0		0	10/10/55	2
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		

		Number	Peak Hour	Αι	ito	Mediu	m Truck	Heavy	Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
SB I-15 Express (Total)		2	330	100.0%	330	0.0%	0	0.0%	0		
SB I-15 Express Lane 1		1	165		165		0		0		
SB I-15 Express Lane 2	Everage Lana According	1	165		165		0		0		
SB I-15 General Purpose (Total)	Express Lane Access to	4	5,350	86.2%	4,612	7.5%	401	6.3%	337	70 / 70 / 55	-
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		2-3	700	87.3%	611	6.9%	48	5.9%	41	70 / 70 / 55	
Off-Ramp Lane 1	Weirick Road Interchange	1	238		208		16		14	to	10
Off-Ramp Lane 2		1	171		112		32		27	18 / 13 / 10	
Off-Ramp Lane 3		1	291		291		0		0		
SB I-15 Express (Total)		2	330	100.0%	330	0.0%	0	0.0%	0		
SB I-15 Express Lane 1		1	165		165		0		0		
SB I-15 Express Lane 2	Potwoon Wairick Pood	1	165		165		0		0		
SB I-15 General Purpose (Total)	Between Wenick Road	3	4,650	86.0%	4,001	7.6%	353	6.4%	296	70 / 70 / 55	8
General Purpose Lane 1	Kamps	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	_
On-Ramp Lane 1	Weiner Road interchange	1	65		57		4		4	70 / 70 / 55	_
On-Ramp Lane 2		1	65		56		5		4	10/10/55	
SB I-15 Express (Total)		2	330	100.0%	330	0.0%	0	0.0%	0		
SB I-15 Express Lane 1		1	165		165		0		0		
SB I-15 Express Lane 2	Weirick Road On-Ramp to	1	165		165		0		0		
SB I-15 General Purpose (Total)	Temescal Canyon Road Off-	3	4,780	86.1%	4,114	7.6%	362	6.4%	304	70 / 70 / 55	2
General Purpose Lane 1	Ramp	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		1.2	610	88.0%	527	6.4%	20	5.6%	24	70 / 70 / 55	
Off-Ramp	Temescal Canyon Road	1-2	010	00.0%	557	0.4%	22	5.0%	54	10/10/55	
Off-Ramp Lane 1	Interchange	1	207		182		13		12	10 / 12 / 10	-
Off-Ramp Lane 2		1	403		355		26		22	10/13/10	

		Number	Peak Hour	Au	ito	Mediu	m Truck	Heavy	/ Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
SB I-15 Express (Total)		2	330	100.0%	330	0.0%	0	0.0%	0		
SB I-15 Express Lane 1		1	165		165		0		0		
SB I-15 Express Lane 2	Botween Temocool Conven	1	165		165		0		0		
SB I-15 General Purpose (Total)	Between Temescal Canyon	3	4,170	85.8%	3,577	7.7%	323	6.5%	270	70 / 70 / 55	1
General Purpose Lane 1	Road Ramps	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		2.1	100	00.00/	100	F 00/	11	F 20/	10	15 / 15 / 15	
On-Ramp	Temescal Canyon Road	2-1	190	88.9%	169	5.8%	11	5.3%	10	15/15/15	
On-Ramp Lane 1	Interchange	1	63		56		4		3		-
On-Ramp Lane 2		1	127		113		7		7	10/10/55	
SB I-15 Express (Total)		2	330	100.0%	330	0.0%	0	0.0%	0		
SB I-15 Express Lane 1		1	165		165		0		0		
SB I-15 Express Lane 2	Tomoscal Canvan Boad On	1	165		165		0		0		
SB I-15 General Purpose (Total)	Temescal Canyon Road On-	3	4,360	85.9%	3,746	7.7%	334	6.4%	280	70 / 70 / 55	2
General Purpose Lane 1	Ramp to express Lane Access	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)		2	330	100.0%	330	0.0%	0	0.0%	0		
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)	Express Lane Access to	3	4,360	85.9%	3,746	7.7%	334	6.4%	280	70 / 70 / 55	-
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-		1 2	200	02.00/	270	4.00/	10	4.00/	12		
Ramp	Indian Truck Trail	1-3	300	92.0%	276	4.0%	12	4.0%	12	70 / 70 / 55	
Off-Ramp Lane 1		1	100		92		4		4	to	-
Off-Ramp Lane 2	Interchange	1	100		92		4		4	18 / 13 / 10	
Off-Ramp Lane 3		1	100		92		4		4		
SB I-15 Express (Total)		2	330	100.0%	330	0.0%	0	0.0%	0		
SB I-15 Express Lane 1		1	165		165		0		0		
SB I-15 Express Lane 2	Detwoon Indian Truck Trail	1	165		165		0		0		
SB I-15 General Purpose (Total)	Between mulan fruck fram	3	4,060	85.5%	3,470	7.9%	322	6.6%	268	70 / 70 / 55	1
General Purpose Lane 1	Kamps	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		

		Number	Peak Hour	Au	ito	Mediu	m Truck	Heavy	/ Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
SB Indian Truck Trail On-	Indian Truck Trail	1	200	02.00/	100	2 50/	7	2 50/	7	15 / 15 / 15	
Ramp		1	200	93.0%	180	3.5%	/	3.5%	/	to	-
On-Ramp Lane 1	interchange	1	200		186		7		7	70 / 70 / 55	
SB I-15 Express (Total)		2	330	100.0%	330	0.0%	0	0.0%	0		
SB I-15 Express Lane 1		1	165		165		0		0		
SB I-15 Express Lane 2	Indian Truck Trail On Pamp	1	165		165		0		0		
SB I-15 General Purpose (Total)		3	4,260	85.8%	3,656	7.7%	329	6.5%	275	70 / 70 / 55	2
General Purpose Lane 1	to express talle Access	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)		2	320	100.0%	320	0.0%	0	0.0%	0		
SB I-15 Express Lane 1		1	160		160		0		0		
SB I-15 Express Lane 2	Furnis and the second second second	1	160		160		0		0		
SB I-15 General Purpose (Total)	Express Lane Access to Lake	3	4,270	85.9%	3,666	7.7%	329	6.4%	275	70 / 70 / 55	-
General Purpose Lane 1	Street Off-Ramp	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		1-2	240	80.4%	193	10.4%	25	9.2%	22	70 / 70 / 55	
Off-Ramp Lane 1	Lake Street Interchange	1	48		33		8		7	to	-
Off-Ramp Lane 2		1	192		160		17		15	18 / 13 / 10	
SB I-15 Express (Total)		2	320	100.0%	320	0.0%	0	0.0%	0		
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)	Between Lake Street Ramps	3	4,030	86.2%	3,473	7.5%	304	6.3%	253	70 / 70 / 55	1
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	-
On-Ramp Lane 1	0	1	330		254		41		35	70 / 70 / 55	
SB I-15 Express (Total)		2	320	100.0%	320	0.0%	0	0.0%	0		
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)	Lake Street On-Ramp to	3	4,290	86.0%	3.690	7.6%	327	6.4%	273	70 / 70 / 55	2
General Purpose Lane 1	Express Lane Egress	1	1.430		1.430		0		0	-,,-0	_
General Purpose Lane 2		1	1.430		1.131		163		136		
General Purpose Lane 3		1	1,430		1,129		164		137		

		Number	Peak Hour	Au	ito	Mediu	m Truck	Heavy	/ Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
SB I-15 Express (Total)		1	250	100.0%	250	0.0%	0	0.0%	0		
SB I-15 General Purpose (Total)		4	4,360	86.2%	3,760	7.5%	327	6.3%	273		
General Purpose Lane 1	Express Lane Egress to	1	1,090		1,090		0		0	70 / 70 / 55	7
General Purpose Lane 2	Nichols Road Off-Ramp	1	1,090		1,090		0		0	/0//0/55	/
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	-
Off-Ramp Lane 1		1	570		459	-	64		47	18 / 13 / 10	
SB I-15 Express (Total)		1	250	100.0%	250	0.0%	0	0.0%	0		
SB I-15 General Purpose (Total)	Patween Nichols Paad	3	3,790	87.1%	3,301	6.9%	263	6.0%	226		
General Purpose Lane 1	Between Nichols Road	1	1,264		1,264		0		0	70 / 70 / 55	8
General Purpose Lane 2	Kamps	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	-
On-Ramp Lane 1		1	620		560		32		28	70 / 70 / 55	
SB I-15 Express (Total)		1	250	100.0%	250	0.0%	0	0.0%	0		
SB I-15 General Purpose (Total)	Nishala Daad Ox Dawa ta	4	4,410	87.6%	3,861	6.7%	295	5.8%	254		
General Purpose Lane 1	Nichols Road On-Ramp to	1	1,101		1,101		0		0	70 / 70 / 55	2
General Purpose Lane 2	Central Avenue (SR-74) Off-	1	1,103		1,103		0		0	/0//0/55	2
General Purpose Lane 3	Ramp	1	1,103		829		147		127		
General Purpose Lane 4 (Aux)		1	1,103		828		148		127		
SB Central Avenue (SR-74) Off-Ramp		2-4	860	90.3%	777	6.7%	58	2.9%	25	70 / 70 / 55	
Off-Ramp Lane 1	Central Avenue (SR-74)	1	161		161		0		0	/0//0/55	10
Off-Ramp Lane 2	Interchange	1	149		137		9		3	to	10
Off-Ramp Lane 3		1	193		154		27		12	18/13/10	
Off-Ramp Lane 4		1	357		325		22		10		
SB I-15 Express (Total)		1	250	100.0%	250	0.0%	0	0.0%	0		
SB I-15 General Purpose (Total)		3	3,550	86.9%	3,084	6.7%	237	6.5%	229		
General Purpose Lane 1	Central Avenue (SR-74) Off-	1	1,184		1,184		0		0	70 / 70 / 55	8
General Purpose Lane 2	Ramp to Express Lane Egress	1	1,183		951		118		114		
General Purpose Lane 3		1	1,183		949		119		115		
SB I-15 General Purpose (Total)		4	3,800	87.7%	3,334	6.2%	237	6.0%	229		
General Purpose Lane 1	Express Lane Egress to	1	950		950		0		0		
General Purpose Lane 2	Central Avenue (SR-74) On-	1	950		950		0		0	70 / 70 / 55	7
General Purpose Lane 3	Ramp	1	950		718		118		114		
General Purpose Lane 4		1	950		716		119		115		

		Number	Peak Hour	Αι	ito	Mediu	m Truck	Heavy	Truck	Speed	
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)	Notes
SB Central Avenue On-Ramp	Control Avenue (SP. 74)	3-1	900	89.8%	808	7.1%	64	3.1%	28	10/10/10	
On-Ramp Lane 1		1	299		269		21		9	to	3
On-Ramp Lane 2	Interchange	1	299		269		21		9	70 / 70 / 55	
On-Ramp Lane 3		1	302		270		22		10		
SB I-15 General Purpose (Total)		4	5,130	88.3%	4,528	6.5%	332	5.3%	270		
General Purpose Lane 1	Central Avenue (SR-74) On-	1	1,283		1,283		0		0		
General Purpose Lane 2	Ramp to Main Street Off-	1	1,282		1,282		0		0	70 / 70 / 55	2,4
General Purpose Lane 3	Ramp	1	1,283		982		166		135		
General Purpose Lane 4 (Aux)		1	1,282		981		166		135		
SB Main Street Off-Ramp		1-3	250	87.60%	219	6.80%	17	5.60%	14	70 / 70 / 55	
Off-Ramp Lane 1	Main Street Interchange	1	83		72		6		5	/0//0/55	
Off-Ramp Lane 2	Main Screet Interchange	1	83		72		6		5	19/12/10	-
Off-Ramp Lane 3		1	84		75		5		4	18/15/10	
SB I-15 General Purpose (Total)		4	4,800	88.3%	4,238	6.5%	310	5.3%	252		
General Purpose Lane 1	Potwoon Main Street Ramps	1	1,600		1,600		0		0	70 / 70 / 55	0
General Purpose Lane 2	between Main Street Ramps	1	1,600		1,319		155		126	/0//0/55	0
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	-
On-Ramp Lane 1		1	520		453		36		31	70 / 70 / 55	

		Number	Peak Hour	Auto	D	Medium	Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Ontario Ave (Total)		3	1,720	93.0%	1,599	4.0%	69	3.0%	52	
Eastbound Lane 1	1	1	582		556		16		10	45
Eastbound Lane 2	Colifornia Augmunto I	1	583		555		17		11	45
Eastbound Lane 3	15 Damps	1	555		488		36		31	
WB Ontario Ave (Total)	15 Kallips	2	2,500	91.1%	2,278	4.7%	118	4.2%	104	
Westbound Lane 1		1	1,250		1,139		59		52	45
Westbound Lane 2		1	1,250		1,139		59		52	
EB Ontario Ave (Total)		3	1,539	92.9%	1,429	4.1%	63	3.1%	47	
Eastbound Lane 1		1	567		518		28		21	45
Eastbound Lane 2		1	565		518		27		20	45
Eastbound Lane 3	Datwoon L 15 Damas	1	407		393		8		6	
WB Ontario Ave (Total)	Between 1-15 Kamps	3	1,939	93.1%	1,806	3.6%	70	3.2%	63	
Westbound Lane 1		1	185		163		12		10	45
Westbound Lane 2		1	877		822		29		26	45
Westbound Lane 3		1	877		821		29		27	
EB Ontario Ave (Total)	L15 Ramos to State	2	700	95.3%	667	2.7%	19	2.0%	14	
Eastbound Lane 1		1	350		334		9		7	45
Eastbound Lane 2		1	350		333		10		7	
WB Ontario Ave (Total)	I-15 Kamps to State	3	1,440	94.0%	1,354	3.0%	43	3.0%	43	
Westbound Lane 1	Street	1	531		505		12		14	45
Westbound Lane 2		1	531		503		13		15	45
Westbound Lane 3		1	378		346		18		14	
EB El Cerrito Rd (Total)		3	1,510	93.0%	1,405	4.0%	60	3.0%	45	
Eastbound Lane 1		1	615		581		20		14	45
Eastbound Lane 2	Rodford Convon Road	1	615		580		21		14	45
Eastbound Lane 3	to 1 15 Pamps	1	280		244		19		17	
WB El Cerrito Rd (Total)		2	1,527	89.1%	1,361	6.0%	91	4.9%	75	
Westbound Lane 1		1	763		681		45		37	45
Westbound Lane 2		1	764		680		46		38	
EB El Cerrito Rd (Total)		3	1,640	92.5%	1,517	4.3%	70	3.2%	53	
Eastbound Lane 1		1	260		217		25		19	45
Eastbound Lane 2	Between I-15 Ramps	1	260		217		25		19	45
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	
Westbound Lane 1		1	140		122		10		8	45
Westbound Lane 2]	1	354		324		17		13	45
Westbound Lane 3		1	353		323		17		13	

		Number	Peak Hour	Aut	0	Medium	Truck	Heavy	/ Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB El Cerrito Rd (Total)		2	1,473	95.9%	1,412	2.4%	35	1.8%	26	
Eastbound Lane 1	L 1E Demonste	1	736		706		17		13	45
Eastbound Lane 2	I-15 Ramps to	1	737		706		18		13	
WB El Cerrito Rd (Total)		2	660	93.0%	614	4.0%	26	3.0%	20	
Westbound Lane 1	коай	1	140		124		9		7	45
Westbound Lane 2		1	520		490		17		13	
EB El Cerrito Rd (Total)		3	1,120	90.9%	1,018	5.2%	58	3.9%	44	
Eastbound Lane 1		1	375		340		20		15	45
Eastbound Lane 2	West of Dodford	1	373		339		19		15	45
Eastbound Lane 3	West of Bealord	1	372		339		19		14	
WB El Cerrito Rd (Total)	Canyon Road	2	1,477	89.0%	1,314	6.0%	89	5.0%	74	
Westbound Lane 1		1	739		657		45		37	45
Westbound Lane 2		1	738		657		44		37	
EB El Cerrito Rd (Total)		3	1,510	93.0%	1,405	4.0%	60	3.0%	45	
Eastbound Lane 1		1	615		581		20		14	45
Eastbound Lane 2	East of Bedford	1	615		580		21		14	45
Eastbound Lane 3		1	280		244		19		17	
WB El Cerrito Rd (Total)	East of Bediord	4	1,527	89.1%	1,361	6.0%	91	4.9%	75	
Westbound Lane 1	Canyon Road	1	200		192		5		3	
Westbound Lane 2		1	639		560		43		36	45
Westbound Lane 3		1	639		560		43		36	
Westbound Lane 4		1	50		50		0		0	
NB Bedford Canyon Rd (Total)		2	680	97.8%	665	1.5%	10	0.7%	5	
Northbound Lane 1	Courth of El Corrito	1	200		195		3		2	25
Northbound Lane 2		1	480		470		7		3	
SB Bedford Canyon Rd (Total)	KUdu	1	290	94.8%	275	3.4%	10	1.7%	5	25
Southbound Lane 1		1	290		275		10		5	25
NB Bedford Canyon Rd (Total)		1	680	97.8%	665	1.5%	10	0.7%	5	20
Northbound Lane 1	North of Liberty	1	680		665		10		5	30
SB Bedford Canyon Rd (Total)		2	290	94.8%	275	3.4%	10	1.7%	5	
Southbound Lane 1	Avenue	1	290		275		10		5	30
Southbound Lane 2		1	0		0		0		0	
EB Liberty Ave (Total)		1	250	100.0%	250	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Bedford	1	250		250		0		0	25
WB Liberty Ave (Total)	Canyon Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	25

		Number	Peak Hour	Auto	D	Medium	Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
NB Bedford Canyon Rd (Total)		1	480	96.9%	465	2.1%	10	1.0%	5	20
Northbound Lane 1	South of Liberty	1	480		465		10		5	
SB Bedford Canyon Rd (Total)	Avenue	1	340	95.6%	325	2.9%	10	1.5%	5	20
Southbound Lane 1		1	340		325		10		5	30
NB Bedford Canyon Rd (Total)		1	480	96.9%	465	2.1%	10	1.0%	5	20
Northbound Lane 1	North of Klyno Street	1	480		465		10		5	30
SB Bedford Canyon Rd (Total)	North of Kiyne Street	1	340	95.6%	325	2.9%	10	1.5%	5	20
Southbound Lane 1		1	340		325		10		5	
EB Klyne St (Total)		1	120	100.0%	120	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Bedford	1	120		120		0		0	25
WB Klyne St (Total)	Canyon Road	1	50	100.0%	50	0.0%	0	0.0%	0	25
Westbound Lane 1		1	50		50		0		0	25
NB Bedford Canyon Rd (Total)		1	436	96.6%	421	2.3%	10	1.1%	5	20
Northbound Lane 1	Couth of Klung Street	1	436		421		10		5	30
SB Bedford Canyon Rd (Total)	South of Kiyne Street	1	366	95.9%	351	2.7%	10	1.4%	5	20
Southbound Lane 1		1	366		351		10		5	
NB Bedford Canyon Rd (Total)		1	436	96.6%	421	2.3%	10	1.1%	5	20
Northbound Lane 1	North of Corona Streat	1	436		421		10		5	50
SB Bedford Canyon Rd (Total)	North of Corona Street	1	366	95.9%	351	2.7%	10	1.4%	5	20
Southbound Lane 1		1	366		351		10		5	
EB Corona St (Total)		1	90	100.0%	90	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Bedford	1	90		90		0		0	25
WB Corona St (Total)	Canyon Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	25
NB Bedford Canyon Rd (Total)		1	391	96.2%	376	2.6%	10	1.3%	5	20
Northbound Lane 1	South of Corona Streat	1	391		376		10		5	50
SB Bedford Canyon Rd (Total)		1	411	96.4%	396	2.4%	10	1.2%	5	20
Southbound Lane 1		1	411		396		10		5	50
NB Bedford Canyon Rd (Total)		1	391	96.2%	376	2.6%	10	1.3%	5	20
Northbound Lane 1	North of Orange	1	391		376		10		5	50
SB Bedford Canyon Rd (Total)	Street	1	411	96.4%	396	2.4%	10	1.2%	5	20
Southbound Lane 1		1	411		396		10		5	50
EB Orange St (Total)		1	10	100.0%	10	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Bedford	1	10		10		0		0	25
WB Orange St (Total)	Canyon Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	25

		Number	Peak Hour	Aut	0	Medium	Truck	Heavy	/ Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
NB Bedford Canyon Rd (Total)		1	391	96.2%	376	2.6%	10	1.3%	5	20
Northbound Lane 1	South of Orange Street	1	391		376		10		5	
SB Bedford Canyon Rd (Total)	South of Orange Street	1	421	96.4%	406	2.4%	10	1.2%	5	20
Southbound Lane 1		1	421		406		10		5	30
NB Bedford Canyon Rd (Total)		1	391	96.2%	376	2.6%	10	1.3%	5	20
Northbound Lane 1	North of Poud Avenue	1	391		376		10		5	
SB Bedford Canyon Rd (Total)	North of Boyu Avenue	1	421	96.4%	406	2.4%	10	1.2%	5	20
Southbound Lane 1		1	421		406		10		5	30
EB Boyd Ave (Total)		1	10	100.0%	10	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Bedford	1	10		10		0		0	25
WB Boyd Ave (Total)	Canyon Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	25
NB Bedford Canyon Rd (Total)		1	381	96.1%	366	2.6%	10	1.3%	5	20
Northbound Lane 1		1	381		366		10		5	30
SB Bedford Canyon Rd (Total)	South of Boyd Avenue	1	421	96.4%	406	2.4%	10	1.2%	5	20
Southbound Lane 1		1	421		406		10		5	30
NB Bedford Canyon Rd (Total)		2	481	96.9%	466	2.1%	10	1.0%	5	
Northbound Lane 1		1	241		233		5		3	40
Northbound Lane 2	North of Eagle Glen	1	240		233		5		2	
SB Bedford Canyon Rd (Total)	Parkway	2	321	95.3%	306	3.1%	10	1.6%	5	
Southbound Lane 1		1	215		204		8		3	40
Southbound Lane 2		1	106		102		2		2	
EB Eagle Glen Pkwy (Total)		3	780	93.3%	728	3.1%	24	3.6%	28	
Eastbound Lane 1		1	125		122		2		1	40
Eastbound Lane 2	West of Dedford	1	328		303		11		14	40
Eastbound Lane 3	Canvon Boad	1	327		303		11		13	
WB Eagle Glen Pkwy (Total)	Carlyon Road	2	782	94.1%	736	2.7%	21	3.2%	25	
Westbound Lane 1		1	391		368		11		13	40
Westbound Lane 2		1	391		368		10		12	
EB Eagle Glen Pkwy (Total)		2	1,170	94.0%	1,100	3.0%	35	3.0%	35	
Eastbound Lane 1		1	585		550		18		18	40
Eastbound Lane 2	Fact of Dodford	1	585		550		17		17	
WB Eagle Glen Pkwy (Total)	East of Bediord	5	1,232	94.8%	1,168	2.6%	32	2.6%	32	
Westbound Lane 1		1	250		240		5		5	40
Westbound Lane 3		1	676		634		19		23	40
Westbound Lane 5		1	306		294		8		4	

		Number	Peak Hour	Auto	D	Medium	Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
NB Bedford Canyon Rd (Total)		3	400	97.5%	390	1.3%	5	1.3%	5	
Northbound Lane 1		1	50		50		0		0	40
Northbound Lane 2	Couth of Fools Clan	1	50		50		0		0	40
Northbound Lane 3	South of Eagle Gien	1	300		290		5		5	
SB Bedford Canyon Rd (Total)	PdiKwdy	2	300	96.7%	290	1.7%	5	1.7%	5	
Southbound Lane 1		1	150		145		3		3	40
Southbound Lane 2		1	150		145		2		2	
EB Eagle Glen Pkwy (Total)		4	1,170	94.0%	1,100	3.0%	35	3.0%	35	
Eastbound Lane 1		1	50		46		2		2	
Eastbound Lane 2		1	50		46		2		2	40
Eastbound Lane 3	Dadfard Canvan Daad	1	535		503		16		16	
Eastbound Lane 4	Bedford Canyon Road	1	535		505		15		15	
WB Eagle Glen Pkwy (Total)	to I-15 Ramps	5	1,232	94.8%	1,168	2.6%	32	2.6%	32	
Westbound Lane 1		1	250		240		5		5	40
Westbound Lane 2	-	1	676		634		19		23	
Westbound Lane 3		1	306		294		8		4	
EB Cajalco Rd (Total)		3	2,188	93.1%	2,036	3.5%	76	3.5%	76	
Eastbound Lane 1		1	679		679		0*		0*	40
Eastbound Lane 2		1	755		679		38		38	40
Eastbound Lane 3		1	754		678		38		38	
WB Cajalco Rd (Total)	East of SB Ramps	3	1,050	95.2%	1,000	2.4%	25	2.4%	25	
Westbound Lane 1		1	430		412		9		9	10
Westbound Lane 2		1	430		412		9		9	40
Westbound Lane 3		1	190		176		7		7	
EB Cajalco Rd (Total)		4	2,188	93.1%	2,036	3.5%	76	3.5%	76	
Eastbound Lane 1		1	416		380		18		18	
Eastbound Lane 2		1	416		382		17		17	40
Eastbound Lane 3	-	1	416		382		17		17	
Eastbound Lane 4	Between I-15 Ramps	1	940		892		24		24	
WB Cajalco Rd (Total)		3	1,050	95.2%	1,000	2.4%	25	2.4%	25	
Westbound Lane 1		1	430		412		9		9	10
Westbound Lane 2		1	430		412		9		9	40
Westbound Lane 3		1	190		176		7		7	

		Number	Peak Hour	Auto)	Medium	Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Cajalco Rd (Total)		5	2,008	92.8%	1,864	3.6%	72	3.6%	72	
Eastbound Lane 1		1	143		135		4		4	
Eastbound Lane 2		1	143		133		5		5	40
Eastbound Lane 3		1	574		532		21		21	40
Eastbound Lane 4	115 Domine to Crand	1	574		532		21		21	
Eastbound Lane 5		1	574		532		21		21	
WB Cajalco Rd (Total)	Udks	4	2,860	95.5%	2,732	2.3%	64	2.3%	64	
Westbound Lane 1		1	176		172		2		2	
Westbound Lane 2		1	177		175		1		1	40
Westbound Lane 3		1	177		175		1		1	
Westbound Lane 4		1	2330**		2,210		60		60	
EB Weirick Rd (Total)		4	1,499	94.0%	1,409	3.0%	45	3.0%	45	
Eastbound Lane 1		1	478		451		14		14	
Eastbound Lane 2		1	478		451		13		14	35
	Knabe Road to 1-15	1	478		451		13		13	
Eastbound Lane 3	Pamps	1	65		56		5		4	
WB Weirick Rd (Total)	Ramps	4	800	89.3%	714	5.4%	43	5.4%	43	
Westbound Lane 1		1	180		173		5		3	35
Westbound Lane 2		1	180		172		5		2	
Westbound Lane 3		1	440		369		33		38	
EB Weirick Rd (Total)		3	1,672	93.4%	1,561	3.3%	56	3.3%	55	
Eastbound Lane 1		1	241		204		21		16	25
Eastbound Lane 2		1	241		204		21		16	35
Eastbound Lane 3	Between 1-15 Ramos	1	1,190		1,153		14		23	
WB Weirick Rd (Total)	between 1-15 Kamps	3	403	91.3%	368	3.7%	15	5.0%	20	
Westbound Lane 1		1	65		57		4		4	35
Westbound Lane 2		1	169		156		5		8	33
Westbound Lane 3		1	169		155		6		8	
EB Dos Lagos Dr (Total)		3	1,240	96.5%	1,196	1.5%	18	2.1%	26	
Eastbound Lane 1		1	385		371		6		8	35
Eastbound Lane 2	I-15 Ramps to	1	385		372		5		8	55
Eastbound Lane 3	Temescal Canyon	1	470		453		7		10	
WB Dos Lagos Dr (Total)	Road	3	1,091	94.0%	1,025	3.0%	33	3.0%	33	
Westbound Lane 1	Nuau	1	187		171		7		9	35
Westbound Lane 2		1	186		171		6		9	55
Westbound Lane 3		1	718		683		20		15	

		Number	Peak Hour	Auto	D	Medium	Truck	Heavy	' Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
NB Weirick Rd (Total)		1	30	100.0%	30	0.0%	0	0.0%	0	20
Northbound Lane 1		1	30		30		0		0	
SB Weirick Rd (Total)	North of Knaho Road	3	30	100.0%	30	0.0%	0	0.0%	0	
Southbound Lane 1		1	10		10		0		0	20
Southbound Lane 2		1	10		10		0		0	50
Southbound Lane 3	,	1	10		10		0		0	
EB Retreat Pkwy Ln (Total)		4	1,019	91.4%	931	4.2%	43	4.4%	45	
Eastbound Lane 1		1	10		10		0		0	
Eastbound Lane 2		1	337		307		15		15	35
Eastbound Lane 3	Wast of Knaho Road	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	
Westbound Lane 1		1	365		328		18		20	35
Westbound Lane 2		1	365		328		17		19	
EB Weirick Rd (Total)		4	1,499	94.0%	1,409	3.0%	45	3.0%	45	
Eastbound Lane 1		1	478		451		14		14	
Eastbound Lane 2		1	478		451		13		14	35
Eastbound Lane 3		1	478		451		13		13	
Eastbound Lane 4	East of Knabe Road	1	65		56		5		4	
WB Weirick Rd (Total)		3	800	89.3%	714	5.4%	43	5.4%	43	
Westbound Lane 1		1	180		173		5		3	25
Westbound Lane 2		1	180		172		5		2	
Westbound Lane 3		1	440		369		33		38	
NB Knabe Rd (Total)		5	870	98.6%	858	0.8%	7	0.6%	5	
Northbound Lane 1		1	290		287		2		1	
Northbound Lane 2		1	10		10		0		0	50
Northbound Lane 3		1	190		187		2		1	50
Northbound Lane 4	South of Weirick Road	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	
Southbound Lane 1		1	230		219		7		5	50
Southbound Lane 2		1	230		219		6		4	
NB Knabe Rd (Total)		2	870	98.6%	858	0.8%	7	0.6%	5	
Northbound Lane 1		1	435		429		4		3	50
Northbound Lane 2		1	435		429		3		2	
SB Knabe Rd (Total)	North of Badger Road	2	460	95.2%	438	2.8%	13	2.0%	9	
Southbound Lane 1		1	230		219		7		5	50
Southbound Lane 2		1	230		219		6		4	

		Number	Peak Hour	Auto	D	Medium	Truck	Heavy	/ Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Badger Rd (Total)		1	10	100.0%	10	0.0%	0	0.0%	0	20
Eastbound Lane 1	Wost of Knaho Road	1	10		10		0		0	50
WB Badger Rd (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	20
Westbound Lane 1		1	0		0		0		0	50
NB Knabe Rd (Total)		3	865	98.6%	853	0.8%	7	0.6%	5	
Northbound Lane 1		1	0		0		0		0	50
Northbound Lane 2		1	433		427		4		3	50
Northbound Lane 3	South of Badger Road	1	432		426		3		2	
SB Knabe Rd (Total)		2	465	95.3%	443	2.8%	13	1.9%	9	
Southbound Lane 1		1	233		222		7		5	50
Southbound Lane 2		1	232		221		6		4	
NB Knabe Rd (Total)		2	865	98.6%	853	0.8%	7	0.6%	5	
Northbound Lane 1		1	433		427		4		3	50
Northbound Lane 2	North of Bedford	1	432		426		3		2	
SB Knabe Rd (Total)	Motor Way	2	465	95.3%	443	2.8%	13	1.9%	9	
Southbound Lane 1		1	233		222		7		5	50
Southbound Lane 2		1	232		221		6		4	
EB Bedford Motor Way (Total)		1	10	100.0%	10	0.0%	0	0.0%	0	20
Eastbound Lane 1	Wast of Knaha Doad	1	10		10		0		0	
WB Bedford Motor Way (Total)	West of Khabe Road	1	0	0.0%	0	0.0%	0	0.0%	0	20
Westbound Lane 1		1	0		0		0		0	30
NB Knabe Rd (Total)		3	860	98.6%	848	0.8%	7	0.6%	5	
Northbound Lane 1		1	0		0		0		0	50
Northbound Lane 2	Couth of Dodford	1	430		424		4		3	50
Northbound Lane 3	South of Bealora	1	430		424		3		2	
SB Knabe Rd (Total)	wotor way	2	470	95.3%	448	2.8%	13	1.9%	9	
Southbound Lane 1		1	235		224		7		5	50
Southbound Lane 2		1	235		224		6		4	
NB Knabe Rd (Total)		2	860	98.6%	848	0.8%	7	0.6%	5	
Northbound Lane 1		1	430		424		4		3	50
Northbound Lane 2	North of Forest	1	430		424		3		2	
SB Knabe Rd (Total)	Boundary Street	2	470	95.3%	448	2.8%	13	1.9%	9	
Southbound Lane 1		1	235		224		7		5	50
Southbound Lane 2		1	235		224		6		4	

		Number	Peak Hour	Auto	0	Medium	Truck	Heavy	/ Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Forest Boundary St (Total)		2	160	100.0%	160	0.0%	0	0.0%	0	
Eastbound Lane 1		1	80		80		0		0	30
Eastbound Lane 2	West of Knabe Road	1	80		80		0		0	
WB Forest Boundary St (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	20
Westbound Lane 1		1	0		0		0		0	50
NB Knabe Rd (Total)		3	780	98.5%	768	0.9%	7	0.6%	5	
Northbound Lane 1		1	0		0		0		0	FO
Northbound Lane 2	Couth of Forest	1	390		384		4		3	50
Northbound Lane 3	South of Forest	1	390		384		3		2	
SB Knabe Rd (Total)	Boundary Street	2	550	96.0%	528	2.4%	13	1.6%	9	
Southbound Lane 1		1	275		264		7		5	50
Southbound Lane 2		1	275		264		6		4	
NB Knabe Rd (Total)		2	780	98.5%	768	0.9%	7	0.6%	5	
Northbound Lane 1		1	390		384		4		3	50
Northbound Lane 2	North of Evonvale	1	390		384		3		2	
SB Knabe Rd (Total)	Drive	2	550	96.0%	528	2.4%	13	1.6%	9	
Southbound Lane 1		1	275		264		7		5	50
Southbound Lane 2		1	275		264		6		4	
EB Evonvale Dr (Total)		1	30	100.0%	30	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Kusha Deed	1	30		30		0		0	25
WB Evonvale Dr (Total)	west of knabe Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	25
NB Knabe Rd (Total)		3	765	98.4%	753	0.9%	7	0.7%	5	
Northbound Lane 1		1	0		0		0		0	FO
Northbound Lane 2	South of Evenuale	1	383		377		4		3	50
Northbound Lane 3		1	382		376		3		2	
SB Knabe Rd (Total)	Drive	2	565	96.1%	543	2.3%	13	1.6%	9	
Southbound Lane 1		1	283		272		7		5	50
Southbound Lane 2		1	282		271		6		4	
NB Knabe Rd (Total)		3	765	98.4%	753	0.9%	7	0.7%	5	
Northbound Lane 1		1	383		377		4		3	50
Northbound Lane 2	North of White Sage	1	382		376		3		2	
SB Knabe Rd (Total)	Street	2	565	96.1%	543	2.3%	13	1.6%	9	
Southbound Lane 1		1	283		272		7		5	50
Southbound Lane 2		1	282		271		6		4	

		Number	Peak Hour	Auto)	Medium	Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB White Sage St (Total)		1	90	97.8%	88	2.2%	2	0.0%	0	25
Eastbound Lane 1	Wast of Knaho Dood	1	90		88		2		0	25
WB White Sage St (Total)	West of Khabe Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	25
NB Knabe Rd (Total)		3	720	98.5%	709	0.8%	6	0.7%	5	
Northbound Lane 1		1	0		0		0		0	50
Northbound Lane 2	South of White Sage	1	360		355		3		3	
Northbound Lane 3	South of White Sage	1	360		354		3		2	
SB Knabe Rd (Total)	Sileei	2	610	96.2%	587	2.3%	14	1.5%	9	FO
Southbound Lane 1		1	305		294		7		5	50
Southbound Lane 2	5	1	305		293		7		4	
NB Knabe Rd (Total)		2	720	98.5%	709	0.8%	6	0.7%	5	
Northbound Lane 1		1	360		355		3		3	50
Northbound Lane 2	North of Desert Acacia	1	360		354		3		2	
SB Knabe Rd (Total)	Lane	2	610	96.2%	587	2.3%	14	1.5%	9	
Southbound Lane 1	-	1	305		294		7		5	50
Southbound Lane 2	5	1	305		293		7		4	
EB Desert Acacia Ln (Total)		1	90	100.0%	90	0.0%	0	0.0%	0	25
Eastbound Lane 1	Wast of Knaho Dood	1	90		90		0		0	25
WB Forest Boundary St (Total)	West of Khabe Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1	-	1	0		0		0		0	25
NB Knabe Rd (Total)		2	720	98.5%	709	0.8%	6	0.7%	5	
Northbound Lane 1	-	1	360		355		3		3	50
Northbound Lane 2	South of Desert Acacia	1	360		354		3		2	
SB Knabe Rd (Total)	Lane	2	700	96.7%	677	2.0%	14	1.3%	9	
Southbound Lane 1	-	1	350		339		7		5	50
Southbound Lane 2		1	350		338		7		4	
NB Temescal Canyon Rd (Total)		2	1,024	92.3%	945	2.9%	30	4.8%	49	
Northbound Lane 1	-	1	512		472		15		25	45
Northbound Lane 2		1	512		473		15		24	
SB Temescal Canyon Rd (Total)	North of Weirick Road	3	605	92.1%	557	4.0%	24	4.0%	24	
Southbound Lane 1		1	10		10		0		0	45
Southbound Lane 2		1	195		171		12		12	45
Southbound Lane 3		1	400		376		12		12	

		Number	Peak Hour	Auto	D	Medium	Truck	Heavy	/ Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
WB Dos Lagos Dr (Total)		3	1,091	94.0%	1,025	3.0%	33	3.0%	33	
Westbound Lane 1		1	346		324		11		11	45
Westbound Lane 2		1	345		325		10		10	45
Westbound Lane 3	West of Temescal	1	400		376		12		12	
EB Dos Lagos Dr (Total)	Canyon	3	1,240	96.5%	1,196	1.5%	18	2.1%	26	
Eastbound Lane 1		1	385		371		6		8	45
Eastbound Lane 2		1	385		372		5		8	45
Eastbound Lane 3		1	470		453		7		10	
NB Temescal Canyon Rd (Total)		3	935	89.9%	841	4.3%	40	5.8%	54	
Northbound Lane 1		1	691		649		21		21	45
Northbound Lane 2	Between Weirick Road	1	122		95		10		17	45
Northbound Lane 3	and Foster Road	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	45
EB Foster Rd (Total)		1	0	100.0%	0	0.0%	0	0.0%	0	20
Eastbound Lane 1	East of Temescal	1	0		0		0		0	
WB Foster Rd (Total)	Canyon Road	1	30	93.3%	28	3.3%	1	3.3%	1	20
Westbound Lane 1		1	30		28		1		1	
NB Temescal Canyon Rd (Total)		2	920	90.0%	828	4.2%	39	5.8%	53	
Northbound Lane 1		1	460		413		20		27	45
Northbound Lane 2	Between Foster Road	1	460		415		19		26	
SB Temescal Canyon Rd (Total)	and Leroy Road	2	680	94.0%	639	2.8%	19	3.2%	22	
Southbound Lane 1		1	340		319		10		11	45
Southbound Lane 2		1	340		320		9		11	
EB Leroy Rd (Total)		1	0	100.0%	0	0.0%	0	0.0%	0	20
Eastbound Lane 1	East of Temescal	1	0		0		0		0	50
WB Leroy Rd (Total)	Canyon Road	1	20	90.0%	18	5.0%	1	5.0%	1	20
Westbound Lane 1		1	20		18		1		1	50
NB Temescal Canyon Rd (Total)		2	910	90.1%	820	4.2%	38	5.7%	52	
Northbound Lane 1		1	455		410		19		26	45
Northbound Lane 2	Potwoon Lorov Dood	1	455		410		19		26	
SB Temescal Canyon Rd (Total)	and Pulsar Court	3	690	94.1%	649	2.8%	19	3.2%	22	
Southbound Lane 1	and Pulsar Court	1	65		63		1		1	45
Southbound Lane 2		1	313		293		9		11	45
Southbound Lane 3		1	312		293		9		10	

		Number	Peak Hour	Aut	0	Medium	Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Pulsar Court (Total)		1	130	96.9%	126	1.5%	2	1.5%	2	20
Eastbound Lane 1	East of Temescal	1	130		126		2		2	
WB Pulsar Court (Total)	Canyon	1	40	100.0%	40	0.0%	0	0.0%	0	20
Westbound Lane 1		1	40		40		0		0	30
NB Temescal Canyon Rd (Total)		2	955	90.4%	863	4.1%	39	5.5%	53	
Northbound Lane 1		1	477		432		19		26	45
Northbound Lane 2	Batwaan Bulsar Court	1	478		431		20		27	
SB Temescal Canyon Rd (Total)	and Stallar Court	3	645	94.0%	606	2.8%	18	3.3%	21	
Southbound Lane 1	and Stellar Court	1	65		63		1		1	45
Southbound Lane 2		1	290		271		9		10	45
Southbound Lane 3		1	290		272		8		10	
EB Stellar Court (Total)		1	130	96.9%	126	1.5%	2	1.5%	2	20
Eastbound Lane 1	East of Temescal	1	130		126		2		2	30
WB Stellar Court (Total)	Canyon Road	1	40	100.0%	40	0.0%	0	0.0%	0	20
Westbound Lane 1		1	40		40		0		0	50
NB Temescal Canyon Rd (Total)		2	1,000	90.6%	906	4.0%	40	5.4%	54	
Northbound Lane 1		1	500		453		20		27	45
Northbound Lane 2	South of Stallar Court	1	500		453		20		27	
SB Temescal Canyon Rd (Total)	South of Stellar Court	2	600	93.8%	563	2.8%	17	3.3%	20	
Southbound Lane 1		1	300		281		9		10	45
Southbound Lane 2		1	300		282		8		10	
NB Temescal Canyon Rd (Total)		2	1,087	91.4%	993	3.7%	40	5.0%	54	45
Northbound Lane 1		1	1,087		993		40		27	45
SB Temescal Canyon Rd (Total)	North of Dawson	3	600	93.8%	563	2.8%	17	3.3%	20	
Southbound Lane 1	Canyon Road	1	30		27		1		2	45
Southbound Lane 2		1	285		268		8		9	45
Southbound Lane 3		1	285		268		8		9	
EB Dawson Canyon Rd (Total)		1	20	100.0%	20	1.0%	0	1.0%	0	25
Eastbound Lane 1	West of Temescal	1	20		20		0		0	25
WB Dawson Canyon Rd (Total)	Canyon Road	1	60	83.3%	50	8.3%	5	8.3%	5	25
Westbound Lane 1		1	60		50		5		5	25
EB Dawson Canyon Rd (Total)		1	60	85.0%	51	6.7%	4	8.3%	5	25
Eastbound Lane 1	East of Tomoscal	1	60		51		4		5	25
WB Dawson Canyon Rd (Total)		2	60	93.3%	56	3.3%	2	3.3%	2	
Westbound Lane 1	Callyon Koad	1	30		28		1		1	25
Westbound Lane 2		1	30		28		1		1	

		Number	Peak Hour	Auto)	Medium	Truck	Heavy	/ Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
NB Temescal Canyon Rd (Total)		4	1,097	90.5%	993	4.1%	45	5.4%	59	
Northbound Lane 1		1	20		14		3		3	45
Northbound Lane 2	South of Dourson	1	1,047		955		39		53	45
Northbound Lane 3	Canvon Boad	1	30		24		3		3	
SB Temescal Canyon Rd (Total)	Callyon Roau	2	570	94.4%	538	2.6%	15	3.0%	17	
Southbound Lane 1		1	285		268		8		9	45
Southbound Lane 2		1	285		270		7		8	
EB Temescal Canyon Rd (Total)		3	740	88.6%	656	4.7%	34	6.7%	50	
Eastbound Lane 1		1	306		272		13		21	40
Eastbound Lane 2	Lawson Road to I-15	1	307		271		14		22	40
Eastbound Lane 3	Ramps	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	40
EB Temescal Canyon Rd (Total)		3	820	88.4%	725	4.9%	40	6.7%	55	
Eastbound Lane 1		1	210		180		17		13	40
Eastbound Lane 2		1	305		273		11		21	40
Eastbound Lane 3	Between I-15 Ramps	1	305		272		12		21	
WB Temescal Canyon Rd (Total)		3	663	94.6%	627	2.6%	17	2.9%	19	
Westbound Lane 1		1	63		56		4		3	40
Westbound Lane 2		1	600		571		13		16	
EB Temescal Canyon Rd (Total)		2	1,097	90.5%	993	4.1%	45	5.4%	59	
Eastbound Lane 1		1	548		497		22		29	40
Eastbound Lane 2		1	549		496		23		30	
WB Temescal Canyon Rd (Total)	1-15 Ramps to Dawson	3	570	94.4%	538	2.6%	15	3.0%	17	
Westbound Lane 1	Canyon Road	1	250		240		4		6	10
Westbound Lane 2		1	250		238		5		7	40
Westbound Lane 3		1	70		60		6		4	
EB Temescal Canyon Rd (Total)		3	280	89.3%	250	5.4%	15	5.4%	15	
Eastbound Lane 1		1	119		111		4		4	40
Eastbound Lane 2	Trilogy Darkway to	1	118		110		4		4	40
Eastbound Lane 3	Common all Domote Doord	1	43		29		7		7	
WB Temescal Canyon Rd (Total)	сатррен калсп коао	2	920	95.7%	880	2.2%	20	2.2%	20	
Westbound Lane 1		1	460		440		10		10	40
Westbound Lane 2		1	460		440		10		10	

		Number	Peak Hour	Auto	D	Medium	Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Temescal Canyon Rd (Total)		2	394	87.8%	346	5.3%	21	6.9%	27	
Eastbound Lane 1		1	197		173		11		14	40
Eastbound Lane 2	Between Campbell	1	197		173		10		13	
WB Temescal Canyon Rd (Total)	Ranch Road to Indian	3	470	93.8%	441	3.2%	15	3.0%	14	
Westbound Lane 1	Truck Trail	1	50		43		5		2	40
Westbound Lane 2		1	210		199		5		6	40
Westbound Lane 3		1	210		199		5		6	
NB Campbell Ranch Rd (Total)		2	657	92.4%	607	3.5%	23	4.1%	27	
Northbound Lane 1	Potwoon Tomoscal	1	500		482		10		8	40
Northbound Lane 2	Canvon Road to	1	157		125		13		19	
SB Campbell Ranch Rd (Total)	Maybow Canyon Boad	2	93	77.4%	72	12.9%	12	9.7%	9	
Southbound Lane 1	Maynew Canyon Road	1	47		36		6		5	40
Southbound Lane 2		1	46		36		6		4	
NB Campbell Ranch Rd (Total)		2	657	92.4%	607	3.5%	23	4.1%	27	
Northbound Lane 1		1	329		304		12		14	40
Northbound Lane 2	North of Maybow	1	328		303		11		13	
SB Campbell Ranch Road(Total)		2	93	77.4%	72	12.9%	12	9.7%	9	
Southbound Lane 1	Canyon Road	1	19		13		4		2	40
Southbound Lane 2			18		13		3		2	40
Southbound Lane 3		1	56		46		5		5	
NB Campbell Ranch Rd (Total)		3	657	92.4%	607	3.5%	23	4.1%	27	
Northbound Lane 1		1	169		159		5		5	40
Northbound Lane 2	Courth of Mouthous	1	244		224		9		11	40
Northbound Lane 3	South of Maynew	1	244		224		9		11	
SB Campbell Ranch Rd (Total)	Canyon Road	2	93	77.4%	72	12.9%	12	9.7%	9	
Southbound Lane 1		1	47		36		6		5	40
Southbound Lane 2		1	46		36		6		4	
EB Mayhew Canyon Rd (Total)		1	225	91.1%	205	4.4%	10	4.4%	10	25
Eastbound Lane 1	West of Campbell	1	225		205		10		10	25
WB Mayhew Canyon Rd (Total)	Ranch Road	1	225	91.1%	205	4.4%	10	4.4%	10	25
Westbound Lane 1		1	225		205		10		10	25
NB Campbell Ranch Rd (Total)		2	657	92.4%	607	3.5%	23	4.1%	27	
Northbound Lane 1		1	329		304		12		14	40
Northbound Lane 2	North of Soapberry	1	328		303		11		13	
SB Campbell Ranch Rd (Total)	Street	2	93	77.4%	72	12.9%	12	9.7%	9	
Southbound Lane 1		1	47		36		6		5	40
Southbound Lane 2		1	46		36		6		4	

		Number	Peak Hour	Auto	0	Medium	Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Soapberry St (Total)		1	140	100.0%	140	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Campbell	1	140		140		0		0	25
WB Soapberry St (Total)	Ranch Road	1	60	100.0%	60	0.0%	0	0.0%	0	25
Westbound Lane 1		1	60		60		0		0	25
NB Campbell Ranch Rd (Total)		3	577	91.3%	527	4.0%	23	4.7%	27	
Northbound Lane 1		1	60		60		0		0	40
Northbound Lane 2	South of Soonborny	1	259		234		12		14	40
Northbound Lane 3	Street	1	258		233		11		13	
SB Campbell Ranch Rd (Total)	Street	2	93	77.4%	72	12.9%	12	9.7%	9	
Southbound Lane 1		1	47		36		6		5	40
Southbound Lane 2		1	46		36		6		4	
NB Campbell Ranch Rd (Total)		2	577	91.3%	527	4.0%	23	4.7%	27	
Northbound Lane 1		1	289		264		12		14	45
Northbound Lane 2	North of Maybour	1	288		263		11		13	
SB Campbell Ranch Rd (Total)	Convon Bood	3	93	77.4%	72	12.9%	12	9.7%	9	
Southbound Lane 1	Callyon Road	1	28		18		6		4	45
Southbound Lane 2		1	29		18		6		5	45
Southbound Lane 3		1	36		36		0		0	
EB Mayhew Canyon Rd (Total)		1	225	100.0%	225	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Campbell	1	225		225		0		0	25
WB Mayhew Canyon Rd (Total)	Ranch Road	1	225	100.0%	225	0.0%	0	0.0%	0	25
Westbound Lane 1		1	225		225		0		0	25
NB Campbell Ranch Rd (Total)		3	687	92.7%	637	3.3%	23	3.9%	27	
Northbound Lane 1		1	189		189		0		0	45
Northbound Lane 2	South of Maybour	1	249		224		12		14	45
Northbound Lane 3	Convon Bood	1	249		224		11		13	
SB Campbell Ranch Rd (Total)	Callyon Roau	2	203	89.7%	182	5.9%	12	4.4%	9	
Southbound Lane 1		1	102		91		6		5	45
Southbound Lane 2		1	101		91		6		4	
NB Campbell Ranch Rd (Total)		2	687	92.7%	637	3.3%	23	3.9%	27	
Northbound Lane 1		1	344		319		12		14	45
Northbound Lane 2	North of Songbird	1	343		318		11		13	
SB Campbell Ranch Rd (Total)	Drive	2	203	89.7%	182	5.9%	12	4.4%	9	
Southbound Lane 1		1	102		91		6		5	45
Southbound Lane 2		1	101		91		6		4	

		Number	Peak Hour	Auto	D	Medium	Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Songbird Dr (Total)		1	280	100.0%	280	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Campbell	1	280		280		0		0	25
WB Songbird Dr (Total)	Ranch Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	25
NB Campbell Ranch Rd (Total)		3	487	89.7%	437	4.7%	23	5.5%	27	
Northbound Lane 1		1	0		0		0		0	45
Northbound Lane 2	South of Songhird	1	244		219		12		14	45
Northbound Lane 3		1	243		218		11		13	
SB Campbell Ranch Rd (Total)	Drive	2	283	92.6%	262	4.2%	12	3.2%	9	
Southbound Lane 1		1	142		131		6		5	45
Southbound Lane 2		1	141		131		6		4	
NB Campbell Ranch Rd (Total)		2	487	89.7%	437	4.7%	23	5.5%	27	
Northbound Lane 1		1	244		219		12		14	45
Northbound Lane 2	Nowth of Mondata du	1	243		218		11		13	
SB Campbell Ranch Rd (Total)		3	283	92.6%	262	4.2%	12	3.2%	9	
Southbound Lane 1	Road	1	142		131		6		5	45
Southbound Lane 2		1	141		131		6		4	45
Southbound Lane 3		1	0		0		0		0	
EB Woodstock (Total)		1	70	100.0%	70	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of Campbell	1	70		70		0		0	25
WB Woodstock (Total)	Ranch Road	1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	25
NB Campbell Ranch Rd (Total)		3	452	88.9%	402	5.1%	23	6.0%	27	
Northbound Lane 1		1	0		0		0		0	45
Northbound Lane 2	South of Moodstock	1	226		201		12		14	45
Northbound Lane 3	South of Woodstock	1	226		201		11		13	
SB Campbell Ranch Rd (Total)	NUdu	2	318	93.4%	297	3.8%	12	2.8%	9	
Southbound Lane 1		1	159		149		6		5	45
Southbound Lane 2		1	159		148		6		4	
EB Indian Truck Trail (Total)		4	500	93.0%	465	4.0%	20	3.0%	15	
Eastbound Lane 1		1	134		125		5		4	
Eastbound Lane 2		1	133		123		6		4	40
Eastbound Lane 3	De Delme Deedte 15	1	133		123		6		4	
Eastbound Lane 4	De Palma Road to I-15	1	100		94		3		3	
WB Indian Truck Trail (Total)	Ramps	3	757	92.2%	698	4.0%	30	3.8%	29	
Westbound Lane 1		1	253		234		10		9	40
Westbound Lane 2		1	252		232		10		10	40
Westbound Lane 3		1	252		232		10		10	

		Number	Peak Hour	Auto	D	Medium	Truck	Heavy	/ Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Indian Truck Trail (Total)		4	500	92.6%	463	4.2%	21	3.2%	16	
Eastbound Lane 1		1	174		156		10		8	
Eastbound Lane 2		1	173		156		10		7	40
Eastbound Lane 3		1	77		75		1		1	
Eastbound Lane 4	Between I-15 Ramps	1	76		76		0		0	
WB Indian Truck Trail (Total)		3	657	92.2%	606	4.0%	26	3.8%	25	
Westbound Lane 1		1	100		92		4		4	40
Westbound Lane 2		1	278		257		11		10	40
Westbound Lane 3		1	279		257		11		11	
EB Indian Truck Trail (Total)		3	393	91.6%	360	4.8%	19	3.6%	14	
Eastbound Lane 1		1	131		120		7		4	40
Eastbound Lane 2	1 15 Pamps to	1	131		120		6		5	40
Eastbound Lane 3		1	131		120		6		5	
WB Indian Truck Trail (Total)	Pood	3	590	93.9%	554	3.1%	18	3.1%	18	
Westbound Lane 1	NUdu	1	208		199		4		5	40
Westbound Lane 2		1	209		199		4		6	40
Westbound Lane 3		1	173		156		10		7	
NB Campbell Ranch Rd (Total)		2	452	88.9%	402	5.1%	23	6.0%	27	
Northbound Lane 1		1	226		201		12		14	45
Northbound Lane 2		1	226		201		11		13	
SB Campbell Ranch Rd (Total)	North of Indian Truck	4	318	93.4%	297	3.8%	12	2.8%	9	
Southbound Lane 1	Trail	1	110		108		0		3	
Southbound Lane 2		1	110		107		0		2	45
Southbound Lane 3		1	49		41		6		2	
Southbound Lane 4		1	49		41		6		2	
EB Indian Truck Trail (Total)		3	500	93.0%	465	4.0%	20	3.0%	15	
Eastbound Lane 1		1	167		155		7		5	45
Eastbound Lane 2	Batwaan Campball	1	167		155		7		5	45
Eastbound Lane 3	Between Campbell	1	166		155		6		5	
WB Indian Truck Trail (Total)		3	757	92.2%	698	4.0%	30	3.8%	29	
Westbound Lane 1		1	175		160		8		8	45
Westbound Lane 2		1	378		349		14		14	45
Westbound Lane 3		1	204		189		8		7	

		Number	Peak Hour	Auto	0	Medium	Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
NB De Palma Rd (Total)		4	325	84.3%	274	8.6%	28	7.1%	23	
Northbound Lane 1		1	0		0		0		0	
Northbound Lane 2		1	23		12		4		7	50
Northbound Lane 3	South of Indian Truck	1	22		12		4		6	
Northbound Lane 4	Trail	1	280		250		20		10	
SB De Palma Rd (Total)		2	448	89.7%	402	6.0%	27	4.2%	19	
Southbound Lane 1		1	224		201		14		10	50
Southbound Lane 2		1	224		201		13		9	
NB De Palma Rd (Total)		2	325	84.3%	274	8.6%	28	7.1%	23	
Northbound Lane 1		1	163		137		14		12	55
Northbound Lane 2	Between Indian Truck	1	162		137		14		11	
SB De Palma Rd (Total)	Trail to Santiago	3	448	89.7%	402	6.0%	27	4.2%	19	
Southbound Lane 1	Canyon Road	1	240		220		10		10	
Southbound Lane 2		1	92		79		9		5	22
Southbound Lane 3	1	1	116		103		8		4	
EB Residential Driveway (Total)		1	100	100.0%	100	0.0%	0	0.0%	0	25
Eastbound Lane 1	West of De Palma	1	100		100		0		0	25
WB Residential Driveway (Total)	Road	1	50	100.0%	50	0.0%	0	0.0%	0	25
Westbound Lane 1		1	50		50		0		0	25
EB Retail Driveway (Total)		1	300	90.0%	270	5.0%	15	5.0%	15	20
Eastbound Lane 1	Fast of Do Dolmo Dood	1	300		270		15		15	30
WB Retail Driveway (Total)	East of De Palma Road	1	100	70.0%	70	15.0%	15	15.0%	15	20
Westbound Lane 1	1	1	100		70		15		15	30
NB De Palma Rd (Total)		4	270	83.3%	225	9.3%	25	7.4%	20	
Northbound Lane 1	1	1	25		25		0		0	
Northbound Lane 2	South of Sontiago	1	98		80		10		8	55
Northbound Lane 3	South of Santiago	1	97		80		10		7	
Northbound Lane 4	Canyon Road	1	50		40		5		5	
SB De Palma Rd (Total)		1	243	83.5%	203	9.9%	24	6.6%	16	
Southbound Lane 1		1	243		203		24		16	55
NB De Palma Rd (Total)		1	270	83.3%	225	9.3%	25	7.4%	20	
Northbound Lane 1	North of Glen Eden	1	270		225		25		20	55
SB De Palma Rd (Total)	Road	1	243	83.5%	203	9.9%	24	6.6%	16	
Southbound Lane 1		1	243		203		24		16	55
EB Glen Eden Rd (Total)		1	40	75.0%	30	12.5%	5	12.5%	5	20
Eastbound Lane 1	West of De Palma	1	40		30		5		5	30
WB Glen Eden Rd (Total)	Road	1	100	70.0%	70	15.0%	15	15.0%	15	20
Westbound Lane 1		1	100		70		15		15	50

		Number	Peak Hour	Auto	D	Medium	Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
NB De Palma Rd (Total)		1	300	78.3%	235	11.7%	35	10.0%	30	55
Northbound Lane 1	South of Glen Eden	1	300		235		35		30	55
SB De Palma Rd (Total)	Road	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)		1	300	78.3%	235	11.7%	35	10.0%	30	55
Northbound Lane 1	North of Horsethief	1	300		235		35		30	55
SB De Palma Rd (Total)	Road	1	213	81.2%	173	11.3%	24	7.5%	16	55
Southbound Lane 1		1	213		173		24		16	55
EB Horsethief Canyon Rd (Total)		2	368	83.4%	307	8.7%	32	7.9%	29	
Eastbound Lane 1	West of De Palma	1	90		37		28		25	40
Eastbound Lane 2	Road	1	278		270		4		4	
WB Horsethief Canyon Rd (Total)	Noau	1	283	92.9%	263	3.2%	9	3.9%	11	40
Westbound Lane 1		1	283		263		9		11	40
EB Horsethief Canyon Rd (Total)		1	348	89.1%	310	6.6%	23	4.3%	15	40
Eastbound Lane 1	Fast of De Palma Road	1	348		310		23		15	40
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	40
EB Temescal Canyon Rd (Total)		2	394	87.8%	346	5.3%	21	6.9%	27	
Eastbound Lane 1		1	197		173		11		14	40
Eastbound Lane 2	West of Maybew Boad	1	197		173		10		13	
WB Temescal Canyon Rd (Total)	west of Maynew Road	2	470	93.8%	441	3.2%	15	3.0%	14	
Westbound Lane 1		1	235		221		8		7	40
Westbound Lane 2		1	235		220		7		7	
NB Mayhew Rd (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	40
Northbound Lane 1	North of Temescal	1	0		0		0		0	40
SB Mayhew Rd (Total)	Canyon Road	1	10	100.0%	10	0.0%	0	0.0%	0	40
Southbound Lane 1		1	10		10		0		0	40
EB Temescal Canyon Rd (Total)		2	394	87.8%	346	5.3%	21	6.9%	27	
Eastbound Lane 1		1	197		173		11		14	30
Eastbound Lane 2	East of Maybew Boad	1	197		173		10		13	
WB Temescal Canyon Rd (Total)		2	460	93.7%	431	3.3%	15	3.0%	14	
Westbound Lane 1		1	230		216		8		7	30
Westbound Lane 2		1	230		215		7		7	

		Number	Peak Hour	Auto	D	Medium	Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
NB Temescal Canyon Rd (Total)		2	460	93.7%	431	3.3%	15	3.0%	14	
Northbound Lane 1		1	230		216		8		7	40
Northbound Lane 2	North of Torromor	1	230		215		7		7	
SB Temescal Canyon Rd (Total)		3	394	87.8%	346	5.3%	21	6.9%	27	
Southbound Lane 1	Drive	1	45		45		0		0	40
Southbound Lane 2		1	175		151		11		14	40
Southbound Lane 3	1	1	174		150		10		13	
EB Terramor Dr (Total)		1	80	100.0%	80	0.0%	0	0.0%	0	
Eastbound Lane 1		1	80		80		0		0	30
WB Terramor Dr (Total)	East of Temescal	2	250	100.0%	250	0.0%	0	0.0%	0	
Westbound Lane 1	Canyon Road	1	50		50		0		0	20
Westbound Lane 2		1	200		200		0		0	30
NB Temescal Canyon Rd (Total)		2	295	90.2%	266	5.1%	15	4.7%	14	
Northbound Lane 1		1	148		133		8		7	40
Northbound Lane 2	South of Terramor	1	147		133		7		7	
SB Temescal Canyon Rd (Total)	Drive	2	399	88.0%	351	5.3%	21	6.8%	27	
Southbound Lane 1		1	200		176		11		14	40
Southbound Lane 2		1	199		175		10		13	
NB Temescal Canyon Rd (Total)		2	295	90.2%	266	5.1%	15	4.7%	14	
Northbound Lane 1		1	148		133		8		7	55
Northbound Lane 2	North of Indian Truck	1	147		133		7		7	
SB Temescal Canyon Rd (Total)	Trail	2	399	88.0%	351	5.3%	21	6.8%	27	
Southbound Lane 1		1	159		121		16		22	55
Southbound Lane 2		1	240		230		5		5	
EB Indian Truck Trail (Total)		3	393	91.6%	360	4.8%	19	3.6%	14	
Eastbound Lane 1		1	95		85		5		5	45
Eastbound Lane 2		1	95		85		5		5	45
Eastbound Lane 3	Between I-15 Ramps	1	203		190		9		4	
WB Indian Truck Trail (Total)	to Temescal Canyon	3	590	93.9%	554	3.1%	18	3.1%	18	
Westbound Lane 1	коад	1	197		185		6		6	45
Westbound Lane 2		1	197		185		6		6	45
Westbound Lane 3		1	196		184		6		6	
NB Temescal Canyon Rd (Total)		2	455	92.3%	420	4.0%	18	3.7%	17	
Northbound Lane 1		1	350		324		13		13	55
Northbound Lane 2	South of Indian Truck	1	105		96		5		4	
SB Temescal Canyon Rd (Total)	Irail	1	362	85.9%	311	6.9%	25	7.2%	26	
Southbound Lane 1	1	1	362		311		25		26	55

		Number	Peak Hour	Auto	D	Medium	Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
NB Temescal Canyon Rd (Total)		1	405	91.4%	370	4.4%	18	4.2%	17	55
Northbound Lane 1	North of Horsethief	1	405		370		18		17	
SB Temescal Canyon Rd (Total)	Road	1	312	87.2%	272	6.4%	20	6.4%	20	55
Southbound Lane 1		1	312		272		20		20	
EB Horsethief Rd (Total)		1	348	89.1%	310	6.6%	23	4.3%	15	40
Eastbound Lane 1	West of Temescal	1	348		310		23		15	40
WB Horsethief Rd (Total)	Canyon Road	1	350	93.7%	328	3.1%	11	3.1%	11	40
Westbound Lane 1		1	350		328		11		11	40
NB Temescal Canyon Rd (Total)		1	432	91.2%	394	4.2%	18	4.6%	20	FF
Northbound Lane 1	South of Horsethief	1	432		394		18		20	22
SB Temescal Canyon Rd (Total)	Road	1	337	82.5%	278	9.5%	32	8.0%	27	55
Southbound Lane 1		1	337		278		32		27	22
NB Temescal Canyon Rd (Total)		1	432	91.2%	394	4.2%	18	4.6%	20	FF
Northbound Lane 1	North of Loctor Circle	1	432		394		18		20	22
SB Temescal Canyon Rd (Total)	North of Lester Circle	1	337	82.5%	278	9.5%	32	8.0%	27	FF
Southbound Lane 1		1	337		278		32		27	
EB Lester Circle (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	20
Eastbound Lane 1	West of Temescal	1	0		0		0		0	30
WB Lester Circle (Total)	Canyon Road	1	10	100.0%	10	0.0%	0	0.0%	0	20
Westbound Lane 1		1	10		10		0		0	50
NB Temescal Canyon Rd (Total)		1	432	91.2%	394	4.2%	18	4.6%	20	55
Northbound Lane 1	South of Loctor Circle	1	432		394		18		20	55
SB Temescal Canyon Rd (Total)	South of Lester Circle	1	327	82.0%	268	9.8%	32	8.3%	27	
Southbound Lane 1		1	327		268		32		27	55
NB Temescal Canyon Rd (Total)		1	432	91.2%	394	4.2%	18	4.6%	20	
Northbound Lane 1	North of Earthmover	1	432		394		18		20	22
SB Temescal Canyon Rd (Total)	Circle	1	327	82.0%	268	9.8%	32	8.3%	27	55
Southbound Lane 1		1	327		268		32		27	55
EB Earthmover Circle (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	20
Eastbound Lane 1	West of Temescal	1	0		0		0		0	
WB Earthmover Circle (Total)	Canyon Road	1	10	100.0%	10	0.0%	0	0.0%	0	20
Westbound Lane 1		1	10		10		0		0	30
NB Temescal Canyon Rd (Total)		1	432	91.2%	394	4.2%	18	4.6%	20	
Northbound Lane 1	South of Earthmover	1	432		394		18		20	55
SB Temescal Canyon Rd (Total)	Circle	1	317	81.4%	258	10.1%	32	8.5%	27	55
Southbound Lane 1		1	317		258		32		27	33

		Number	Peak Hour	Auto	D	Medium	Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
NB Temescal Canyon Rd (Total)		1	422	91.0%	384	4.3%	18	4.7%	20	55
Northbound Lane 1	North of Concordia	1	422		384		18		20	55
SB Temescal Canyon Rd (Total)	Ranch Road	1	317	81.4%	258	10.1%	32	8.5%	27	FF
Southbound Lane 1		1	317		258		32		27	55
EB Concordia Ranch Rd (Total)		1	5	100.0%	5	0.0%	0	0.0%	0	25
Eastbound Lane 1	East of Temescal	1	5		5		0		0	25
WB Concordia Ranch Rd (Total)	Canyon Road	1	5	100.0%	5	0.0%	0	0.0%	0	25
Westbound Lane 1		1	5		5		0		0	25
NB Temescal Canyon Rd (Total)		1	422	91.0%	384	4.3%	18	4.7%	20	
Northbound Lane 1	South of Concordia	1	422		384		18		20	55
SB Temescal Canyon Rd (Total)	Ranch Road	1	317	81.4%	258	10.1%	32	8.5%	27	55
Southbound Lane 1		1	317		258		32		27	55
NB Temescal Canyon Rd (Total)		1	422	91.0%	384	4.3%	18	4.7%	20	55
Northbound Lane 1	North of Hostettler	1	422		384		18		20	55
SB Temescal Canyon Rd (Total)	Road	1	317	81.4%	258	10.1%	32	8.5%	27	55
Southbound Lane 1		1	317		258		32		27	55
EB Hostettler Rd (Total)		1	140	100.0%	140	0.0%	0	0.0%	0	20
Eastbound Lane 1	West of Temescal	1	140		140		0		0	50
WB Hostettler Rd (Total)	Canyon Road	1	50	100.0%	50	0.0%	0	0.0%	0	20
Westbound Lane 1		1	50		50		0		0	50
NB Temescal Canyon Rd (Total)		2	366	89.6%	328	4.9%	18	5.5%	20	
Northbound Lane 1	South of Hostottlar	1	20		20		0		0	55
Northbound Lane 2	Dood	1	346		308		18		20	
SB Temescal Canyon Rd (Total)	KUdu	1	351	83.2%	292	9.1%	32	7.7%	27	FF
Southbound Lane 1		1	351		292		32		27	55
NB Temescal Canyon Rd (Total)		1	366	89.6%	328	4.9%	18	5.5%	20	25
Northbound Lane 1		1	366		328		18		20	55
SB Temescal Canyon Rd (Total)	North of Lake Street	2	351	83.2%	292	9.1%	32	7.7%	27	
Southbound Lane 1		1	250		223		15		12	35
Southbound Lane 2		1	101		69		17		15	
EB Lake St (Total)		2	1,526	91.6%	1,398	4.5%	69	3.9%	59	
Eastbound Lane 1	West of Tomoscal	1	316		292		11		13	50
Eastbound Lane 2	Canvon Boad	1	1,210		1,106		58		46	
WB Lake St (Total)	Callyon Road	1	501	89.2%	447	5.8%	29	5.0%	25	50
Westbound Lane 1		1	501		447		29		25	50

		Number	Peak Hour	Auto	0	Medium	Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Lake St (Total)		1	1,460	91.0%	1,329	5.0%	73	4.0%	58	50
Eastbound Lane 1	East of Temescal	1	1,460		1,329		73		58	50
WB Lake St (Total)	Canyon Road	1	450	92.0%	414	4.2%	19	3.8%	17	50
Westbound Lane 1		1	450		414		19		17	50
EB Lake St (Total)		2	1,460	91.0%	1,329	5.0%	73	4.0%	58	
Eastbound Lane 1	Tomoscal Canvon	1	1,153		1,091		36		26	40
Eastbound Lane 2	Pood to L 15 Pomps	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	40
EB Lake St (Total)		2	1,201	93.6%	1,124	3.7%	44	2.7%	33	
Eastbound Lane 1		1	1,178		1,116		35		27	40
Eastbound Lane 2	Potwoon 15 Pampa	1	23		8		9		6	
WB Lake St (Total)	Between 1-12 Kallips	2	281	96.1%	270	2.1%	6	1.8%	5	
Westbound Lane 1		1	23		16		4		3	40
Westbound Lane 2		1	258		254		2		2	
EB Lake St (Total)		1	90	70.0%	63	16.7%	15	13.3%	12	40
Eastbound Lane 1	I-15 Ramps to Walker	1	90		63		15		12	40
WB Lake St (Total)	Canyon Drive	1	140	94.3%	132	2.9%	4	2.9%	4	40
Westbound Lane 1		1	140		132		4		4	40
NB Walker Canyon Rd (Total)		1	140	94.3%	132	2.9%	4	2.9%	4	25
Northbound Lane 1	South of Laka Streat	1	140		132		4		4	55
SB Walker Canyon Rd (Total)	South of Lake Street	1	90	70.0%	63	16.7%	15	13.3%	12	25
Southbound Lane 1		1	90		63		15		12	30
EB Nichols Rd (Total)		2	1,580	94.4%	1,491	3.0%	48	2.6%	41	
Eastbound Lane 1	Collier Avenue to L 1E	1	1,130		1,071		32		27	35
Eastbound Lane 2	Collier Avenue to 1-15	1	450		420		16		14	
WB Nichols Rd (Total)	Kamps	3	1,190	90.4%	1,076	6.3%	75	3.3%	39	25
Westbound Lane 1		1	1,190		1,076		75		39	30
EB Nichols Rd (Total)		2	1,460	92.1%	1,345	4.4%	64	3.5%	51	
Eastbound Lane 1	1	1	470		451		11		8	35
Eastbound Lane 2	Daturan L 15 Damas	1	990		894		53		43	
WB Nichols Rd (Total)	Between I-15 Ramps	2	1,120	92.1%	1,032	5.3%	59	3.1%	29	
Westbound Lane 1		1	170		140		16		14	35
Westbound Lane 2	1	1	950		892		43		15	
EB Nichols Rd (Total)		1	1,070	89.5%	958	5.8%	62	4.7%	50	25
Eastbound Lane 1	I-15 Ramps to El Toro	1	1,070		958		62		50	35
WB Nichols Rd (Total)	Road	1	1,320	93.3%	1,232	4.5%	59	2.2%	29	25
Westbound Lane 1]	1	1,320		1,232		59		29	30

		Number	Peak Hour	Auto	D	Medium	Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Nichols Rd (Total)		1	1,540	94.2%	1,451	3.1%	48	2.7%	41	40
Eastbound Lane 1	Wast of Collier Avenue	1	1,540		1,451		48		41	40
WB Nichols Rd (Total)	west of comer Avenue	1	1,240	90.6%	1,123	6.2%	77	3.2%	40	40
Westbound Lane 1		1	1,240		1,123		77		40	40
EB Nichols Rd (Total)		2	1,480	94.5%	1,398	3.0%	44	2.6%	38	40
Eastbound Lane 1		1	1,480		1,398		44		38	40
WB Nichols Rd (Total)	East of Collier Avenue	2	1,190	90.4%	1,076	6.3%	75	3.3%	39	
Westbound Lane 1		1	150		146		2		2	40
Westbound Lane 2		1	1,040		930		73		37	
NB Collier Ave (Total)		2	300	96.7%	290	2.0%	6	1.3%	4	
Northbound Lane 1		1	200		194		4		2	50
Northbound Lane 2	South of Nichols Dd	1	100		96		2		2	
SB Collier Ave (Total)	South of Michols Ru	2	210	96.7%	203	1.9%	4	1.4%	3	
Southbound Lane 1		1	105		102		2		2	50
Southbound Lane 2		1	105		101		2		1	
NB Collier Ave (Total)		2	610	96.7%	590	2.0%	12	1.3%	8	
Northbound Lane 1		1	305		295		6		4	50
Northbound Lane 2	North of Diverside	1	305		295		6		4	
SB Collier Ave (Total)		3	300	96.7%	290	2.0%	6	1.3%	4	
Southbound Lane 1	Drive	1	0		0		0		0	50
Southbound Lane 2		1	150		145		3		2	50
Southbound Lane 3		1	150		145		3		2	
EB Riverside Dr (Total)		1	50	96.0%	48	2.0%	1	2.0%	1	20
Eastbound Lane 1		1	50		48		1		1	30
WB Riverside Dr (Total)	East of Collier Avenue	1	30	96.7%	29	3.3%	1	0.0%	0	20
Westbound Lane 1		1	30		29		1		0	30
EB Riverside Dr (Total)		2	1,080	96.8%	1,045	1.9%	21	1.3%	14	
Eastbound Lane 1		1	165		160		4		1	40
Eastbound Lane 2	Mast of Callian Avenue	1	915		885		17		13	
WB Riverside Dr (Total)	west of Collier Avenue	2	950	96.7%	919	2.0%	19	1.3%	12	
Westbound Lane 1		1	475		460		10		6	40
Westbound Lane 2		1	475		459		9		6	
NB Collier Ave (Total)		2	1,430	96.6%	1,382	1.9%	28	1.4%	20	
Northbound Lane 1		1	950		919		19		12	40
Northbound Lane 2	South of Riverside	1	480		463		9		8	
SB Collier Ave (Total)	Drive	2	1,230	96.7%	1,189	2.0%	24	1.4%	17	
Southbound Lane 1		1	615		595		12		9	40
Southbound Lane 2		1	615		594		12		8	

		Number	Peak Hour	Auto	0	Medium	Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
NB Collier Ave (Total)		2	1,330	96.7%	1,286	1.9%	25	1.4%	19	
Northbound Lane 1	1	1	665		643		13		10	40
Northbound Lane 2	1	1	665		643		12		9	
SB Collier Ave (Total)	North of Hunco Way	3	1,230	96.7%	1,189	2.0%	24	1.4%	17	
Southbound Lane 1	1	1	14		12		1		1	40
Southbound Lane 2		1	608		589		12		8	40
Southbound Lane 3		1	608		588		11		8	
EB Hunco Way (Total)		1	115	72.2%	83	10.4%	12	17.4%	20	20
Eastbound Lane 1		1	115		83		12		20	50
WB Hunco Way (Total)	Fact of Collier Avenue	3	46	95.7%	44	2.2%	1	2.2%	1	
Westbound Lane 1	East of Collier Avenue	1	10		8		1		1	20
Westbound Lane 2		1	0		0		0		0	30
Westbound Lane 3		1	36		36		0		0	
EB Hunco Way (Total)		1	47	95.7%	45	2.1%	1	2.1%	1	20
Eastbound Lane 1	West of Collier Avenue	1	47		45		1		1	30
WB Hunco Way (Total)	west of comer Avenue	1	115	73.0%	84	10.4%	12	16.5%	19	20
Westbound Lane 1		1	115		84		12		19	50
NB Collier Ave (Total)		4	1,458	92.9%	1,355	3.2%	47	3.8%	56	
Northbound Lane 1		1	100		71		11		18	
Northbound Lane 2		1	629		607		13		10	40
Northbound Lane 3	South of Hunco May	1	628		606		12		9	
Northbound Lane 4	South of Hunco way	1	101		71		11		19	
SB Collier Ave (Total)		2	1,221	96.6%	1,180	2.0%	24	1.4%	17	
Southbound Lane 1		1	611		590		12		9	40
Southbound Lane 2		1	610		590		12		8	
NB Collier Ave (Total)		2	1,531	93.1%	1,426	3.1%	48	3.7%	57	
Northbound Lane 1		1	766		713		24		29	50
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	
Southbound Lane 1	North of Central	1	367		342		17		8	
Southbound Lane 2	Avenue	1	367		342		17		8	
Southbound Lane 3		1	367		341		17		9	50
Southbound Lane 4		1	100		96		2		1	
Southbound Lane 5		1	100		97		2		2	
Southbound Lane 6		1	20		19		1		0	

		Number	Peak Hour	Auto	D	Medium	Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Central Ave (Total)		4	1,831	94.5%	1,731	3.5%	65	1.9%	35	
Eastbound Lane 1		1	458		433		16		9	
Eastbound Lane 2		1	458		433		16		9	40
Eastbound Lane 3		1	458		433		16		9	
Eastbound Lane 4		1	457		432		17		8	
WB Central Ave (Total)	East of Collier Avenue	5	2,371	94.4%	2,239	2.7%	64	2.9%	68	
Westbound Lane 1		1	370		358		7		5	
Westbound Lane 2		1	370		358		7		5	40
Westbound Lane 3		1	510		493		10		7	40
Westbound Lane 4		1	561		515		20		26	
Westbound Lane 5		1	560		515		20		25	
EB Central Ave (Total)		5	420	96.7%	406	2.1%	9	1.2%	5	
Eastbound Lane 1		1	15		15		1		0	
Eastbound Lane 2		1	15		14		0		0	FO
Eastbound Lane 3		1	130		126		3		2	50
Eastbound Lane 4	West of Collier Avenue	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	
Westbound Lane 1		1	280		271		6		4	50
Westbound Lane 2		1	280		270		6		3	
NB Collier Ave (Total)		5	830	96.6%	802	1.9%	16	1.4%	12	
Northbound Lane 1		1	30		29		1		0	
Northbound Lane 2		1	190		184		4		3	40
Northbound Lane 3	South of Control	1	190		183		3		3	40
Northbound Lane 4		1	210		203		4		3	
Northbound Lane 5	Avenue	1	210		203		4		3	
SB Collier Ave (Total)		2	1,020	96.7%	986	2.0%	20	1.4%	14	
Southbound Lane 1		1	510		493		10		7	40
Southbound Lane 2		1	510		493		10		7	
NB Collier Ave (Total)		1	830	96.6%	802	1.9%	16	1.4%	12	50
Northbound Lane 1		1	830		802		16		12	50
SB Collier Ave (Total)	North of 2rd Streat	3	1,020	96.7%	986	2.0%	20	1.4%	14	
Southbound Lane 1	North of Stu Street	1	0		0		0		0	50
Southbound Lane 2		1	1,000		966		20		14	50
Southbound Lane 3		1	20		20		0		0	

		Number	Peak Hour	Auto	0	Medium	Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB 3rd St (Total)		2	20	100.0%	20	0.0%	0	0.0%	0	
Eastbound Lane 1		1	20		20		0		0	40
Eastbound Lane 2	West of Collier Avenue	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	40
NB Collier Ave (Total)		2	810	96.5%	782	2.0%	16	1.5%	12	
Northbound Lane 1		1	0		0		0		0	50
Northbound Lane 2	South of 3rd Street	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	50
NB Collier Ave (Total)		1	810	96.5%	782	2.0%	16	1.5%	12	45
Northbound Lane 1	North of Changer	1	810		782		16		12	45
SB Collier Ave (Total)	North of Chaney	2	1,000	96.6%	966	2.0%	20	1.4%	14	
Southbound Lane 1	Street	1	810		799		5		6	45
Southbound Lane 2		1	190		167		15		8	
EB Chaney St (Total)		2	240	91.7%	220	4.6%	11	3.8%	9	
Eastbound Lane 1		1	220		206		8		6	40
Eastbound Lane 2		1	20		14		3		3	
WB Chaney St (Total)	west of Collier Avenue	2	290	88.6%	257	6.9%	20	4.5%	13	
Westbound Lane 1		1	145		129		10		7	40
Westbound Lane 2		1	145		128		10		6	
NB Collier Ave (Total)		1	690	96.5%	666	1.9%	13	1.6%	11	45
Northbound Lane 1	South of Chaney	1	690		666		13		11	45
SB Collier Ave (Total)	Street	1	830	98.0%	813	1.0%	8	1.1%	9	45
Southbound Lane 1		1	830		813		8		9	45
EB Collier Ave (Total)		1	590	97.3%	574	1.4%	8	1.4%	8	45
Eastbound Lane 1	East of Minthorn	1	590		574		8		8	45
WB Collier Ave (Total)	Street	1	730	98.4%	718	0.7%	5	1.0%	7	45
Westbound Lane 1		1	730		718		5		7	45
NB Minthorn St (Total)		1	150	100.0%	150	0.0%	0	0.0%	0	20
Northbound Lane 1	North of Collier	1	150		150		0		0	50
SB Minthorn St (Total)	Avenue	1	100	100.0%	100	0.0%	0	0.0%	0	20
Southbound Lane 1		1	100		100		0		0	50
NB Minthorn St (Total)		1	740	97.8%	724	1.1%	8	1.1%	8	20
Northbound Lane 1	South of Collier	1	740		724		8		8	50
SB Minthorn St (Total)	Avenue	1	830	98.6%	818	0.6%	5	0.8%	7	20
Southbound Lane 1		1	830		818		5		7	50

		Number	Peak Hour	Auto	D	Medium	Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB W Minthorn St (Total)		1	830	98.1%	814	1.0%	8	1.0%	8	25
Eastbound Lane 1	West of N Spring	1	830		814		8		8	25
WB W Minthorn St (Total)	Street	1	740	98.4%	728	0.7%	5	0.9%	7	25
Westbound Lane 1		1	740		728		5		7	25
EB W Minthorn St (Total)		1	0	0.0%	0	0.0%	0	0.0%	0	25
Eastbound Lane 1	Fact of N Caring Street	1	0		0		0		0	25
WB W Minthorn St (Total)	East of N Spring Street	1	10	100.0%	10	0.0%	0	0.0%	0	25
Westbound Lane 1		1	10		10		0		0	25
NB N Spring St (Total)		1	730	98.4%	718	0.7%	5	1.0%	7	25
Northbound Lane 1	South of Minthorn	1	730		718		5		7	25
SB N Spring St (Total)	Street	1	830	98.1%	814	1.0%	8	1.0%	8	25
Southbound Lane 1		1	830		814		8		8	25
EB Central Ave (Total)		4	1,723	94.2%	1,623	3.8%	65	2.0%	35	
Eastbound Lane 1		1	431		406		16		9	
Eastbound Lane 2		1	431		406		16		9	40
Eastbound Lane 3		1	431		406		16		9	
Eastbound Lane 4		1	430		405		17		8	
WB Central Ave (Total)	Collier Avenue to I-15	6	2,639	94.8%	2,501	2.6%	69	2.6%	69	
Westbound Lane 1	Ramps	1	474		447		12		13	
Westbound Lane 2		1	474		448		13		13	
Westbound Lane 3		1	474		448		13		14	45
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)		4	1,603	94.6%	1,516	3.6%	57	1.9%	30	
Eastbound Lane 1		1	401		379		14		8	
Eastbound Lane 2		1	401		379		14		8	40
Eastbound Lane 3		1	401		379		14		8	
Eastbound Lane 4		1	400		379		15		6	
WB Central Ave (Total)	Between I-15 Ramps	5	2,989	94.0%	2,811	3.3%	98	2.7%	80	
Westbound Lane 1		1	429		429		0		0	
Westbound Lane 2		1	278		206		51		21	45
Westbound Lane 3]	1	761		725		16		20	45
Westbound Lane 4]	1	761		725		16		20	
Westbound Lane 5		1	760		726		15		19	

		Number	Peak Hour	Auto	D	Medium	Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Central Ave (Total)		6	2,153	94.0%	2,024	3.8%	81	2.2%	48	
Eastbound Lane 1		1	161		140		14		7	
Eastbound Lane 2		1	160		139		14		7	
Eastbound Lane 3		1	458		436		13		9	40
Eastbound Lane 4	1 15 Dominis to Doutor	1	458		436		13		9	
Eastbound Lane 5		1	458		436		13		9	
Eastbound Lane 6	Avenue	1	458		437		14		7	
WB Central Ave (Total)		3	2,179	94.6%	2,061	2.9%	64	2.5%	54	
Westbound Lane 1		1	726		687		21		18	45
Westbound Lane 2		1	726		687		21		18	45
Westbound Lane 3		1	727		687		22		18	
NB Dexter Ave (Total)		4	1,541	93.1%	1,435	5.5%	84	1.4%	22	
Northbound Lane 1		1	334		312		13		9	
Northbound Lane 2		1	335		312		13		10	40
Northbound Lane 3	Central Avenue to I-15	1	436		405		29		2	
Northbound Lane 4	Hook Ramps	1	436		406		29		1	
SB Dexter Ave (Total)		2	499	92.8%	463	4.4%	22	2.8%	14	
Southbound Lane 1		1	250		232		11		7	40
Southbound Lane 2		1	249		231		11		7	
NB Dexter Ave (Total)		2	977	92.8%	907	6.4%	63	0.7%	7	
Northbound Lane 1		1	489		453		32		4	40
Northbound Lane 2	North of I-15 Hook	1	488		454		31		3	
SB Dexter Ave (Total)	Ramps	2	515	92.8%	478	4.3%	22	2.9%	15	
Southbound Lane 1		1	424		393		19		12	40
Southbound Lane 2		1	91		85		3		3	
EB Central Ave (Total)		6	2,153	94.0%	2,024	3.8%	81	2.2%	48	
Eastbound Lane 1		1	161		140		14		7	
Eastbound Lane 2		1	160		139		14		7	
Eastbound Lane 3		1	458		436		13		9	40
Eastbound Lane 4	1 15 Pamps to Dovtor	1	458		436		13		9	
Eastbound Lane 5		1	458		436		13		9	
Eastbound Lane 6	Avenue	1	458		437		14		7	
WB Central Ave (Total)		3	2,179	94.6%	2,061	2.9%	64	2.5%	54	
Westbound Lane 1	J	1	726		687		21		18	40
Westbound Lane 2]	1	726		687		21		18	40
Westbound Lane 3		1	727		687		22		18	
		Number	Peak Hour	Auto	0	Medium	Truck	Heavy	/ Truck	Speed
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Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Central Ave (Total)		4	1,892	94.5%	1,788	3.6%	69	1.8%	35	
Eastbound Lane 1		1	474		447		18		9	
Eastbound Lane 2	1	1	473		447		17		9	40
Eastbound Lane 3		1	473		447		17		9	
Eastbound Lane 4	Fact of Douton Augurus	1	472		447		17		8	
WB Central Ave (Total)	East of Dexter Avenue	4	2,670	95.4%	2,548	2.8%	74	1.8%	48	
Westbound Lane 1	1	1	590		559		17		14	
Westbound Lane 2	1	1	590		560		16		14	40
Westbound Lane 3	1	1	590		560		16		14	
Westbound Lane 4	1	1	900		869		25		6	
NB Dexter Ave (Total)		2	1,541	93.1%	1,435	5.5%	84	1.4%	22	
Northbound Lane 1		1	771		718		42		11	40
Northbound Lane 2	North of Control	1	770		717		42		11	
SB Dexter Ave (Total)	Avenue	3	499	92.8%	463	4.4%	22	2.8%	14	
Southbound Lane 1	Avenue	1	80		72		7		1	40
Southbound Lane 2		1	150		134		14		2	40
Southbound Lane 3		1	269		257		1		11	
NB Dexter Ave (Total)		3	600	89.5%	537	9.8%	59	0.7%	4	
Northbound Lane 1		1	140		125		14		1	40
Northbound Lane 2	South of Central	1	230		206		23		2	40
Northbound Lane 3	Avenue	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	40
NB Camino Del Norte St (Total)		1	550	95.3%	524	2.4%	13	2.4%	13	55
Northbound Lane 1	North of Ohana Circla	1	550		524		13		13	55
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	55
EB Ohana Circle (Total)		1	10	100.0%	10	0.0%	0	0.0%	0	25
Eastbound Lane 1	East of Camino Del	1	10		10		0		0	25
WB Ohana Circle (Total)	Norte	1	0	0.0%	0	0.0%	0	0.0%	0	25
Westbound Lane 1		1	0		0		0		0	25
NB Camino Del Norte St (Total)		1	560	95.4%	534	2.3%	13	2.3%	13	55
Northbound Lane 1	South of Ohana Circla	1	560		534		13		13	55
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	55

		Number	Peak Hour	Auto	0	Medium	Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
NB Camino Del Norte St (Total)		1	560	95.4%	534	2.3%	13	2.3%	13	55
Northbound Lane 1	North of Main Street	1	560		534		13		13	
SB Camino Del Norte St (Total)		1	380	92.6%	352	3.7%	14	3.7%	14	FF
Southbound Lane 1		1	380		352		14		14	55
EB Main St (Total)		2	416	92.3%	384	6.0%	25	1.7%	7	
Eastbound Lane 1	1 15 Damas to Camina	1	288		280		6		2	35
Eastbound Lane 2	I-15 Kamps to Camino	1	128		104		19		5	
WB Main St (Total)		2	515	94.2%	485	2.9%	15	2.9%	15	
Westbound Lane 1	Street	1	90		79		4		7	35
Westbound Lane 2		1	425		406		11		8	
NB Camino Del Norte St (Total)		1	529	94.0%	497	2.6%	14	3.4%	18	FF
Northbound Lane 1		1	529		497		14		18	55
SB Camino Del Norte St (Total)	South of Main Street	2	250	85.6%	214	10.0%	25	4.4%	11	
Southbound Lane 1		1	126		107		13		6	55
Southbound Lane 2		1	124		107		12		5	
EB Main St (Total)		2	857	91.0%	780	5.0%	43	4.0%	34	
Eastbound Lane 1		1	429		390		22		17	35
Eastbound Lane 2	West of I-15 Ramps	1	428		390		21		17	
WB Main St (Total)		1	426	91.1%	388	4.7%	20	4.2%	18	25
Westbound Lane 1		1	426		388		20		18	55
EB Main St (Total)		3	693	92.9%	644	4.0%	28	3.0%	21	
Eastbound Lane 1		1	425		407		10		8	25
Eastbound Lane 2		1	134		118		9		7	35
Eastbound Lane 3	Between I-15 Ramps	1	134		119		9		6	
WB Main St (Total)		2	532	91.4%	486	4.5%	24	4.1%	22	
Westbound Lane 1		1	190		173		9		8	35
Westbound Lane 2		1	342		313		15		14	

		Number	Peak Hour	Auto	0	Medium	Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
NB Blue Springs Dr (Total)	North of Lakeshore	1	560	97.9%	548	1.1%	6	1.1%	6	25
SB Blue Springs Dr (Total)	Drive	1	110	98.2%	108	0.9%	1	0.9%	1	25
NB Lakeshore Dr (Total)	South of Blue Springs	1	560	97.9%	548	1.1%	6	1.1%	6	25
SB Lakeshore Dr (Total)	Drive	1	110	98.2%	108	0.9%	1	0.9%	1	25
NB Nob Hill Rd (Total)	North of Wairick Boad	1	0		0		0		0	25
SB Nob Hill Rd (Total)		1	10	90.0%	9	10.0%	1	0.0%	0	25
EB Glen Rd (Total)	East of North Weirick	1	0		0		0		0	25
WB Glen Rd (Total)	Road	1	10	90.0%	9	10.0%	1	0.0%	0	25
NB Dry Gulch Rd (Total)	Dry Culch Boad	1	0	0.0%	0	0.0%	0	0.0%	0	25
SB Dry Gulch Rd (Total)	Dry Guich Road	1	10	90.0%	9	10.0%	1	0.0%	0	25
NB Calico Cir (Total)	Calico Cirolo	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 M/av	1	10	90.0%	9	10.0%	1	0.0%	0	25
SB Long Branch Way	LONG DIANCH WAY	1	0	0.0%	0	0.0%	0	0.0%	0	25
NB Piute Creek Dr	Riuto Crook Drivo	1	20	95.0%	19	5.0%	1	0.0%	0	25
SB Piute Creek Dr	Plute Creek Drive	1	20	95.0%	19	5.0%	1	0.0%	0	25
NB Newton St	Nouton Street	1	20	95.0%	19	5.0%	1	0.0%	0	25
SB Newton St	Newton Street	1	0	0.0%	0	0.0%	0	0.0%	0	25
NB Katy Way	Katy May	1	10	90.0%	9	10.0%	1	0.0%	0	25
SB Katy Way	Kaly Way	1	0	0.0%	0	0.0%	0	0.0%	0	25
EB Tom Barnes St	Tom Parnos Street	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Tom Barnes St	Tom Barnes Street	1	50	96.0%	48	2.0%	1	2.0%	1	25
		2	30	93.3%	28	3.3%	1	3.3%	1	
EB Tuscany St		1	15		13		1		1	25
	Tuccany Street	1	15		15		0		0	
	i uscany street	2	30	93.3%	28	3.3%	1	3.3%	1	
WB Tuscany St		1	16		14		1		1	25
		1	14		14		0		0	

		Number	Peak Hour	Auto	D	Medium	Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Glen Rd	Clan Deed	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Glen Rd	Glen Koau	1	10	90.0%	9	10.0%	1	0.0%	0	25
EB Cabot Dr	Cabat Drive	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Cabot Dr	Cabot Drive	1	110	96.4%	106	1.8%	2	1.8%	2	25
EB Dial Way	Dial Mari	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Dial Way	Diai way	1	70	97.1%	68	2.9%	2	0.0%	0	25
NB Unnamed cul-de-sac	Unnormad aul do coo	1	10	90.0%	9	10.0%	1	0.0%	0	25
SB Unnamed cul-de-sac	Unnamed cul-de-sac	1	0	0.0%	0	0.0%	0	0.0%	0	25
NB Dial Way Ct	Diel May Court	1	0	0.0%	0	0.0%	0	0.0%	0	25
SB Dial Way Ct	Dial way court	1	10	80.0%	8	10.0%	1	10.0%	1	25
NB Hayworth Ct	Have worth Court	1	30	100.0%	30	0.0%	0	0.0%	0	30
SB Hayworth Ct	Hayworth Court	1	0	0.0%	0	0.0%	0	0.0%	0	30
EB Patina Ct	Dating Court	1	10	90.0%	9	10.0%	1	0.0%	0	30
WB Patina Ct	Patina Court	1	0	0.0%	0	0.0%	0	0.0%	0	30
NB Silver Dollar St	Silver Dellar Street	1	70	97.1%	68	2.9%	2	0.0%	0	25
SB Silver Dollar St	Silver Dollar Street	1	70	97.1%	68	2.9%	2	0.0%	0	25
EB Lantana Dr	Lantana Driva	1	20	95.0%	19	5.0%	1	0.0%	0	25
WB Lantana Dr	Lantana Drive	1	20	95.0%	19	5.0%	1	0.0%	0	25
EB Sydney Blue Cir	Sudnov Circlo	1	20	95.0%	19	5.0%	1	0.0%	0	25
WB Sydney Blue Cir	Sydney Circle	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	Scotty way	1	40	97.5%	39	2.5%	1	0.0%	0	25
NB Nickellaus Ct	Niekellaus Court	1	60	96.7%	58	3.3%	2	0.0%	0	25
SB Nickellaus Ct	NICKEIIdus Court	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	Lapis Court	1	10	90.0%	9	10.0%	1	0.0%	0	25
EB Palm Canyon Dr	Dalm Canyon Drivo	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Palm Canyon Dr	Palm Canyon Drive	1	20	95.0%	19	5.0%	1	0.0%	0	25
EB Stone Canyon Dr	Stone Canvon Drive	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Stone Canyon Dr	Stone Canyon Drive	1	20	95.0%	19	5.0%	1	0.0%	0	25

		Number	Peak Hour	Auto)	Medium	Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Icefield Ct	Icofield 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	Kanasha Circla	1	0	0.0%	0	0.0%	0	0.0%	0	25
SB Kenosha Cir	Kenosna circle	1	10	90.0%	9	10.0%	1	0.0%	0	25
NB Whitecrown Cir	Whitegrown Circle	1	70	97.1%	68	2.9%	2	0.0%	0	25
SB Whitecrown Cir	WIIILECIOWITCITCIE	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	Baldy Court	1	0	0.0%	0	0.0%	0	0.0%	0	25
EB Stageline St	Stagolino Stroot	1	30	96.7%	29	3.3%	1	0.0%	0	25
WB Stageline St	Stagenne Street	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	Wianglei Way	1	30	96.7%	29	3.3%	1	0.0%	0	25
EB Rosemary Way	Bocomany May	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Rosemary Way	Ruselliary way	1	40	97.5%	39	2.5%	1	0.0%	0	25
EB Coral Canyon Rd	Coral Canvon Road	1	60	100.0%	60	0.0%	0	0.0%	0	25
WB Coral Canyon Rd	Corar Canyon Kudu	1	120	97.5%	117	2.5%	3	0.0%	0	25

		Number	Peak Hour	Auto	D	Medium	Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
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	Whitebark Lane	1	20	95.0%	19	5.0%	1	0.0%	0	25
NB Pinecone St	Pinocono Stroot	1	60	100.0%	60	0.0%	0	0.0%	0	25
SB Pinecone St	Pillecone Street	1	140	100.0%	140	0.0%	0	0.0%	0	25
EB Birchtree Ct	Birchtrop Court	1	20	95.0%	19	5.0%	1	0.0%	0	25
WB Birchtree Ct	Birchtree Court	1	0	0.0%	0	0.0%	0	0.0%	0	25
EB Sagebrush Way	Sagobruch Way	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Sagebrush Way	Sagebrush way	1	50	98.0%	49	2.0%	1	0.0%	0	25
NB Magnolia St	Magnelia Street	1	40	97.5%	39	2.5%	1	0.0%	0	25
SB Magnolia St	Magnolia Street	1	40	97.5%	39	2.5%	1	0.0%	0	25
EB Chinaberry St	Chipabarry Streat	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Chinaberry St	Chinaberry Street	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		1	40	97.5%	39	2.5%	1	0.0%	0	25
SB Temescal Valley Ln	Terriescal valley Larie	1	40	97.5%	39	2.5%	1	0.0%	0	25
EB Valley Oak Ln	Vallov Oak Lano	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB Valley Oak Ln	Valley Oak Lalle	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	Hony Hill Avenue	1	70	97.1%	68	2.9%	2	0.0%	0	25

		Number	Peak Hour	Auto	D	Medium	Truck	Heavy	Truck	Speed
Roadway/Lane(s)	Segment	of Lanes	Volume	%	Volume	%	Volume	%	Volume	(Auto/MT/HT)
EB Orange Grove Pl	Orango Grovo Placo	1	10	90.0%	9	10.0%	1	0.0%	0	25
WB Orange Grove Pl	Orange Grove Place	1	0	0.0%	0	0.0%	0	0.0%	0	25
NB El Toro Rd	West of 15	1	40	100.0%	40	0.0%	0	0.0%	0	25
SB El Toro Rd	West OT I-15	1	0	0.0%	0	0.0%	0	0.0%	0	25
NB El Toro Rd	Fact of 115	1	977	92.8%	907	6.4%	64	0.7%	6	25
SB El Toro Rd	EdSL OI I-15	1	515	93.2%	480	4.1%	21	2.7%	14	25
EB 11th St	11th Stroot	1	0	0.0%	0	0.0%	0	0.0%	0	25
WB 11th St	11th Street	1	30	96.7%	29	3.3%	1	0.0%	0	25
NB Dexter Pl	Dovtor Diaco	1	30	93.3%	28	3.3%	1	3.3%	1	25
SB Dexter Pl	Dexter Place	1	30	93.3%	28	3.3%	1	3.3%	1	25
EB 2nd St	and Street	1	550	95.3%	524	2.4%	13	2.4%	13	40
WB 2nd St	2nu street	1	380	92.6%	352	3.7%	14	3.7%	14	40
NB Frances Street	Francos Stroot	1	10	90.0%	9	10.0%	1	0.0%	0	25
SB Frances Street	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	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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									I-15 EI	PSE P	roject	Worst	Hour N	oise Le	vels	(Traffic	Noi	se On	ly) - I	L _{eq} (h),	dBA																	
rement Location	onstant (Reference		ocation		Units or Equivalent		, L _{eq} (h), dBA	d Noise Level,	oise Level, Leq(h),	1 Noise Level minus Leq(h), dBA	oise Level minus No- q(h), dBA	oise Level minus Leq(h), dBA	AC)	or A/E)				Noise	e Pre	diction	with	Barrie	r, Barri	er Inse	tion L	.oss ((I.L.), a	nd N	umbe	er of E	Benef	ited F	Rece	eivers	i (NBI	र)		
.D. / Measu	alidation C	Iysis Area	rier I.D. & L		Dwelling		oise Level	ar No-Build	ar Build No	ar No-Build onditions	ar Build No e Level Le	ar Build No onditions I	ategory (N/	pe (None, c		6 feet		8	feet		10 fe	et	12	eet	1	l4 feet		16	i feet		18	feet		20	feet	D	esign F	3arrier
Receiver I	Applied V4 Measurem	Noise Ana	Noise Ban	Land Use	Number of	Address	Existing N	Design Ye Leq(h), dB	Design Ye dBA	Design Ye Existing C	Design Ye Build Nois	Design Ye Existing C	Activity Ca	Impact Tyl	L _{eq} (h)		NBR	L _{eq} (h)	-	NBR L _{eq} (h)	I.L.	NBR	L _{eq} (h)	NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	I.L.	NBR	//be-	- -	NBR	L _{eq} (h)	ï	NBR L(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	42A - e 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	i 1	65	6	1				-		-					-
M01.05	0 (ST01.02)	1	SW11. Mainlin	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	ŧ 0	63	5	1				-		-					-
M01.04	0 (ST01.02)	1	42B - W	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	ŧ 0	66	5	1	65	6	1 6	5	6	1	64	7	1 64	4 7	1
M01.05	0 (ST01.02)	1	SW11. RO	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 6	3	5	1	63	5	1 63	3 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	1	N/A	67	68	68	1	0	1	G (-)	NONE		1						-						-			-		-					-
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	1	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	109A - 1e 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	SW1 ⁻ Mainlir	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	8 0	63	3	0	-			-						-	
M02.01	0 (ST02.01)	2	o 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	SW1 [*] Ram	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	5 1	60	6	1				-		-					-
M02.01	0 (ST02.01)	2	09A+B - Iline & p 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	58	0	0				-		-			58	3 0	0
M02.02	0 (ST02.01)	2	SW110 Main Ramı	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	1	59	7	1	-			-		-			59	э 7	1

									I-15 El	.PSE P	roject	Worst	Hour N	loise Le	evels	(Traff	ic Noise Only) - L _{eq} (h), dBA																					
rement Location	onstant (Reference		ocation		Jnits or Equivalent		L _{eq} (h), dBA	i Noise Level,	jise Level, Leq(h),	l Noise Level minus -eq(h), dBA	pise Level minus No- q(h), dBA	oise Level minus -eq(h), dBA	(c)	r A/E)				Nois	se Pre	dictic	on with) Barri	er, Ba	rrier l	nserti	on Lo	oss (l	.L.), aı	nd Nu	umbo	er of Be	nefite	d Rec	ceive	rs (NE	łR)		
D./ Measu	lidation Co ent)	lysis Area	ier I.D. & Lo		Dwelling L		oise Level,	ar No-Build A	ar Build No	ar No-Build onditions L	ar Build No e Level Lec	ar Build No onditions L	itegory (NA	oe (None, o		6 feet			8 feet		10 f	eet		12 feet		14	feet		161	feet		18 fee	t		20 feet		Desigr	n Barrier
Receiver I.	Applied Va Measurem	Noise Ana	Noise Barr	Land Use	Number of	Address	Existing N	Design Ye. Leq(h), dB	Design Ye dBA	Design Ye Existing C	Design Ye. Build Nois	Design Ye. Existing C	Activity Ca	Impact Typ	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	NBR	L _{eq} (h)	1.L.	NBR	L _{eq} (h)	I.L.	NBR	//be	ļ	NBR L _{eq} (h)	1.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	-	-				-			-	-			-			-		-	-	1		-		
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 6	2	7	1	-	-			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	1A - On rm	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	SW115 Be	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 -					-	1				
M02.10	0 (ST02.03)	2	I51B - Ie 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	SW11 Mainlir	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	51C - 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 6	7 (0	0		-	-				
M02.11 / ST02.03	0 (ST02.03)	2	SW11 Private	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 6	5 3	3	0		-	-				
M02.12 / ST02.04	-4 (ST02.04)	2		Undeveloped / G	1	N/A	60	60	60	0	0	0	G (-)	NONE	-	-								-									-	1				
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 E	LPSE F	Project	Worst	Hour N	loise L	evels	(Traf	fic No	oise C	Only)	- L _{eq} (I	h), dB	A																	
rement Location	onstant (Reference		ocation		Inits or Equivalent		L _{eq} (h), dBA	Noise Level,	ise Level, Leq(h),	Noise Level minus .eq(h), dBA	ise Level minus No- ฤ(h), dBA	ise Level minus .eq(h), dBA	(C)	r A/E)				Noi	se Pr	edict	ion wi	ith Ba	rrier,	Barrie	r Insei	tion L	oss	(I.L.),	and	Numi	ber o	f Ben	efiteo	i Rec	eiver	's (Ne	BR)		
l.D. / Measu	alidation Co nent)	alysis Area	rier I.D. & L		f Dwelling L		loise Level,	aar No-Build 3A	ar Build No	ar No-Build Conditions L	sar Build Nc se Level Leo	ar Build Nc Conditions I	ategory (NA	pe (None, o		6 fee	t		8 feet		11) feet		12 fe	et		14 feel	t		16 feet	t	1	8 feet		2	20 feet		Desig	n Barrier
Receiver	Applied V Measuren	Noise Ana	Noise Bar	Land Use	Number o	Address	Existing N	Design Ye Leq(h), dE	Design Ye dBA	Design Ye Existing C	Design Ye Build Nois	Design Ye Existing C	Activity C	Impact Ty	L _{eq} (h)		NBR	L _{eq} (h)	ij	NBR	L _{eq} (h)		NBR	Leq(n)	NBR	L _{eq} (h)	Ŀ.	NBR	L _{eq} (h)	Ŀ.	NBR	L _{eq} (h)	÷	NBR	L _{eq} (h)	ij.	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	-	-		-		-					-		-		-	1				-					
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	1	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 6	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**	-	-		-					1				-		-	-				-					

									I-15 EI	PSE P	roject	Worst	Hour N	loise Le	evels	(Trafi	fic No	oise C	Only)	· L _{eq} (I	h), dB	A																	
rement Location	onstant (Reference		ocation		Jnits or Equivalent		L _{eq} (h), dBA	l Noise Level,	iise Level, Leq(h),	l Noise Level minus .eq(h), dBA	ise Level minus No- q(h), dBA	vise Level minus .eq(h), dBA	(c)	r A/E)				Noi	se Pr	edicti	ion wi	th Barı	ier, I	Barrier	Inser	tion L	.oss (l.L.), á	and N	lumb	er of B	enefi	ted R	ecei	vers (I	NBR)			
l.D. / Measu	alidation Co nent)	alysis Area	rier I.D. & L		f Dwelling (loise Level,	aar No-Builc 3A	aar Build No	ear No-Build	ear Build No se Level Lei	aar Build No Conditions I	ategory (N/	pe (None, c		6 feet			8 feet		11) feet		12 fee	t	1	4 feet		10	6 feet		18 f	eet		20 fe	et	Des	ign Barı	rier
Receiver	Applied V Measuren	Noise Ana	Noise Bar	Land Use	Number o	Address	Existing N	Design Ye Leq(h), dE	Design Ye dBA	Design Ye Existing C	Design Ye Build Nois	Design Ye Existing C	Activity C	Impact Ty	L _{eq} (h)	Ŀ.	NBR	L _{eq} (h)	Ŀ.	NBR	L _{eq} (h)	L. NBR	4	ir a	NBR	L _{eq} (h)	-i	NBR	L _{eq} (h)	-i	NBR L _{eo} (h)		NBR	(4)	I.L.	NBR	L _{eq} (h)	ų.	NBR
M03.14 / ST03.05	0 (ST03.05)	3		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	6	5 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	6	1 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	6	7 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 C	6	3 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	6	4 1	0	64	1	0				-	-				64	1	0
M03.19 / ST03.06	0 (ST03.06)	3	and ROV	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	ne EOS	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	6	1 1	0	61	1	0				-	-			-	61	1	0
M03.21	0 (ST03.06)	3	en Mainli	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	6	2 3	0	61	4	0				-	-			-	61	4	0
M03.22	0 (ST03.06)	3	- Betwee	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	6	3 5	1	62	6	1				-	-				62	6	1
M03.23 / ST03.07	0 (ST03.07)	3	W1226B	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	6	67	3	65	8	3	-			-	-				65	8	3
M03.24	0 (ST03.07)	3	ø	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	6	56	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	6	7 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	6	9 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	7	1 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	6	6 4	0	65	5	1	-			-	-		- -		65	5	1

									I-15 EI	LPSE P	roject	Worst	Hour N	oise Le	evels	(Traf	fic No	oise C	Only)	- L _{eq} (I	h), dB	BA																	
rement Location	onstant (Reference		ocation		Inits or Equivalent		L _{eq} (h), dBA	Noise Level,	ise Level, Leq(h),	Noise Level minus .eq(h), dBA	ise Level minus No- i(h), dBA	ise Level minus .eq(h), dBA	(c)	r A/E)				Noi	se Pr	edict	ion w	ith Ba	rrier,	Barrie	r Inse	rtion I	oss	(I.L.),	and	Numt	oer of E	enef	ited F	Rece	ivers	(NBR)		
.D. / Measu	alidation Co tent)	Ilysis Area	rier I.D. & L		f Dwelling L		oise Level,	ar No-Build	ar Build No	ar No-Build onditions L	ar Build No se Level Lec	ar Build No onditions L	ategory (NA	pe (None, o		6 feet	t		8 feet		1	0 feet		12 fe	et		14 feel	t	1	l6 feet		18	feet		20	feet	De	esign	Barrier
Receiver I	Applied V. Measurem	Noise Ana	Noise Bar	Land Use	Number o	Address	Existing N	Design Ye Leq(h), dE	Design Ye dBA	Design Ye Existing C	Design Ye Build Nois	Design Ye Existing C	Activity C	Impact Ty	L _{eq} (h)	וידי	NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (h) I.L.	NBR	L _{eq} (h)	1.L.	NBR	L _{eq} (h)	I.L.	NBR	fundamente en la companya de la comp		YON .	L _{eq} (h)	NDD	Lee(h)	11.	NBR
M03.14 / ST03.05	0 (ST03.05)	3		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	MOF	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	OS and I	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	ainline E	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	stween M	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	208A - Be	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	SW12	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	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	OS and	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	5 6	3
M03.25	0 (ST03.07)	3	lainline E	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	etween N	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	9 6	1
M03.27 / ST03.08	0 (ST03.08)	3	214A - Bé	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	SW12	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 5	1

									I-15 EI	PSE P	roject	Worst	Hour N	loise L	evels	(Traf	fic No	ise C)nly) -	· L _{eq} (ł	n), dB	A																	
rement Location	onstant (Reference		ocation		Jnits or Equivalent		L _{eq} (h), dBA	l Noise Level,	iise Level, Leq(h),	l Noise Level minus .eq(h), dBA	ise Level minus No- q(h), dBA	vise Level minus .eq(h), dBA	(c)	r A/E)				Noi	se Pro	edicti	ion wi	ith Bar	rier,	Barrier	Inse	rtion L	.oss i	(I.L.),	and	Numt	er of	Bene	fited	Rece	eivers	s (NB	R)		
.D./ Measu	alidation Co tent)	Ilysis Area	rier I.D. & L		f Dwelling (oise Level,	ar No-Build	ar Build No	ar No-Build onditions I	ar Build No	ar Build No	ategory (NA	pe (None, o		6 feet	:		8 feet		1() feet		12 fe	et		l4 feet	t	1	l6 feet		18	3 feet		20	0 feet		Desig	n Barrier
Receiver I	Applied V. Measurem	Noise Ana	Noise Bar	Land Use	Number o	Address	Existing N	Design Ye Leq(h), dE	Design Ye dBA	Design Ye Existing C	Design Ye Build Nois	Design Ye Existing C	Activity C	Impact Ty	L _{eq} (h)	וידי	NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	1.L.	NBK	L _{eq} (h) I.L.	NBR	L _{eq} (h)	I.L.	NBR	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		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	SOE	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	Aainline E	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	226A - N	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	SW1	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 E	LPSE P	roject	Worst	Hour N	loise Le	evels	(Traf	fic No	oise (Only)	- L _{eq} (h), dE	ва																		
rement Location	onstant (Reference		ocation		Inits or Equivalent		L _{eq} (h), dBA	Noise Level,	ise Level, Leq(h),	Noise Level minus .eq(h), dBA	ise Level minus No- ț(h), dBA	ise Level minus .eq(h), dBA	(C)	r A/E)				Noi	se Pr	edict	tion w	vith Ba	arrier	, Barri	er Ins	ertion	Loss	s (I.L.), and	Num	ber o	f Ben	efiteo	i Rec	eivei	rs (NE	BR)			
0. / Measu	lidation Co ent)	ysis Area	er I.D. & L		Dwelling L		oise Level,	ir No-Build	ır Build No	rr No-Build onditions L	rr Build No 9 Level Lec	rr Build No onditions L	tegory (NA	e (None, o		6 feet	t		8 feet		1	10 feet		12	feet		14 fe	et		16 fee	t	1	18 feet			20 feet		Desig	gn Bar	rier
Receiver I.	Applied Va Measurem	Noise Anal	Noise Barr	Land Use	Number of	Address	Existing No	Design Yea Leq(h), dB,	Design Yea dBA	Design Yea Existing Co	Design Yea Build Noise	Design Yea Existing Co	Activity Ca	Impact Typ	L _{eq} (h)	Ŀ.	NBR	L _{eq} (h)	Ŀ.	NBR	L _{eq} (h)	Ŀ.	NBR	L _{eq} (h)		L _{eq} (h)	-i	NBR	L _{eq} (h)	Ŀ	NBR	L _{eq} (h)	Ŀ.	NBR	L _{eq} (h)	ŗ	NBR	L _{eq} (h)		NBR
M03.14 / ST03.05	0 (ST03.05)	3		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 () 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 () 60	3	0												
M03.16	0 (ST03.03)	3	so	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) 67	0	0												
M03.17	0 (ST03.05)	3	1ainline E	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	61	6	1	-										-	
M03.18	0 (ST03.06)	3	208C - N	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 (60	5	1	-										-	
M03.20	0 (ST03.06)	3	SW1	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 (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 () 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	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	69	4	0	67	6	3	66	7 :	65	8	3				-						67	6	3
M03.24	0 (ST03.07)	3	soa	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 :	63	8	3				-						65	6	3
M03.25	0 (ST03.07)	3	Aainline B	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	64	11	1	-			-		-				67	8	1
M03.26	0 (ST03.08)	3	1214C - N	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	64	11	1						-				68	7	1
M03.27 / ST03.08	0 (ST03.08)	3	SW1	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	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 () 65	5	1							-			65	5	1

									I-15 El	PSE P	roject	Worst	Hour N	loise Le	vels	(Traff	ic No	ise O	nly) -	L _{eq} (h	n), dB/	4																	
rement Location	onstant (Reference		ocation		Jnits or Equivalent		L _{eq} (h), dBA	l Noise Level,	ise Level, Leq(h),	l Noise Level minus .eq(h), dBA	ise Level minus No- q(h), dBA	vise Level minus .eq(h), dBA	(c)	r A/E)				Nois	se Pro	edicti	on wi	th Bar	rier, I	Barrier	Insert	ion L	oss (I.L.), a	and N	lumb	er of∣	Bene	fited	Rec	eivers	s (NB	R)		
D./ Measu	lidation Co ent)	lysis Area	ier I.D. & L		Dwelling (oise Level,	ar No-Build A	ar Build No	ar No-Builc onditions I	ar Build Nc e Level Leo	ar Build No onditions I	tegory (NA	oe (None, o		6 feet			8 feet		10	feet		12 fee	t	1	4 feet		1	6 feet		18	feet		20	0 feet		Desig	n Barrier
Receiver I.	Applied Va Measurem	Noise Ana	Noise Barr	Land Use	Number of	Address	Existing N	Design Ye. Leq(h), dB	Design Ye. dBA	Design Ye. Existing C	Design Ye. Build Nois	Design Ye Existing C	Activity Ca	Impact Typ	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	Ŀ.	NBR	L _{eq} (h)	I.L. NBR	(4)	-eq(11)	NBR	L _{eq} (h)	Ŀ.	NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (n)	Ŀ.	NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	I.L. NBR
M03.14 / ST03.05	0 (ST03.05)	3		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	6	5 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	6	2 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	6	7 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	6	6 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	6	4 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	6	1 1	0	61	1	0	60	2	0	60	2	0	59	3	0	59	3 0
M03.21	0 (ST03.06)	3	C - ROW	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	6	2 3	0	62	3	0	61	4	0	61	4	0	61	4	0	61	4 0
M03.22	0 (ST03.06)	3	SW12260	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	6	3 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	6	67	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	6	5 6	3	64	7	3	63	8	3	62	9	3	61	10	3	62	93
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	7	4 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	7	5 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	7	5 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	6	9 1	0	68	2	0	66	4	0	66	4	0	65	5	1	65	5 1

									I-15 El	LPSE P	Project	Worst	Hour N	loise Le	evels	Traff	ic No	ise C	only) -	L _{eq} (h	n), dBA	4																	
rement Location	onstant (Reference		ocation		Units or Equivalent		, L _{eq} (h), dBA	d Noise Level,	oise Level, Leq(h),	d Noise Level minus Leq(h), dBA	oise Level minus No- q(h), dBA	oise Level minus Leq(h), dBA	AC)	or A/E)				Noi	se Pre	dictio	on wit	h Barr	ier, E	Barrier	Inser	tion L	.oss (I.L.),	and I	Numl	per of I	3enef	ited F	Rece	ivers	(NBF	र)		
. / Measu	idation C nt)	sis Area	ər I.D. & L		Owelling		ise Level	r No-Buil	r Build N	r No-Buil	r Build No Level Le	r Build No	egory (N	e (None, e		6 feet			8 foot		10	foot		12 for	.+	1	4 foot		1	6 feet		18	foot		20	foot		eeian	Barrier
eceiver I.D	pplied Val easureme	oise Analy	oise Barri	and Use	umber of I	ddress	kisting No	əsign Yea 9q(h), dB⊿	ssign Yea 3A	əsign Yea kisting Co	esign Yea uild Noise	əsign Yea kisting Co	ctivity Cat	Ipact Type	(h)		ЗR	(h)		R	(µ) ⁶	. 2	(h)		3R	(h)		BR	(h)		ж			H :	(H) ^b		R (h		H H
02 M03.14 / ST03.05	0 (ST03.05)	ž 3	z	Residential / B	2 1	▲ 18095 Dexter Ave, Lake Elsinore, CA 92532	ш 66	65	65 65	ப்பட் -1	0	ش <u>م</u>	∢ B (67)	도 NONE	تــــــــــــــــــــــــــــــــــــ	1	Z 0	ت 63	2	2 0	– 63	2 0	ت 63	3 2	Z	تـ 63	2	Z 0	تــ 62	3	z .	12 :	3 (2 . 0 ·	<u>ت</u> 62	3	<u>تہ z</u> 0 6:	2 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	1 2	0	60	3	0	60	3	0	i0 :	3 (0 :	59	4	0 60	0 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	7	о (0	67	0	0 6	7 0	0
M03.17	0 (ST03.05)	3	- ROW	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	6 1	0	65	2	0	63	4	0	2	5.	1 (62	5	1 62	2 5	1
M03.18	0 (ST03.06)	3	sW1208E	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	1	4 (0	61	4	0 6	1 4	0
M03.20	0 (ST03.06)	3	0	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 1	0	60	2	0	60	2	0 4	i9 :	3 (0	59	3	0 59	9 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	2 3	0	62	3	0	61	4	0	1	4 (0 (61	4	0 6	1 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	3 5	1	63	5	1	62	6	1 (12	ô ·	1 (61	7	1 61	1 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	5 7	3	65	8	3	64	9	3 (i3 1	0 ;	3	62	11	3 65	5 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	5 6	3	64	7	3	63	8	3 (2	э :	3 /	62	9	3 63	3 8	3
M03.25	0 (ST03.07)	3	- ROW	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	2	3 (0	69	6	1 70	0 5	1
M03.26	0 (ST03.08)	3	SW1214	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	5 0	0	74	1	0	72	3	0	0	ō	1 (68	7	1 70	0 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	5 0	0	75	0	0	75	0	0	4	1 (0	73	2	0 74	4 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	9 1	0	68	2	0	66	4	0	i6 -	4 (0	65	5	1 65	5 5	1
M03.14 / ST03.05	0 (ST03.05)	3	pperty	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	0 5	1
M03.15	0 (ST03.05)	3	rivate Pro	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	9 4	0	59	4	0	59	4	0						60	0 3	0
M03.16	0 (ST03.03)	3	208B - Pi	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	7 0	0
M03.17	0 (ST03.05)	3	SW12	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	0 7	1

									I-15 EL	.PSE P	roject	Worst	Hour N	loise Le	vels (Traffi	c Noi	ise Or	nly) -	L _{eq} (h),	dBA																
rement Location	onstant (Reference		ocation		Jnits or Equivalent		L _{eq} (h), dBA	l Noise Level,	vise Level, Leq(h),	l Noise Level minus .eq(h), dBA	vise Level minus No- q(h), dBA	ise Level minus .eq(h), dBA	(c)	r A/E)				Nois	e Pre	diction	with	Barrie	er, Bar	rier In	sertior	Loss	(I.L.)	and	Numt	per of B	enefit	ed Re	ceive	rs (NI	BR)		
). / Measul	idation Co	ysis Area	er I.D. & L		Dwelling L		vise Level,	rr No-Build	ır Build No	rr No-Build Inditions L	rr Build No e Level Lec	rr Build No Inditions L	tegory (NA	e (None, o		6 feet		8	feet		10 fe	et	1	2 feet		14 fee	ət		16 feet		18 fe	et		20 feet		Desiar	n Barrier
Receiver I.C	Applied Val Measureme	Voise Anal	Voise Barri	and Use	Number of	Address	Existing No	Jesign Yea ₋eq(h), dB/	Jesign Yea JBA	Design Yea Existing Co	Design Yea Build Noise	Design Yea Existing Co	Activity Cat	mpact Typ	(h) _{pe-}		IBR	-eq(h)		JBR	4	IBR	(h)		н) (h)	-	IBR	(h) _{pe-}	-	JBR	-	IBR	-eq(h)	-	IBR	(h)	IBR
M03.18	0 (ST03.06)	3	erty	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	ate Prop	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	212 - Priv	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	SW1	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	×	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	e Propert	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	3 - Privat	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	SW1214E	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) - Leq(h), dBA upp upp																																		
rement Location	onstant (Reference		ocation		Image: Second														.)																		
/ Measu	lation Cc t)	is Area	1.D. & L		velling L		e Level,	No-Build	Build No	No-Build ditions L	Build No evel Lec	Build No ditions L	gory (NA	(None, o																							
aiver I.D.	lied Valid suremen	e Analys	e Barrier	1 Use	ber of Dv	sso	ting Nois	gn Year I h), dBA	gn Year I	gn Year I ting Con	gn Year I I Noise L	gn Year I ting Con	/ity Cate;	ict Type	(6 feet		-	3 feet		10 fe	et		2 feet		14 fe	et	÷	16 fee	t 	18	feet	+	201	eet	Des	ign Barrier
Rece	Appl Mea	Nois	Nois	Lanc	Num	Add	Exis	Desi Leq(Desi dBA	Desi Exis	Desi Builo	Desi Exis	Activ	lmpa	L _{eq} (h	÷	NBR	L _{eq} (h	÷	NBR L(h	i.	NBR	L _{eq} (h	÷	NBR	i _i	NBR	L _{eq} (h	Ŀ.	NBR .	L eq(I	į	NBR	red (h		L eq(h	NBR I.L
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	-									-				-			-	- 1	-				
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	-	-							-	-				-	-	1			-				
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	-	-						-	-	-		-	-	-	-		-	- 1					
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	1	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	1	N/A	76	77	78	1	1	2	G (-)	NONE	-	-								-					-				-				
M05.04	0 (ST05.02)	5		Undeveloped / G	1	N/A	75	76	77	1	1	2	G (-)	NONE	-	-							-	-				-	-	1			-				
M05.05 / ST05.02	0 (ST05.02)	5		Undeveloped / G		N/A	73	73	74	0	1	1	G (-)	NONE	-	-						-	-	-		-	-	-	-		-	- 1					
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	1	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 El	.PSE P	roject	Worst	Hour N	loise Le	vels	Traffi	c No	ise O	nly) -	L _{eq} (h)	, dBA															
rement Location	onstant (Reference		ocation		Jnits or Equivalent	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																														
./ Measul	dation Co	sis Area	rl.D. & Li		welling L		se Level,	No-Build	Build No	No-Build Iditions L	Build No Level Lec	Build No Iditions L	gory (NA	(None, o														 		40.0					D	
eceiver I.D	pplied Vali	loise Analy	loise Barrie	and Use	umber of D	ddress	xisting Noi	esign Year eq(h), dBA	esign Year BA	esign Year xisting Cor	esign Year uild Noise	esign Year xisting Cor	ctivity Cate	npact Type	(h)	6 feet	BR	(h)	i	BR	101 (u) ^{be}	(h)	12 teel	BR	14 (l) ^{be}	i	BR (h)		erk Majerk	18 fee	BR	(h)	.u teet	BR	(4)	
M06.01 / ST06.01	0 (ST06.01)	6	2	Undeveloped / G		N/A	62	63	63	1	0	1	G (-)	NONE	-	-						 	-				<u>z</u> .	 			-					<u></u>
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	1	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	1	N/A	75	76	77	1	1	2	G (-)	NONE	-	-				-		 	-	-				 		-	-	-				
M07.02 / ST07.01	0 (ST07.01)	7		Industrial / F	1	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 E	LPSE P	roject	Worst	Hour N	loise Le	evels	(Traf	fic No	oise C	Only) ·	- L _{eq} (ł	n), dB	A																	
rement Location	onstant (Reference		ocation		Inits or Equivalent		L _{eq} (h), dBA	Noise Level,	ise Level, Leq(h),	Noise Level minus .eq(h), dBA	ise Level minus No- ț(h), dBA	ise Level minus .eq(h), dBA	(C)	r A/E)				Noi	se Pr	edicti	ion wi	ith Bar	rier,	Barrier	' Insei	rtion I	_oss	(I.L.),	and	Numi	ber of	Bene	efited	l Rec	eiver	s (NB	R)		
.D. / Measu	alidation Co ent)	lysis Area	ier I.D. & L		Dwelling L		oise Level,	ar No-Build A	ar Build No	ar No-Build onditions L	ar Build No e Level Lec	ar Build No onditions L	itegory (NA	oe (None, o		6 feet			8 feet		1) feet		12 fe	et		14 feel	t	1	16 feet	t	1	8 feet		2	0 feet		Desig	n Barrier
Receiver I.	Applied Va Measurem	Noise Ana	Noise Barr	Land Use	Number of	Address	Existing N	Design Ye Leq(h), dB	Design Ye dBA	Design Ye Existing C	Design Ye Build Nois	Design Ye Existing C	Activity Ca	Impact Ty	L _{eq} (h)	Ŀ	NBR	L _{eq} (h)	Ŀ.	NBR	L _{eq} (h)	1.L.		L.L.	NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	Ŀ.	NBR	L _{eq} (h)	ij	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 E	LPSE F	roject	Worst	Hour N	loise Le	evels	(Traff	ic No	ise O	only) -	L _{eq} (h)	, dBA																	
rement Location	onstant (Reference		ocation	Index visual definition Index visual definition <thindexvisual definition<="" th=""> <thindexvisual defin<="" th=""><th></th></thindexvisual></thindexvisual>																																		
/ Measur	lation Co It)	sis Area	r I.D. & Lo		welling U	ip <																					Τ											
ceiver I.D.	plied Valic asuremer	ise Analys	ise Barrie	nd Use	mber of D	dress	isting Noi:	sign Year q(h), dBA	sign Year A	sign Year isting Con	sign Year ild Noise I	sign Year isting Con	tivity Cate	pact Type	(4)	6 feet	ч	(H)	8 feet	ж 4	10 f	eet 22	(4)	12 feet	×	14 E	feet	د ٤	16 fe	et 22	(Ļ	18 fee	t 22	(4)	20 feet	×	Desig	n Barrier
M08.14 /	0 0	8	1521A ainline No	Residential / B	1	26320 Horsethief Canyon Rd,	й 69	<u>පී</u> 70	70	ຍື ພິ 1	0 0	ڭڭ 1	B (67)	<u> </u>	<mark>د</mark> 68	1: 2	0 0	ٿ 67	- <u>-</u> 3	N 0 6	<u>ין זי</u> 7 3	N O	تر 67	ד. 3	N	<u> </u>	5	1			- Le	1.1	- NE	I Loc			- Lec	
5106.00	(3108.00)		3 - ^{SW}			Corona, CA 92003												_		_	_	_			_	_		_	_	-						\rightarrow	+	
M08.14 / ST08.06	0 (ST08.06)	8	SW1521E 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 7	0 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	06	5 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	06	i6 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	06	7 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 6	7 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	-									-							-	-	-	1			-	
M08.19 / ST08.08	0 (ST08.08)	8		Undeveloped / G		N/A	72	74	74	2	0	2	G (-)	NONE	-	-								-	-				-			-	-	1	-			
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	-	-								-					-		-	-	-	1	-			
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 El	PSE F	roject	Worst	Hour N	loise Le	evels	(Traff	c No	ise O	nly) -	L _{eq} (h),	dBA																
rement Location	onstant (Reference		ocation		Jnits or Equivalent	Pulle Pu																															
/ Measu	ation Cc t)	is Area	1.D. & L		velling L		e Level,	No-Build	Build No	No-Build ditions L	Build No evel Lec	Build No ditions L	gory (NA	(None, o																							
aiver I.D.	ied Valid suremen	e Analys	e Barrier	l Use	ber of Dv	ssa	ting Nois	gn Year I h), dBA	gn Year I	gn Year I ting Con	gn Yearl INoise L	gn Year I ting Con	rity Cate	ct Type	_	6 feet		_	3 feet		10 fe	et		2 feet		14 fe	et	_	16 fee	t	18	feet		20 f	et .	Des	ign Barrier
Rece	Appl	Nois	Nois	Lanc	Num	Addı	Exis	Desi Leq(Desi dBA	Desi Exist	Desi Build	Desi Exist	Activ	lmpa	L _{eq} (h	÷	NBR	L _{eq} (h	Ŀ	NBR L=(h	I.L	NBR	L _{eq} (h	F	NBR 1	I.L	NBR	L _{eq} (h	Ŀ	NBR	/be-		Y B N	L _{eq} (h	NBR	L _{eq} (h	I.L. NBR
M09.04	(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	1	N/A	60	61	62	1	1	2	G (-)	NONE	1	-							-	-				-	-		-		-		·		
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 El	PSE P	roject	Worst	Hour N	loise L	evels	(Traff	ic No	ise O)nly) -	L _{eq} (h), dBA	`																
rement Location	onstant (Reference		ocation		IFIGELINGER HOUR NOISE LEVEIS (Traffic Noise Only) - L _{eq} (n), dEA Image: noise of the second of th																																	
D. / Measu	lidation Co ent)	ysis Area	ier I.D. & Lo		Dwelling L		oise Level,	ar No-Build A	ar Build No	ar No-Build onditions L	ar Build No e Level Lec	ar Build No onditions L	tegory (NA	ie (None, o		6 feet			8 feet		10	feet		12 fee	t	14	4 feet		1	6 feet		18 f	eet		20 fe	et	Desi	gn Barrier
Receiver I.	Applied Va Measurem	Noise Anal	Noise Barr	Land Use	Number of	Address	Existing Ne	Design Yea Leq(h), dB.	Design Yea dBA	Design Yea Existing Co	Design Yea Build Nois	Design Yea Existing Co	Activity Ca	Impact Typ	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	I.F.	NBR	L _{eq} (h)	NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	I.L.	NBR L _{en} (h)	T	NBR	L _{eo} (h)	equity	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	1	1				-				-	-				-	-		-	-	-			-	
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 El	PSE P	roject	Worst	Hour N	loise Le	vels	(Traff	ic Noi	ise O	nly) -	L _{eq} (h	ı), dBA	4																
rement Location	onstant (Reference		ocation		Jnits or Equivalent		L _{eq} (h), dBA	Noise Level,	ise Level, Leq(h),	Noise Level minus .eq(h), dBA	ise Level minus No- ț(h), dBA	ise Level minus .eq(h), dBA	(C)	r A/E)				Nois	se Pre	edictio	on wit	h Barr	ier, B	arrier	Insert	on Lo	oss (I	l.L.), a	nd N	umbe	er of B	enefit	ed Re	eceiv	ers (N	BR)		
.D. / Measu	alidation Co nent)	alysis Area	rier I.D. & Lo		f Dwelling L		loise Level,	ear No-Build 8A	ar Build No	ar No-Build conditions L	ar Build No se Level Lec	ar Build No conditions L	ategory (NA	pe (None, o		6 feet		1	8 feet		10	feet		12 fee	t	14	4 feet		16	i feet		18 fe	et		20 fee	t	Desig	n Barrier
Receiver I	Applied V. Measurem	Noise Ana	Noise Bar	Land Use	Number o	Address	Existing N	Design Ye Leq(h), dE	Design Ye dBA	Design Ye Existing C	Design Ye Build Nois	Design Ye Existing C	Activity C	Impact Ty	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	I.L. NBR	L _{eq} (h)	1.1.	NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (n)	I.F.	NBR L _{ee} (h)	Ŀ	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 E	LPSE F	roject	Worst	Hour N	loise L	evels	(Traf	fic No	oise (Only)	- L _{eq} ((h), dE	ЗA																	
 Measurement Location 	lidation Constant (Reference ant)	ysis Area	er I.D. & Location		Dwelling Units or Equivalent		oise Level, L _{eq} (h), dBA	rr No-Build Noise Level, A	ır Build Noise Level, Leq(h),	rr No-Build Noise Level minus anditions Leq(h), dBA	ır Build Noise Level minus No- 9 Level Leq(h), dBA	rr Build Noise Level minus onditions Leq(h), dBA	tegory (NAC)	e (None, or A/E)		6 feet		Noi	ise Pr 8 feet	edict	tion w	vith Ba	arrier	, Barr	ier In	sertio	n Lo:	ss (I.I), ar	16 1	imbe	er of B	enefit	ed Re	ceive	ers (N 20 fee	BR)	Desi	gn Barrier
Receiver I.[Applied Val Measureme	Noise Anal	Noise Barri	Land Use	Number of	Address	Existing No	Design Yea Leq(h), dB/	Design Yea dBA	Design Yea Existing Cc	Design Yea Build Noise	Design Yea Existing Cc	Activity Cat	Impact Typ	-eq(h)	÷	VBR	-eq(h)	-i	VBR	-eq(h)	÷	VBR	- _{eq} (h)	÷		(į		(1	VBR -eo(h)	Ŀ.	ABR	(h)	Ļ	ABR	-eq(h)	KBR
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	1	N/A	63	64	65	1	1	2	F (-)	NONE	-	1		1		-	-										-			-	-				
M11.03 / ST11.02	-4 (ST11.02)	11		Industrial / F	1	10671 Orange Grove PI, 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	-	1		1		-	-				-						-			-	-			-	
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 El	.PSE P	Project	Worst	Hour N	loise Le	evels	(Traff	ic No	ise O	nly) -	L _{eq} (h)	, dBA																
rement Location	onstant (Reference		ocation		Jnits or Equivalent		L _{eq} (h), dBA	l Noise Level,	oise Level, Leq(h),	l Noise Level minus -eq(h), dBA	pise Level minus No- q(h), dBA	oise Level minus _eq(h), dBA	(c)	r A/E)				Nois	se Pre	dictio	n with	n Barri	er, Ba	rrier lr	sertio	n Los	s (I.L.), and	Num	ber of	Bene	fited	Rece	eivers	(NBR	٤)	
./ Measul	dation Co	sis Area	רו.D. & ני		welling L		se Level,	No-Build	Build No	No-Build Iditions L	Build No Level Lec	Build No Iditions L	gory (NA	(None, o															40.4.		40						i - Baria
eceiver I.D	pplied Vali easureme	oise Analy	oise Barrie	and Use	umber of D	ddress	kisting Noi	əsign Year əq(h), dBA	əsign Year 3A	əsign Year kisting Cor	əsign Year uild Noise	əsign Year kisting Cor	ctivity Cate	Ipact Type	(h)	i i i i i i i i i i i i i i i i i i i	R	4(h)	i	R (j	(u) ^b		(h)	:	R :	14 10	R R	(h)	:	R.	(u) ^b	ieet	ж	(4) ^b		4(H)	
02 M12.02	0 (ST12.03)	ž 12	Ż	Residential / B	2	✓ Future address unknown	ш 68	59	60	<u>نت م</u> 9-	1 1	<u>نت م</u> 8-	∢ B (67)	S NONE	ٹر 59	<u>≓</u> 1	Z 0	تـ 59	1	z . 0 5	59 1	<u>z</u>	تـ 58	2	z .	<u>7</u> ∃ 7 3	Z 0	<u> </u>	-		<u>-</u>	-	<u>z</u>	<u>- 1</u>	 	<u></u>	<u> </u>
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 7	70 3	3 0	69	4	0	8 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 4	16 C	0	46	0	ο ·	6 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 6	60 2	2 0	60	2	0	9 3	0	-					-		- -		
M12.06	0 (ST12.01)	12	le EOS	Residential / B	5	10597 Wrangler Way, Corona, CA 92883	50	43	45	-7	2	-5	B (67)	NONE	-												-	-				-	-		- -		
M12.07	0 (ST12.03)	12	Mainlir	Residential / B	2	Future address unknown	69	50	51	-19	1	-18	B (67)	NONE	51	0	0	51	0	0 5	51 0) 0	51	0	0	1 0	0	-									
M12.08	0 (ST12.01)	12	SW1689	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 4	48 0	0	48	0	0	8 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 5	50 0	0 0	50	0	0	0 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	06	62 2	2 0	62	2	0	2 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 7	74 2	2 0	73	3	0	1 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 6	50 1	3 1	59	14	1	8 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 6	58 8	3 1	67	9	1	7 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 E	LPSE F	Project	Worst	Hour N	oise L	evels	(Traffi	c Noi	se O	nly) -	L _{eq} (h)	dBA																	
rement Location	onstant (Reference		ocation		Jnits or Equivalent		L _{eq} (h), dBA	i Noise Level,	oise Level, Leq(h),	l Noise Level minus _eq(h), dBA	oise Level minus No- q(h), dBA	oise Level minus -eq(h), dBA	(c)	ır A/E)				Nois	e Pre	dictio	n with	Barrie	er, Barı	ier Inse	rtion	Loss	(I.L.), i	and I	Numb	er of	Bene	fited	Rece	eivers	s (NB	R)		
.D. / Measu	alidation Co ent)	lysis Area	ier I.D. & L		Dwelling L		oise Level,	ar No-Build A	ar Build No	ar No-Build onditions I	ar Build Nc e Level Lec	ar Build No onditions I	itegory (NA	oe (None, o		6 feet		8	feet		10 fe	eet	1:	feet		14 feel	t	1	6 feet		1	8 feet		20) feet	C	Jesign	Barrier
Receiver I.	Applied Va Measurem	Noise Ana	Noise Barr	Land Use	Number of	Address	Existing N	Design Ye Leq(h), dB	Design Ye dBA	Design Ye Existing C	Design Ye Build Nois	Design Ye Existing C	Activity Ca	Impact Ty	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	I.L.	NBR	LL.	NBR	L _{eq} (h)	I.L. NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	Ŀ.	NBR	L _{eq} (h)	I.L.	NBR	Lequin	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 E	LPSE F	Project	Worst	Hour N	oise Le	evels	(Traffi	c Noi	se Oi	nly) -	L _{eq} (h	n), dBA	۱																	
rement Location	onstant (Reference		ocation		Jnits or Equivalent		L _{eq} (h), dBA	l Noise Level,	iise Level, Leq(h),	l Noise Level minus .eq(h), dBA	iise Level minus No- a(h), dBA	iise Level minus .eq(h), dBA	(C)	r A/E)				Nois	e Pre	dicti	on wit	h Barr	ier, B	arrier	Insert	ion L	.oss ((I.L.),	and	Numl	ber o	f Ben	efiteo	l Rec	eiver	s (NB	R)		
./ Measu	idation Co nt)	sis Area	or I.D. & L		welling (se Level,	No-Build	· Build No	· No-Build	· Build Nc Level Lec	· Build No	∋gory (N⊅	e (None, o		6 faat			faat		10	faat		12 foo			14 foot			6 foot			9 faat			0 foot		locian	Parriar
eceiver I.D	pplied Vali leasureme	oise Analy	oise Barric	and Use	umber of D	ddress	xisting Noi	esign Year eq(h), dBA	esign Year BA	esign Year xisting Col	esign Year uild Noise	esign Year xisting Cor	ctivity Cat	npact Type	sq(h)	i	BR	sd(h)	i	BR	(l)	; #	(h)	12 166	BR	4(h)	i 14 1001	BR	(h)	i	BR	(h)	i	BR	4(h)	i	RR (4	esigin i	Ballier
₩12.43	0 (ST12.07)	z 12	z	ت Outdoor seating area / E	2 1	4 23900 Temescal Canyon Rd, Corona, CA 92883	ш 62	63	63	<u>аш</u> 1	0	<u>ош</u> 1	▼ E (72)	NONE	ٽــــــــــــــــــــــــــــــــــــ	-	z 	ٽـ 	-	z 	<u> </u>	<u>z</u>	<u>ت</u>	-		ٽ 	-		ٽـ 	-	z 	۲ -	-	z 	ٽـ 		<u>z</u>	<u>1 3</u> 	
M12.44	0 (ST12.07)	12		Restaurant outdoor dining / F	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		-				-				-	-			1	-	-		-		-					-
M12.48	0 (ST12.09)	12		Gas station / F	1	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	1	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	-	1	1	-		-	-	-			
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 1	11 1	60	12	1	59	13	1	58	14	1						- 6	57	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 El	PSE P	roject	Worst	Hour N	loise Le	vels	(Traff	ic No	oise C) () -	· L _{eq} (h	n), dB/	A																	
rement Location	onstant (Reference		ocation		Units or Equivalent		, L _{eq} (h), dBA	d Noise Level,	oise Level, Leq(h),	d Noise Level minus Leq(h), dBA	oise Level minus No- q(h), dBA	oise Level minus Leq(h), dBA	AC)	or A/E)				Noi	se Pro	edicti	on wi	th Barı	ier, E	3arrier	Inseri	tion L	oss (l.L.), a	and N	lumb	er of	Bene	fited	Reco	eivers	ŝ (NB	R)		
)./ Measu	idation C	/sis Area	er I.D. & I		Dwelling		ise Level	r No-Buil	r Build N	r No-Buil nditions	r Build N	r Build N	egory (N	e (None, e		6 feet			8 feet		10	feet		12 fee	+	1	4 feet		1	6 feet		11	3 feet		20	0 feet	ſ	Desiar	Barrier
Receiver I.C	Applied Val Measureme	voise Analy	Voise Barri	and Use	Jumber of I	Address	Existing No	Design Yea .eq(h), dB/	Jesign Yea IBA	Jesign Yea Existing Co	Jesign Yea Build Noise	Design Yea Existing Co	Activity Cat	mpact Typ	(µ) ^{be.}		IBR	(h) _{pe} .	Ŀ	BR	(l)	ER I	(h)		BR	(µ) ^{be.}	_i	BR	(h)	i.	BR	(h)	_i	BR	(h)	i.	BR	ed(µ)	BR
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	84A - le 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	6	1 2	0	64	2	0	-					-					
M13.06 / ST13.02	0 (ST13.02)	13	SW17 Mainlir	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	6	9 1	0	69	1	0	-			-		-					
M13.05	0 (ST13.02)	13	84B - 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	6	5 1	0	65	1	0	65	1	0			-			- (66	0 0
M13.06 / ST13.02	0 (ST13.02)	13	SW17 Private I	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	6	0 10	1	58	12	1	58	12	1			-			(62	8 1
M13.07	0 (ST13.03)	13		Undeveloped / G	1	N/A	67	68	69	1	1	2	G (-)	NONE	-	-		-		-				-	-				-					-					
M13.08	0 (ST13.03)	13		Industrial/comm ercial / F	1	22600 Temescal Canyon Rd, Corona, CA 92883	71	73	73	2	0	2	F (-)	NONE	-									-										-					
M13.09	0 (ST13.03)	13		Industrial/comm ercial / 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/comm ercial / F	-	22420 Temescal Canyon Rd, Corona, CA 92883	66	68	68	2	0	2	F (-)	NONE	-	-		-	-	-				-	-									-	-				
M13.11	0 (ST13.03)	13		Industrial/comm ercial / F	-	22324 Temescal Canyon Rd, Corona, CA 92883	72	74	74	2	0	2	F (-)	NONE	-			-		-				-	-				-	-		-		-					
M13.12	-4 (ST13.04)	13		Industrial/comm ercial / F	1	9116 Stellar Ct, Corona, CA 92883	62	64	64	2	0	2	F (-)	NONE	-			-		-				-	-				-					-					
M13.13	-4 (ST13.04)	13		Industrial/comm ercial / F	1	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/Comm ercial / F	1	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/comm ercial / 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 EL	.PSE P	roject \	Worst	Hour N	oise Le	vels	(Traff	ic No	ise O	nly) -	L _{eq} (h)	, dBA																	
Irement Location	onstant (Reference		ocation		Units or Equivalent		, L _{eq} (h), dBA	d Noise Level,	oise Level, Leq(h),	d Noise Level minus Leq(h), dBA	oise Level minus No- q(h), dBA	oise Level minus Leq(h), dBA	AC)	or A/E)				Nois	se Pre	dictio	n with	n Barri	er, Ba	arrier I	Insert	ion Lo	oss (I	.L.), aı	nd Nu	umbe	of B	enefi	ted Ro	eceiv	ers (N	BR)		
.D. / Measu	alidation C	Iysis Area	rier I.D. & L		f Dwelling I		oise Level	ar No-Build	ar Build No	ar No-Build onditions	ar Build No ie Level Le	ar Build No onditions	ategory (N/	pe (None, c		6 feet		ŧ	3 feet		10 1	feet		12 feet	t	14	4 feet		16	feet		18 fe	et		20 fee	t	Desig	n Barrier
Receiver I	Applied V(Noise Ana	Noise Ban	Land Use	Number of	Address	Existing N	Design Ye Leq(h), dB	Design Ye dBA	Design Ye Existing C	Design Ye Build Nois	Design Ye Existing C	Activity Ca	Impact Tyl	L _{eq} (h)	11.	NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (n)	NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	I.L.	NBR	- equil	I.L. NBD	L _{eo} (h)	I.	NBR	L _{eq} (h)	I.F.	NBR	L _{eq} (h)	I.L. NBR
M13.21	0 (ST13.07)	13		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	06	85 3	3 0	64	4	0	63	5	1 6	3	5	62	2 6	1				63	5 1
M13.22 / ST13.07	0 (ST13.07)	13	MC	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	1872 - RG	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 6	65 4	4 0	63	6	1	62	7	1 6	1	8	60) 9	1			-	62	7 1
M13.24	-4 (ST13.08)	13	SW1	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 5	59 3	3 0	58	4	0	58	4	0 5	7	5	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 5	58 -	1 0	58	1	0	58	1	0 5	8	1 (57	2	0			-	58	1 0
M13.21	0 (ST13.07)	13	ş	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	06	63 f	5 1	62	6	1	62	6	1 ·			-	-	-			-	63	5 1
M13.23 / ST13.08	-4 (ST13.08)	13	amp EO	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 6	62 7	7 1	61	8	1	60	9	1 ·					-			-	62	7 1
M13.24	-4 (ST13.08)	13	/1874 - F	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 6	61 ⁻	1 0	61	1	0	61	1	0.			-						61	1 0
M13.25	-4 (ST13.08)	13	S	Residential / B	2	21655 Temescal Canyon Rd, Corona, CA 92883	57	59	59	2	0	2	B (67)	NONE	59	0	0	58	1	05	58	1 0	58	1	0	58	1	0.	-				-	-			58	1 0
M13.21	0 (ST13.07)	13	so	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	06	68 (0 0	68	0	0	68	0	0 ·					-			-		
M13.23 / ST13.08	-4 (ST13.08)	13	lainline E	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	06	66 3	3 0	66	3	0	66	3	0.				-	-			-		
M13.24	-4 (ST13.08)	13	1878 - M	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 5	59 3	3 0	59	3	0	59	3	0.					-			-		
M13.25	-4 (ST13.08)	13	MS	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 5	58	1 0	57	2	0	57	2	0.				-	-			-		
M13.21	0 (ST13.07)	13	s - Ramp	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	06	53 £	5 1	62	6	1	62	6	1 ·				-	-			-	63	5 1
M13.23 / ST13.08	-4 (ST13.08)	13	SW1878 lainline & JS	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 6	61 8	3 1	60	9	1	59	10	1 ·				-	-			-	61	8 1
M13.24	-4 (ST13.08)	13	N1874 + ination M EC	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 5	57 5	5 1	57	5	1	57	5	1 ·				-	-	-		-	57	5 1
M13.25	-4 (ST13.08)	13	S Comb	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 5	57 2	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 EI	PSE P	roject	Worst	Hour N	loise L	evels	(Traff	ic No	ise O	nly) -	· L _{eq} (h	n), dB/	A																	
rement Location	onstant (Reference		ocation		Jnits or Equivalent		L _{eq} (h), dBA	i Noise Level,	oise Level, Leq(h),	l Noise Level minus -eq(h), dBA	oise Level minus No- q(h), dBA	oise Level minus _eq(h), dBA	(c)	ır A/E)				Nois	se Pre	edicti	on wit	th Bar	rier,∣	Barrier	Insert	ion L	.oss (I.L.), a	and N	lumb	er of	Bene	fited	Rece	eivers	s (NB	R)		
.D. / Measu	alidation Co ent)	lysis Area	ier I.D. & L		Dwelling L		oise Level,	ar No-Build A	ar Build No	ar No-Build onditions I	ar Build Nc e Level Lec	ar Build No onditions I	itegory (NA	oe (None, o		6 feet		8	3 feet		10	feet		12 fee	t	1	4 feet		1	6 feet		18	3 feet		20) feet	D	esign E	3arrier
Receiver I.	Applied Va Measurem	Noise Ana	Noise Barr	Land Use	Number of	Address	Existing N	Design Ye Leq(h), dB	Design Ye dBA	Design Ye Existing C	Design Ye Build Nois	Design Ye Existing C	Activity Ca	Impact Ty ₁	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	I.L. NDD	(H)	L.L.	NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	Ŀ.	NBR	L _{eq} (h)	I.L.	NBR I(h)	1.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	sc	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 () 6	1 4	0	60	5	2	-				-					· -	
M14.06 / ST14.02	0 (ST14.02)	14	ainline E0	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 () 6	1 4	0	60	5	1	-				-	-				· -	-
M14.07	0 (ST14.02)	14	1785 - Ma	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 () 6	3 4	0	61	6	1	-				-	-				· -	-
M14.08	0 (ST14.02)	14	SW	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 () 6	0 3	0	59	4	0										·	
M14.05	0 (ST14.02)	14	roperty	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) 6	5 0	0	65	0	0	65	0	0						6!	5 0	0
M14.06 / ST14.02	0 (ST14.02)	14	- Private F	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) 6	5 0	0	65	0	0	65	0	0		-	-			6!	5 0	0
M14.07	0 (ST14.02)	14	SW1789 -	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	5	8 9	1	57	10	1	56	11	1		-				61	D 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 E	LPSE P	Project	Worst	Hour N	loise L	evels	(Traf	fic No	oise (Only)	- L _{eq} (h), dE	A																	
isurement Location	i Constant (Reference	ea	& Location		ng Units or Equivalent		vel, L _{eq} (h), dBA	uild Noise Level,	Noise Level, Leq(h),	uild Noise Level minus ıs Leq(h), dBA	Noise Level minus No- Leq(h), dBA	Noise Level minus ıs Leq(h), dBA	(NAC)	e, or A/E)				Noi	ise Pr	redict	tion w	ith Ba	rrier,	Barrie	r Inse	rtion I	Loss	(I.L.),	, and	Num	ber of	Ben	efitec	1 Rec	eiver	rs (NE	3R)		
.D. / Mea	alidatior ent)	lysis Ar	rier I.D.		f Dwellin		oise Le	ar No-B	ar Build	ar No-B onditio	ar Build ie Level	ar Build onditio	ategory	pe (Non		6 feet			8 feet		1	0 feet		12 fe	et		14 fee	t		16 fee	t	1	18 feet	t	2	20 feet	;	Desig	ın Barrier
Receiver I	Applied V. Measurem	Voise Ana	Voise Bar	and Use	Number o	Address	Existing N	Jesign Ye -eq(h), dE	Jesign Ye JBA	Design Ye Existing C	Jesign Ye Build Nois	Design Ye Existing C	Activity C	mpact Ty	(u) ^{be-}	Ŀ	IBR	(µ) ^{be-}	Ŀ.	IBR	(u) ^{be-}	Ŀ.	IBR	-eq(h) L.	IBR	(h)	Ŀ	IBR	-eq(h)	Ŀ.	IBR	-eq(h)	Ŀ.	IBR	-eq(h)		JBR	(h) _{pe-}	L. JBR
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	-	-		1		-					-				-	-				-					
M14.25	0 (ST14.06)	14		Residential / B	4	22776 Hannah Ct, Corona, CA 92883	62	63	63	1	0	1	B (67)	NONE	-			1		-					-		-		-	1				-	-				
M14.26	0 (ST14.03)	14		Residential / B	3	9289 Scotty Way, Corona, CA 92883	46	47	47	1	0	1	B (67)	NONE	-	-		1		-	-				-				-	1				-					
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	-	-		1		-	-				-				-	1				-	-				
M14.33	-4 (ST14.07)	14		Undeveloped / G		N/A	72	73	73	1	0	1	G (-)	NONE	-	-		1		-	-				-			-	-	-				-				-	
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 EL	.PSE P	roject	Worst	Hour N	oise Le	vels (Traff	c No	ise O	nly) -	L _{eq} (h	ı), dBA	4																	
rement Location	onstant (Reference		ocation		Units or Equivalent		, L _{eq} (h), dBA	d Noise Level,	oise Level, Leq(h),	d Noise Level minus Leq(h), dBA	oise Level minus No- q(h), dBA	oise Level minus Leq(h), dBA	AC)	or A/E)				Nois	e Pre	dictio	on wit	h Barr	ier, E	Barrier	nsert	on Lo	oss (I	.L.), a	nd N	umb	er of B	enef	ited F	Rece	ivers	(NBR	:)		
D./ Measu	lidation C ent)	lysis Area	ier I.D. & L		Dwelling		oise Level	ar No-Buil A	ar Build N	ar No-Buil onditions	ar Build N	ar Build N	tegory (N	e (None, e		6 feet		8	l feet		10	feet		12 feet	:	14	l feet		16	feet		18 1	feet		20 1	feet	De	sign B	arrier
Receiver I.	Applied Va Measurem	Noise Anal	Noise Barr	Land Use	Number of	Address	Existing N	Design Yea Leq(h), dB.	Design Yei dBA	Design Ye: Existing C	Design Yea Build Nois	Design Yea Existing Co	Activity Ca	Impact Typ	L _{eq} (h)	Ŀ.	NBR	L _{eq} (h)	÷	NBR	L _{eq} (h)	.L. NBR	(h)		NBR	L _{eq} (h)	÷	NBR	L _{eq} (h)	-i	NBR	-	į	NBK	L _{eq} (h)		L _{eq} (h)	Ŀ.	NBR
M14.38	-4 (ST14.10)	14		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	6	0 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	5	0 0	0	50	0	0	-					-				-	
M14.40	-4 (ST14.10)	14	SO	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	6	0 1	0	59	2	0						-					
M14.41	0 (ST14.08)	14	Jainline I	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	5	7 0	0	56	1	0						-				-	
M14.42 / ST14.10	-4 (ST14.10)	14	1829A - N	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	6	0 2	0	59	3	0						-				-	
M14.43	0 (ST14.08)	14	SW	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	5	4 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	6	4 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	5	2 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	4 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	6	8 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	6	54	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	6	94	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	5	4 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	6	0 4	0	59	5	2						-				-	
M14.50	0 (ST14.12)	14	sos	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	6	3 4	0	62	5	1						-				-	
M14.50A	0 (ST14.12)	14	Aainline E	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	6	63	0	64	5	1						-				-	
M14.51	0 (ST14.09)	14	1829A - N	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	6	1 3	0	58	6	2	-				- [.	-		- [-	
M14.52 / ST14.12	0 (ST14.12)	14	MS	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	6	4 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	5	6 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	6	4 4	0	63	5	1						-				-	
									I-15 EL	.PSE P	roject	Worst	Hour N	oise Le	evels	Traff	ic No	ise O	nly) -	L _{eq} (h	n), dB/	4																	
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rement Location	onstant (Reference		ocation		Units or Equivalent		l, L _{eq} (h), dBA	d Noise Level,	oise Level, Leq(h),	d Noise Level minus Leq(h), dBA	oise Level minus No- q(h), dBA	oise Level minus Leq(h), dBA	AC)	or A/E)				Nois	se Pre	edicti	on wit	h Barı	ier, I	Barrier	nsert	on Lo	oss (l	.L.), a	nd Ni	umbe	r of B	enefit	ed Re	eceiv	ers (N	BR)			
D. / Measu	lidation C ent)	ysis Area	ier I.D. & L		Dwelling		oise Level	ir No-Buil A	rr Build N	rr No-Buil Inditions	rr Build N	rr Build N	tegory (N	e (None, e		6 feet		8	3 feet		10	feet		12 feet		14	l feet		16	feet		18 fe	et		20 fee	et	Desig	n Barrier	
Receiver I.	Applied Va Measurem	Noise Anal	Noise Barr	Land Use	Number of	Address	Existing No	Design Yea Leq(h), dB,	Design Yea dBA	Design Yea Existing Co	Design Yea Build Noise	Design Yea Existing Co	Activity Ca	Impact Typ	L _{eq} (h)	Ŀ.	NBR	L _{eq} (h)	÷	NBR	L _{eq} (h)	.L. NBR	(H)	L.	NBR	L _{eq} (h)	÷	NBR	- eq(II)	F	Lee(h)	Ŀ.	NBR	L _{eq} (h)	Ŀ.	NBR	L _{eq} (h)	.L. NBR	
M14.38	-4 (ST14.10)	14		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	6	1 0	0	60	1	0 5	59	2	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	5	0 0	0	50	0	0 5	50	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	6	1 0	0	60	1	0 5	59	2	55	3	0	58	3	0			
M14.41	0 (ST14.08)	14	NON	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	5	7 0	0	57	0	0 5	57	0	56	i 1	0	56	1	0			
M14.42 / ST14.10	-4 (ST14.10)	14	1829B - F	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	6	2 0	0	61	1	0 6	60	2	59	3	0	59	3	0			
M14.43	0 (ST14.08)	14	SW1	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	5	4 0	0	54	0	0 5	54	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	6	5 1	0	64	2	0 6	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	5	2 0	0	52	0	0 5	52	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	6	4 2	0	64	2	06	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	6	93	0	69	3	06	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	6	6 3	0	65	4	06	64	5	1 63	6	1	63	6	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	72	1	0	72	1	0	70	3 0	7	0 3	0	69	4	06	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	5	5 0	0	55	0	0 8	55	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	6	1 3	0	60	4	06	60	4	60	4	0	59	5	2	-		
M14.50	0 (ST14.12)	14	MO	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	6	4 3	0	64	3	06	63	4	0 64	3	0	64	3	0			
M14.50A	0 (ST14.12)	14	329B - R	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	6	7 2	0	66	3	0 6	35	4	0 64	5	1	64	5	1	-		
M14.51	0 (ST14.09)	14	SW1	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	6	2 2	0	61	3	0 4	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	6	5 1	0	65	1	06	63	3	5 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	5	6 1	0	56	1	0 8	56	1	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	6	6 2	0	65	3	0 6	65	3	5 63	5	1	63	5	1			

									I-15 El	.PSE P	roject	Worst	Hour N	loise Le	evels	(Traff	ic No	ise O	only) -	L _{eq} (h),	dBA																	
rement Location	onstant (Reference		ocation		Units or Equivalent		, L _{eq} (h), dBA	d Noise Level,	oise Level, Leq(h),	d Noise Level minus Leq(h), dBA	oise Level minus No- q(h), dBA	oise Level minus Leq(h), dBA	AC)	or A/E)				Nois	se Pre	dictio	n with	Barrie	er, Ba	rrier lı	nserti	on Lo	ss (l	.L.), a	nd N	umb	er of B	enefi	ed Re	eceiv	vers (N	IBR)		
D. / Measu	lidation C ent)	lysis Area	ier I.D. & L		Dwelling		oise Level	ar No-Buil A	ar Build N	ar No-Buil onditions	ar Build N e Level Le	ar Build N onditions	tegory (N	oe (None, e		6 feet		;	8 feet		10 fe	eet		12 feet		14	feet		16	feet		18 f	eet		20 fe	ət	Desig	yn Barrier
Receiver I.	Applied Va Measurem	Noise Ana	Noise Barr	Land Use	Number of	Address	Existing N	Design Ye. Leq(h), dB	Design Ye. dBA	Design Ye. Existing C	Design Ye. Build Nois	Design Ye Existing C	Activity Ca	Impact Typ	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	Ŀ	NBR		NBR	L _{eq} (h)	ij.	NBR	L _{eq} (h)	ij	NBR	Leq(n)	Ŀ.	NBR L _{eo} (h)	T	NBR	L _{eo} (h)	-	NBR	L _{eq} (h)	I.L. NBR
M14.38	-4 (ST14.10)	14		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 5	7 4	0	56	5	2	55	6	2 5	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 5	0 0	0	50	0	0	49	1	0 4	19	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 5	7 4	0	56	5	2	55	6	2 5	54	7	2	-	-	-		-	56	5 2
M14.41	0 (ST14.08)	14	Property	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 5	7 0	0	57	0	0	57	0	0 5	57	0	0	-	-	-		-	57	0 0
M14.42 / ST14.10	-4 (ST14.10)	14	Private	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 5	8 4	0	57	5	2	56	6	2	55	7	2	-	-	-		-	56	6 2
M14.43	0 (ST14.08)	14	sW1823 -	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 5	4 0	0	54	0	0	54	0	0 5	54	0	0	-	-				54	0 0
M14.44	0 (ST14.11)	14	0	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 6	1 5	2	60	6	2	59	7	2 5	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 5	2 0	0	52	0	0	51	1	0 5	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 6	2 4	0	61	5	2	60	6	2 5	59	7	2	-	-			-	61	5 2
M14.47	0 (ST14.11)	14	ivate	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 6	66	1	65	7	1	64	8	1 6	63	9	1	-	-			-	66	6 1
M14.47A	0 (ST14.11)	14	1831 - Pr Property	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 6	4 5	1	63	6	1	63	6	1 6	62	7	1	-	-	-		-	64	5 1
M14.47B	0 (ST14.11)	14	SW	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 6	5 8	1	64	9	1	63	10	1 6	62	11	1	-	-			-	65	8 1
M14.48 / ST14.09	0 (ST14.09)	14	perty	Residential / B	4	9056 Patina Ct, Corona, CA 92883	53	54	55	1	1	2	B (67)	NONE	55	0	0	55	0	0 5	5 0	0	55	0	0	55	0	0 8	55	0	0	-	-			-	55	0 0
M14.49	0 (ST14.09)	14	vate Pro	Residential / B	2	9066 Patina Ct, Corona, CA 92883	63	64	64	1	0	1	B (67)	NONE	64	0	0	62	2	06	1 3	0	60	4	0	59	5	2	59	5	2	-	-			-	60	4 0
M14.50	0 (ST14.12)	14	1833 - Pr	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 6	3 4	0	62	5	1	61	6	1 6	60	7	1		-			-	62	5 1
M14.50A	0 (ST14.12)	14	SW1	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 6	4 5	1	62	7	1	61	8	1 6	60	9	1	-	-			-	62	7 1
M14.51	0 (ST14.09)	14	perty	Residential / B	2	9054 Evonvale Dr, Corona, CA 92883	63	64	64	1	0	1	B (67)	NONE	64	0	0	62	2	0 6	1 3	0	59	5	2	58	6	2 5	58	6	2	-					58	6 2
M14.52 / ST14.12	0 (ST14.12)	14	ivate Pro	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 6	4 2	0	63	3	0	62	4	0 6	61	5	4		-			-	61	5 4
M14.53	0 (ST14.09)	14	1839 - Pri	Residential / B	4	22295 Hayworth Ct, Corona, CA 92883	54	55	57	1	2	3	B (67)	NONE	57	0	0	57	0	0 5	6 1	0	56	1	0	56	1	0 5	55	2	0		-			-	57	0 0
M14.54	0 (ST14.12)	14	SW1	Residential / B	1	22275 Hayworth Ct, Corona, CA 92883	66	67	68	1	1	2	B (67)	A/E	68	0	0	64	4	06	2 6	1	61	7	1	60	8	1 5	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 E	LPSE P	roject	Worst	Hour N	loise L	evels	(Traf	fic No	oise (Only)	- L _{eq} (h), dE	BA																	
./ Measurement Location	idation Constant (Reference nt)	sis Area	srl.D. & Location		Dwelling Units or Equivalent		ise Level, L _{eq} (h), dBA	r No-Build Noise Level,	r Build Noise Level, Leq(h),	r No-Build Noise Level minus nditions Leq(h), dBA	r Build Noise Level minus No- Level Leq(h), dBA	r Build Noise Level minus nditions Leq(h), dBA	egory (NAC)	e (None, or A/E)		6 feet		Noi	se Pr	edict	tion w	rith Ba	rrier	, Barri	er Ins	ertion	Loss	; (I.L.)	, and	Num	ber o	f Ben	efited	1 Rec	ceivei	°S (NE	JR)	Desic	n Barrier
Receiver I.D	Applied Val Aeasureme	Voise Analy	voise Barri	and Use	dumber of [Address	Existing No	Jesign Yeal -eq(h), dBA	Jesign Yeal IBA	Jesign Year	Jesign Year Build Noise	Design Yeal Existing Co	Activity Cat	mpact Type	(u) ^{be.}	-	BR	(µ) ^{be.}	- interior	IBR	(µ) ^{be.}		ВК	(4)		(4)		BR	(y) ^{be.}	-	BR .	(µ) ^{be.}	io ieei	BR	(h)		BR	(u) ^{be}	IBR I
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	-					-					- 1		-		-		-			-	-		-	-	
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	-	-		1		-	-						-	-	-		1			-	-				
M14.62	0 (ST14.14)	14		Residential / B	1	21761 Knabe Rd, Corona, CA 92883	64	65	65	1	0	1	B (67)	NONE	-	-		1	-	-	-						-			-	1		-	-	-				
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) 71	1	0	-	-	1			-			-		
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) 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) 71	1	0	-					-					
M14.64	0 (ST14.15)	14		Undeveloped / G		N/A	69	70	70	1	0	1	G (-)	NONE	-	-				-	-	- [-		.	-	-	-	-	-	-	-	-	-		-	-	

									I-15 EL	.PSE P	roject	Worst	Hour N	oise Le	vels (Traff	c Noi	ise O	nly) -	L _{eq} (h),	dBA																	
rement Location	onstant (Reference		ocation		Units or Equivalent		, L _{eq} (h), dBA	d Noise Level,	oise Level, Leq(h),	d Noise Level minus Leq(h), dBA	oise Level minus No- q(h), dBA	bise Level minus Leq(h), dBA	AC)	or A/E)				Nois	se Pre	dictio	n with	n Barı	rier, Ba	arrier	Insert	ion Lo	ss (I.L), an	d Nur	mber (of Ber	efited	i Rec	eiver	s (NB	R)		
0./ Measu	lidation C	ysis Area	ier I.D. & L		Dwelling I		oise Level	ir No-Buile A	rr Build No	rr No-Build Inditions	rr Build No 9 Level Le	rr Build No	tegory (N/	e (None, c		6 feet		8	3 feet		10 f	eet		12 fee	t	14	feet		16 fe	eet		18 feei	t	2	0 feet		Design	Barrier
Receiver I.	Applied Va Measureme	Noise Anal	Noise Barr	Land Use	Number of	Address	Existing No	Design Yea Leq(h), dB,	Design Yea dBA	Design Yea Existing Co	Design Yea Build Noise	Design Yea Existing Co	Activity Ca	Impact Typ	- _{eq} (h)	Ŀ	ABR	- _{eq} (h)	Ŀ.	ABR (h)		i BR	-eq(h)	Ŀ	VBR	-eq(h)	L.	(h)	-	VBR	-eq(h)	-i	ABR	-eq(h)	÷	ABR	-eq(h)	i VBR
M15.01	0 (ST15.01)	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 6	1 1	0	61	1	0	61	1 (-							
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 6	2 1	0	62	1	0	62	1 (-		-			-		·
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 6	3 1	0	63	1	0	63	1 (-							
W15.04-2	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 6	4 0	0	64	0	0	64	0 0				-		-			-		·
W15.05-2	0 (ST15.03)	15	line 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 5	6 2	2 0	56	2	0	56	2 (-										·
W15.06-2	0 (ST15.03)	15	A - Main	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	57	1	0	57	1	0 5	6 2	2 0	56	2	0	56	2 (-										·
W15.07-2	0 (ST15.10)	15	SW1890	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	56	57	57	1	0	1	B (67)	NONE	56	1	0	55	2	0 5	5 2	2 0	55	2	0	54	3 (-			-		-					·
W15.08-2	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 6	5 1	0	64	2	0	64	2 (-										·
W15.09-2	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 5	9 2	2 0	59	2	0	59	2 (·
W15.09-3	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 6	3 2	2 0	63	2	0	62	3 (·
W15.09-4	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 6	5 3	8 0	65	3	0	65	3 (-										·
W15.10-2	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 5	8 3	8 0	57	4	0	57	4 (-										·
/15.11-2 / ST15.03	0 (ST15.03)	15	ø	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	61	62	61	1	-1	0	B (67)	NONE	60	1	0	59	2	0 5	9 2	2 0	58	3	0	58	3 (-										·
W15.12-2	0 (ST15.10)	15	line E0	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	61	1	0	60	2	0 6	0 2	2 0	60	2	0	59	3 (-										·
W15.12-3	0 (ST15.11)	15	0A - Mair	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	64	65	65	1	0	1	B (67)	NONE	64	1	0	63	2	0 6	3 2	2 0	63	2	0	62	3 (-			-		-					·
W15.12-4	0 (ST15.12)	15	SW189	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 6	4 4	4 O	64	4	0	64	4 (-	-		-		-	-				· -
W15.13-2	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 5	6 0	0	56	0	0	56	0 0				-							·
W15.13-3	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 5	8 0	0	58	0	0	58	0 0				-							
W15.13-4	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 5	9 1	0	59	1	0	59	1 (-	-						·
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 5	9 0	0 0	58	1	0	58	1 (-			-	-	-					·

									I-15 EL	.PSE P	roject	Worst	Hour N	loise Le	evels	(Trafi	ic No	ise O	nly) -	L _{eq} (h	n), dBA	4																
rement Location	onstant (Reference		ocation		Units or Equivalent		, L _{eq} (h), dBA	d Noise Level,	oise Level, Leq(h),	d Noise Level minus Leq(h), dBA	oise Level minus No- q(h), dBA	bise Level minus Leq(h), dBA	(c)	or A/E)				Nois	se Pre	edicti	on wit	h Bar	rier, B	arrier	nsert	ion Lo	oss (I	.L.), i	and N	lumber	of Ber	nefite	d Rec	eiver	s (NB	R)		
.D. / Measu	alidation Co ent)	lysis Area	ier I.D. & L		Dwelling		oise Level,	ar No-Builc A	ar Build No	ar No-Builc onditions I	ar Build No e Level Lei	ar Build No onditions I	itegory (N/	oe (None, c		6 feet		8	3 feet		10	feet		12 fee	:	14	l feet		10	6 feet		18 feet	t	2	!0 feet		Desigr	Barrier
Receiver I.	Applied Va Measurem	Noise Ana	Noise Ban	Land Use	Number of	Address	Existing N	Design Ye Leq(h), dB	Design Ye dBA	Design Ye Existing C	Design Ye Build Nois	Design Ye Existing C	Activity Ca	Impact Tyr	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	1.L.	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	I.L. NBR	L _{eq} (h)	1.L.	NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	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	57	1	0	57	1	0	56	2	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	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	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	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	56	3	0	55	4	0	-				-					
M15.18	0 (ST15.01)	15	e EOS	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	53	2	0	53	2	0	-				-					
M15.19	0 (ST15.09)	15	- Mainlin	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	56	3	0	56	3	0	-			-	-					
M15.20-2	0 (ST15.10)	15	W1890A	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	60	3	0	60	3	0	-			-	-				- ·	
M15.20-3	0 (ST15.11)	15	ο.	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	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	63	3	0	63	3	0	-			-	1					
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	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	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	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	54	3	0	54	3	0	-				-					
M15.23-2	0 (ST15.03)	15	ne EOS	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	57	2	0	57	2	0	-				-					
M15.24-2	0 (ST15.03)	15	A - Mainli	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	55	3	0	55	3	0	-			-	-					
M15.25-2	0 (ST15.03)	15	sW18904	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	53	2	0	52	3	0	-				-					
M15.26	0 (ST15.01)	15	0)	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	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	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	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	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	55	1	0	55	1	0	-				-					

									I-15 EL	.PSE P	roject	Worst	Hour N	oise Le	vels (Traff	c No	ise O	nly) -	L _{eq} (h	n), dBA	4																
rement Location	onstant (Reference		ocation		Jnits or Equivalent		L _{eq} (h), dBA	i Noise Level,	oise Level, Leq(h),	ł Noise Level minus _eq(h), dBA	oise Level minus No- q(h), dBA	oise Level minus -eq(h), dBA	(c)	ır A/E)				Nois	e Pre	dicti	on wit	h Bar	rier, B	arrier	nsert	ion Lo	oss (I	l.L.), a	nd N	lumber o	of Ben	efited	d Rec	eiver	s (NB	R)		
.D. / Measu	alidation Co ent)	lysis Area	ier I.D. & L		Dwelling (oise Level,	ar No-Builc A	ar Build No	ar No-Builc onditions I	ar Build No e Level Lei	ar Build No onditions I	itegory (N/	oe (None, c		6 feet		8	s feet		10	feet		12 feet	:	14	4 feet		16	6 feet		18 feet		2	0 feet		Design f	Barrier
Receiver I.	Applied Va Measurem	Noise Ana	Noise Barr	Land Use	Number of	Address	Existing N	Design Ye Leq(h), dB	Design Ye dBA	Design Ye Existing C	Design Ye Build Nois	Design Ye Existing C	Activity Ca	Impact Tyj	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	1.L.	NBR	L _{eq} (h)	I.L. NBP	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	I.L.	NBR	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 (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 () 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 () 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 (56	4	0	56	4	0	-			-	-					
M15.34-2	0 (ST15.10)	15	ne EOS	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 (59	3	0	59	3	0	-			-	-					
M15.34-3	0 (ST15.11)	15	A - Mainl	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 (62	2	0	62	2	0				-						
M15.34-4	0 (ST15.12)	15	SW1890,	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 (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 (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 (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 (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 (59	2	0	59	2	0										
M15.39-3	0 (ST15.11)	15	(0	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 (62	2	0	62	2	0										
M15.39-4	0 (ST15.12)	15	nline E09	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 (64	2	0	64	2	0										-
M15.40	0 (ST15.09)	15	0A - Mai	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 (57	1	0	56	2	0	-									
M15.41-2	0 (ST15.03)	15	SW189	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 (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 (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 (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 (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 (59	2	0	59	2	0	-				-					

									I-15 EI	.PSE P	roject	Worst	Hour N	oise Le	vels ((Traff	ic Noi	ise O	nly) -	L _{eq} (h)	, dBA																
rement Location	onstant (Reference		ocation		Units or Equivalent		, L _{eq} (h), dBA	d Noise Level,	oise Level, Leq(h),	1 Noise Level minus Leq(h), dBA	oise Level minus No- q(h), dBA	oise Level minus Leq(h), dBA	AC)	or A/E)				Nois	e Pre	dictio	n with	Barrie	er, Barr	ier Ins	ertion	Loss	(I.L.),	and	Numb	er of E	Benef	ited F	Recei	vers (N	IBR)		
.D. / Measu	alidation Co ent)	lysis Area	ier I.D. & L		Dwelling (oise Level,	ar No-Builc A	ar Build No	ar No-Build onditions I	ar Build Nc e Level Lei	ar Build No onditions I	itegory (N/	oe (None, c		6 feet		8	feet		10 fe	et	12	feet		14 fee	t		16 feet		18	feet		20 fe	ət	Desi	yn Barrier
Receiver I	Applied V; Measurem	Noise Ana	Noise Barr	Land Use	Number of	Address	Existing N	Design Ye Leq(h), dB	Design Ye dBA	Design Ye Existing C	Design Ye Build Nois	Design Ye Existing C	Activity Ca	Impact Tyl	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	I.L.	NBR	LL.	NBR	L _{eq} (h)	I.L. NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	11.	NBR	-eq/""/	NBP		Leq(n) 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	06	3 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	06	5 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	06	2 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 5	i4 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 5	i4 1	0	54	1 0	54	1	0	-		·			-		-		
M15.48	0 (ST15.02)	15	ine EOS	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	58	0	0	58	0	0 5	57 1	0	57	1 0	57	1	0	-		·			-		-		
M15.49-3 / ST15.11	0 (ST15.11)	15	A - Mainl	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	63	64	64	1	0	1	B (67)	NONE	63	1	0	63	1	06	i3 1	0	63	1 0	62	2	0	-									
M15.50-4 / ST15.12	0 (ST15.12)	15	SW1890,	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 6	i5 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 5	i5 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 5	i6 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 5	i2 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 5	7 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 5	i9 1	0	59	1 0	59	1	0	-					-		-	-	
M15.56-2	0 (ST15.03)	15	<i>(</i> 9	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	55	56	56	1	0	1	B (67)	NONE	56	0	0	56	0	0 5	i5 1	0	55	1 0	55	1	0	-					-				
M15.57-2	0 (ST15.03)	15	line E09	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	62	0	0	62	0	0 6	1 1	0	61	1 0	61	1	0	-					-		-	-	
M15.58-2	0 (ST15.03)	15	0A - Mair	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	58	0	0	57	1	0 5	7 1	0	57	1 0	57	1	0	-					-		-	-	
M15.59-2	0 (ST15.10)	15	SW189	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	53	54	54	1	0	1	B (67)	NONE	54	0	0	53	1	0 5	i3 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 5	i3 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 5	i5 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 5	i8 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 6	1 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 5	i8 0	0	58	0 0	58	0	0	-					-		-		

									I-15 EL	PSE P	roject	Worst	Hour N	oise Le	vels (Traff	ic No	ise O	nly) -	L _{eq} (h	n), dB/	4																
urement Location	constant (Reference		Location		Units or Equivalent		l, L _{eq} (h), dBA	d Noise Level,	oise Level, Leq(h),	ld Noise Level minus Leq(h), dBA	oise Level minus No- sq(h), dBA	oise Level minus Leq(h), dBA	AC)	or A/E)				Nois	se Pro	edicti	on wit	h Bar	rier, B	arrier	nsert	ion Lo	oss (I.	L.), a	nd N	umber o	of Ben	efited	d Rec	eiver	s (NB	R)		
D./ Meası	lidation C ant)	ysis Area	ier I.D. & I		Dwelling		oise Leve	ar No-Buil A	ar Build N	ar No-Buil onditions	ar Build N e Level Le	ar Build N onditions	tegory (N	e (None,		6 feet		8	3 feet		10	feet		12 fee	:	14	feet		16	feet	1	18 feet	:	2	0 feet		Design	Barrier
Receiver I.	Applied Va Measureme	Noise Anal	Noise Barr	Land Use	Number of	Address	Existing No	Design Yea Leq(h), dB,	Design Yea dBA	Design Yea Existing Co	Design Yea Build Noise	Design Yea Existing Co	Activity Ca	Impact Typ	-eq(h)	Ŀ	VBR	-eq(h)	Ŀ.	VBR	-eq(h)		(4) ^{be-}	μ	ABR	-eq(h)	÷	ABR 	-ed(u)	.E. VBR	-eq(h)	Ŀ.	VBR	-eq(h)	÷	VBR	- _{eq} (h)	HBR
M15.01	0 (ST15.01)	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	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 (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	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	57	1 (57	1	0	56	2	0										
M15.06-2	0 (ST15.03)	15	3 - Ramp	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 (57	1	0	56	2	0										
M15.07-2	0 (ST15.10)	15	SW1890E	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 (55	2	0	55	2	0	-			-						
M15.08-2	0 (ST15.03)	15	0,	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 (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 (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 (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 (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	amp 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 (61	1	0	60	2	0	-		-		-					
M15.12-3	0 (ST15.11)	15	90B - Re	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	SW18	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 (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 (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 (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 (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 (58	1	0	57	2	0	-		-		-					

									I-15 EL	.PSE P	roject	Worst	Hour N	oise Le	vels	(Traff	c No	ise O	nly) -	L _{eq} (h	ı), dBA																	
rrement Location	onstant (Reference		-ocation		Units or Equivalent		l, L _{eq} (h), dBA	d Noise Level,	oise Level, Leq(h),	d Noise Level minus Leq(h), dBA	oise Level minus No- aq(h), dBA	oise Level minus Leq(h), dBA	AC)	or A/E)				Nois	e Pre	edicti	on witl	Barr	ier, Ba	rrier I	nsert	ion Lo	oss (I.I), an	id Nui	mber c	of Ben	efitec	i Rec	eivers	(NB	R)		
D./ Measu	lidation C ent)	lysis Area	ier I.D. & L		Dwelling		oise Level	ar No-Buil A	ar Build Ne	ar No-Buil onditions	ar Build No e Level Le	ar Build Ne	tegory (N	oe (None, e		6 feet		8	s feet		10	eet		12 feet		14	feet		16 fe	eet	1	18 feet		20	feet	D	esign E	arrier
Receiver I.	Applied Va Measurem	Noise Ana	Noise Barr	Land Use	Number of	Address	Existing N	Design Ye. Leq(h), dB	Design Ye. dBA	Design Ye. Existing C	Design Ye. Build Nois	Design Ye Existing C	Activity Ca	Impact Typ	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	NBR	L _{eq} (h)	Ŀ.	NBR	L _{eq} (h)	1.L.	L(h)	I.F.	NBR	L _{eq} (h)	Ŀ.	NBR	L _{eq} (h)	Ŀ.	NBR	L.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	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	0	62	1	0	62	1 () -			-		-					-
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	0	64	1	0	64	1 () -			-		-					-
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	0	65	2	0	65	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	59	0	0	59	0	0	59 (0	58	1	0	57	2)			-		-					
M15.18	0 (ST15.01)	15	SC	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	0	54	1	0	53	2) -			-		-					-
M15.19	0 (ST15.09)	15	Ramp E(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	0	58	1	0	57	2)										-
M15.20-2	0 (ST15.10)	15	1890B -	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	0	61	2	0	61	2)			-		-					
M15.20-3	0 (ST15.11)	15	SW	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	0	64	1	0	63	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	66	0	0	65	1	0	65	0	65	1	0	65	1 ()			-		-	-				-
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	47	0	0	47	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	52	0	0	51	1 ()			-		-					
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	58	0	0	58	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	57	0	0	56	1 ()			-		-					
M15.23-2	0 (ST15.03)	15	p EOS	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						-					
M15.24-2	0 (ST15.03)	15	lB - Ram	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	0	56	2	0	55	3						-					
M15.25-2	0 (ST15.03)	15	SW1890	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	54	1	0	54	1 (-					
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	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	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	0	55	2	0	55	2)					-					-
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	0	55	1	0	54	2) -					-					-
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)					-					

									I-15 EL	.PSE P	roject	Worst	Hour N	oise Le	vels (Traffi	c Noi	ise Or	nly) -	L _{eq} (h),	dBA																	
rement Location	onstant (Reference		ocation		Jnits or Equivalent		L _{eq} (h), dBA	i Noise Level,	oise Level, Leq(h),	ł Noise Level minus _eq(h), dBA	oise Level minus No- q(h), dBA	oise Level minus -eq(h), dBA	(c)	ır A/E)				Nois	e Pre	dictio	n with	Barrie	er, Ba	rrier Ir	nserti	on Lo:	ss (I.I), and	d Numt	oer of	Bene	fited	Rece	eivers	i (NBI	र)		
.D. / Measu	alidation Co ent)	lysis Area	ier I.D. & L		Dwelling (oise Level,	ar No-Builc A	ar Build No	ar No-Builc onditions I	ar Build No e Level Lei	ar Build No onditions I	itegory (N/	oe (None, c		6 feet		8	feet		10 fe	et		2 feet		14	feet		16 feet		1	8 feet		20	feet		Design B	arrier
Receiver I.	Applied Va Measurem	Noise Ana	Noise Barr	Land Use	Number of	Address	Existing N	Design Ye Leq(h), dB	Design Ye dBA	Design Ye Existing C	Design Ye Build Nois	Design Ye Existing C	Activity Ca	Impact Tyj	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	I.L.	NBR	L.L.	NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (h)		Heq(h)	I.L.	NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	I.F.	NBR	Leq(''') 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 5	8 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 5	6 3	0	55	4	0	55	4 (D										-
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 4	7 0	0	47	0	0	47	D (D -					-					
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 5	2 0	0	51	1	0	51	1 (D -					-					
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 5	9 1	0	59	1	0	59	1 (0 -					-					
M15.34-2	0 (ST15.10)	15	EOS	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	61	63	62	2	-1	1	B (67)	NONE	61	1	0	61	1	06	1 1	0	60	2	0	60 :	2 (0 -					-					
M15.34-3	0 (ST15.11)	15	8 - Ramp	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	64	65	64	1	-1	0	B (67)	NONE	64	0	0	63	1	0 6	3 1	0	63	1	0	62 :	2 (0 -					-					
M15.34-4	0 (ST15.12)	15	SW1890	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	66	67	66	1	-1	0	B (67)	A/E	65	1	0	65	1	06	5 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 5	3 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 5	8 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 5	3 4	0	53	4	0	53	4	D -					-					
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 5	5 2	0	55	2	0	54 :	3	D -										
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 6	1 0	0	60	1	0	60	1 (D -					-			·		
M15.39-3	0 (ST15.11)	15	<i>(</i> 0	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	63	65	64	2	-1	1	B (67)	NONE	64	0	0	63	1	0 6	3 1	0	62	2	0	62 :	2 (D -										
M15.39-4	0 (ST15.12)	15	amp E09	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 6	4 2	0	64	2	0	64 :	2	D -	-				-			·		
M15.40	0 (ST15.09)	15	390B - R	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	58	0	0	58	0	0 5	8 0	0	57	1	0	57	1 (0 -					-			·		
M15.41-2	0 (ST15.03)	15	SW14	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	54	54	55	0	1	1	B (67)	NONE	55	0	0	55	0	0 5	4 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 5	6 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 4	6 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 4	9 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 5	4 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	06	0 1	0	60	1	0	59 :	2	D -	-		-		-					

									I-15 EI	.PSE P	roject	Worst	Hour N	oise Le	vels (Traffic	: Noi	se On	y) - L	. _{eq} (h), d	İΒA																
rement Location	onstant (Reference		ocation		Units or Equivalent		, L _{eq} (h), dBA	d Noise Level,	oise Level, Leq(h),	1 Noise Level minus Leq(h), dBA	oise Level minus No- q(h), dBA	oise Level minus Leq(h), dBA	AC)	or A/E)				Noise	Pred	liction	with E	Barrie	r, Barrier	Insert	tion Lo	oss (I	.L.), ar	id Nu	mber	of Ber	efite	d Rec	ceivei	s (NE	JR)		
.D. / Measu	alidation Co ent)	lysis Area	ier I.D. & L		Dwelling (oise Level,	ar No-Builc A	ar Build No	ar No-Build onditions I	ar Build Nc e Level Lei	ar Build No onditions I	itegory (N/	oe (None, c		6 feet		81	eet		10 fee	t	12 fe	et	14	feet		16 f	eet		18 feet	t	:	20 feet		Desigr	n Barrier
Receiver I.	Applied Va Measurem	Noise Ana	Noise Barr	Land Use	Number of	Address	Existing N	Design Ye Leq(h), dB	Design Ye dBA	Design Ye Existing C	Design Ye Build Nois	Design Ye Existing C	Activity Ca	Impact Tyj	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	NBP	L _{eq} (h)	11.	NBR	L _{eq} (h) I.L.	NBR	L _{eq} (h)	I.L.	NBR L(h)		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 (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 (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 (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 (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	EOS	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	57	1	0	57	1 (56	2	0	55 3	0	55	3	0 -					-					
M15.49-3 / ST15.11	0 (ST15.11)	15	3 - Ramp	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	63	64	64	1	0	1	B (67)	NONE	62	2	0	62	2 (62	2	0	62 2	0	61	3	0 -					-					
M15.50-4 / ST15.12	0 (ST15.12)	15	SW18906	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	65	67	66	2	-1	1	B (67)	A/E	65	1	0	65	1 (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 (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	D (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	D O	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 (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 (53	3	0	53 3	0	53	3	0 -			-		-			-	-	
M15.57-2	0 (ST15.03)	15	amp EOS	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	60	2	0	59	3 (58	4	0	57 5	1	57	5	1 -			-		-			-	-	
M15.58-2	0 (ST15.03)	15	390B - R¢	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	57	1	0	56	2 (56	2	0	57 1	0	56	2	0 -			-		-			-	-	
M15.59-2	0 (ST15.10)	15	SW16	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	53	54	54	1	0	1	B (67)	NONE	54	0	0	54	D O	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 (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 (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 (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	D O	58	0	0	58 0	0	58	0	0 -					-			-	-	

									I-15 EL	.PSE P	roject	Worst	Hour N	oise Le	vels (T	raffic I	loise	Only)	- L _{eq} (h), dB	Α																
rement Location	onstant (Reference		ocation		Units or Equivalent		, L _{eq} (h), dBA	d Noise Level,	oise Level, Leq(h),	d Noise Level minus Leq(h), dBA	oise Level minus No- q(h), dBA	oise Level minus Leq(h), dBA	AC)	or A/E)			No	oise Pi	redict	ion wi	ith Bar	rier, B	arrier	nsert	ion Lo	ss (I.I), and	i Num	ber of	f Ben	efited	Rec	eivers	(NBF	R)		
D. / Measu	lidation C ent)	lysis Area	ier I.D. & L		Dwelling		oise Level	ar No-Buile A	ar Build No	ar No-Build onditions	ar Build No e Level Le	ar Build No onditions	tegory (N/	oe (None, c	6	feet		8 feet	:	1) feet		12 fee	:	14	feet		16 fee	t	1	8 feet		20	feet	De	esign Ba	arrier
Receiver I.	Applied Va Measurem	Noise Ana	Noise Barr	Land Use	Number of	Address	Existing N	Design Ye Leq(h), dB	Design Ye. dBA	Design Ye. Existing C	Design Ye. Build Nois	Design Ye Existing C	Activity Ca	Impact Typ	L _{eq} (h)	NBR	L _{eq} (h)	÷	NBR	L _{eq} (h)	1.L.	L _{eq} (h)	I.	NBR	L _{eq} (h)		L _{eq} (h)	-	NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	-	NBK L _{ec} (h)	-	NBR
M15.01	0 (ST15.01)	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	62	0	0 62	0	0	62	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	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	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	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	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	C-ROW	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 (55	2	0	54	3	0	54	3	0	-	
M15.08-2	0 (ST15.03)	15	SW 18900	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 (63	3	0	62	4	0	62	4	0	-	
M15.09-2	0 (ST15.10)	15	0,	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 () 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 1	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 (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 (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 (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	59	3	0	58	4	0	58	4	0	-	
M15.12-3	0 (ST15.11)	15	IC - ROM	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 (63	2	0	63	2	0	62	3	0	-	
M15.12-4	0 (ST15.12)	15	SW1890	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	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 3	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	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	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	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	60	3	0	60	3	0	59	4	0	-	

									I-15 EL	.PSE P	roject	Worst	Hour N	oise Le	vels (1	raffic	Nois	e Only) - L _{eq}	(h), dE	ВА																
urement Location	constant (Reference		Location		Units or Equivalent	set <th>Rec</th> <th>eivers</th> <th>s (NB</th> <th>R)</th> <th></th> <th></th>														Rec	eivers	s (NB	R)														
.D. / Meası	alidation C ent)	lysis Area	rier I.D. & I		f Dwelling		oise Leve	ar No-Buil A	ar Build N	ar No-Buil onditions	ar Build N e Level Le	ar Build N onditions	ategory (N	pe (None,	6	feet		8 fee	et	1	IO feet		12 fe	ət	14	feet		16 fe	et	1	18 feet		2	0 feet	1	Design F	Barrier
Receiver I	Applied V4 Measurem	Noise Ana	Noise Ban	Land Use	Number of	Address	Existing N	Design Ye Leq(h), dB	Design Ye dBA	Design Ye Existing C	Design Ye Build Nois	Design Ye Existing C	Activity Ca	Impact Tyl	L _{eq} (h)	I.L. NDD		L.C.	NBR	L _{eq} (h)	I.L.	NBR Loc(h)	1.L.	NBR	L _{eq} (h)	NBP NBP	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		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	64	65	65	1	0	1	B (67)	NONE	65	0	0 6	i4 1	0	64	1	0 64	4 1	0	63	2 (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 (6	i6 1	0	66	1	0 65	5 2	0	65	2 (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 () 5	i8 1	0	57	2	0 56	6 3	0	56	3 (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) 5	i5 0	0	54	1	0 53	3 2	0	53	2 (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 () 5	i8 1	0	57	2	0 5	7 2	0	56	3 (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 (6	12	0	62	1	0 6	1 2	0	60	3 (60	3	0	59	4	0	59	4	0		-
M15.20-3	0 (ST15.11)	15	ROW	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	64	65	65	1	0	1	B (67)	NONE	64	1 (6	i4 1	0	64	1	0 63	3 2	0	63	2 (62	3	0	62	3	0	61	4	0		
M15.20-4	0 (ST15.12)	15	/1890C -	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	66	67	66	1	-1	0	B (67)	A/E	65	1 () 6	i5 1	0	65	1	0 65	5 1	0	65	1 (64	2	0	64	2	0	63	3	0		
M15.21-2	0 (ST15.10)	15	SW	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	46	47	47	1	0	1	B (67)	NONE	47	0) 4	7 0	0	47	0	0 4	7 0	0	46	1 (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	5	i1 1	0	51	1	0 5	1 1	0	51	1 (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	5	i8 0	0	57	1	0 5	7 1	0	57	1 (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	5	57 0	0	57	0	0 56	6 1	0	56	1 (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 (5 5	57 2	0	56	3	0 56	6 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	5	i6 2	0	55	3	0 55	5 3	0	54	4 (54	4	0	54	4	0	54	4	0		
M15.25-2	0 (ST15.03)	15	- ROW	Residential / B	4	2804 Fashion Dr, Corona, CA 92883	53	55	55	2	0	2	B (67)	NONE	55	0	5 5	i5 0	0	54	1	0 54	4 1	0	53	2 0	53	2	0	53	2	0	52	3	0		
M15.26	0 (ST15.01)	15	N1890C	Apartment complex lawn / B	3	2804 Fashion Dr, Corona, CA 92883	61	62	61	1	-1	0	B (67)	NONE	59	2	5 5	i8 3	0	57	4	0 5	7 4	0	57	4 0	57	4	0	57	4	0	57	4	0		
M15.27	0 (ST15.01)	15	ũ	Apartment complex basketball court / B	3	2804 Fashion Dr, Corona, CA 92883	60	61	60	1	-1	0	B (67)	NONE	58	2 () 5	i6 4	0	56	4	0 55	5 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) 5	57 0	0	56	1	0 55	5 2	0	54	3 (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 () 5	i5 1	0	54	2	0 54	4 2	0	54	2 (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 () 5	i5 1	0	54	2	0 54	4 2	0	53	3 (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 5	57 3	0	57	3	0 56	6 4	0	56	4 (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 () 5	i6 3	0	55	4	0 5	5 4	0	54	5 2	54	5	2	54	5	2	54	5	2		

									I-15 EL	.PSE P	roject	Worst	Hour N	oise Le	vels (Traffio	: Noi	se On	y) - L	_{eq} (h), c	İΒA																
Pro ELFOR Frider Works Hour Noise Levels (Traine Noise Only) - L _{eq} (ii), dbA													d Rec	eiver	s (NB	R)																					
D. / Measu	lidation Co ent)	lysis Area	ier I.D. & L		Dwelling (oise Level,	ar No-Builc A	ar Build No	ar No-Build onditions I	ar Build Nc e Level Lei	ar Build No onditions I	tegory (N/	oe (None, c		6 feet		8 f	eet		10 fee	t	12 1	eet	1	l4 feet		16	6 feet		18 feet	:	2	0 feet		Design I	Barrier
Receiver I.	Applied Va Measurem	Noise Ana	Noise Barr	Land Use	Number of	Address	Existing N	Design Ye Leq(h), dB	Design Ye dBA	Design Ye Existing C	Design Ye Build Nois	Design Ye Existing C	Activity Ca	Impact Typ	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	NBD	L _{eq} (h)	I.F.	NBR	L _{eq} (h)	NBR	L _{eq} (h)	I.L.	NBR	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		47	0	0	47 (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 ⁻	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 ·	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 (64	2	0	64 2	0	63	3	0	63	3 0	63	3	0	62	4	0		
M15.35	0 (ST15.02)	15	- ROW	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	sW18900	Residential / B	4	2804 Fashion Dr, Corona, CA 92883	62	63	62	1	-1	0	B (67)	NONE	60	2	0	59	3 (58	4	0	57 5	4	56	6	4	56	6 4	56	6	4	56	6	4		
M15.37	0 (ST15.02)	15	0	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	57	58	57	1	-1	0	B (67)	NONE	54	3	0	54	3 (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	IC - ROM	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	54	54	55	0	1	1	B (67)	NONE	55	0	0	55) 54	1	0	54 ·	0	53	2	0	53	2 0	53	2	0	53	2	0		
M15.42-2	0 (ST15.03)	15	SW1890	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	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 (54	1	0	54	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 (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 (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 (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 _{va} (h), dBA ungenerative field understand understan																																					
rement Location	onstant (Reference		ocation		Jnits or Equivalent		L _{eq} (h), dBA	ł Noise Level,	vise Level, Leq(h),	ł Noise Level minus _eq(h), dBA	oise Level minus No- q(h), dBA	oise Level minus -eq(h), dBA	(c)	r A/E)				Nois	e Pre	dictior	n with	Barrie	er, Bar	rier In	sertio	n Loss	s (I.L.)	, and	Numt	er of	Bene	fited	Rece	ivers (NBR)		
./ Measu	idation Co nt)	rsis Area	ər I.D. & L		Dwelling I		ise Level,	r No-Build	r Build No	r No-Build nditions I	r Build No Level Lei	r Build No nditions I	egory (N/	e (None, c		6 feet		8	feet		10 fe	et	1	2 feet		14 fe	et		16 feet		18	feet		20 fr	eet	Des	ion Barrier
Receiver I.D	Applied Val ∕leasureme	voise Analy	voise Barri	and Use	lumber of I	Address	Existing No	Jesign Yea .eq(h), dB⊅	Jesign Yea IBA	Jesign Yea Existing Co	Jesign Yea 3uild Noise	Jesign Yea Existing Co	Activity Cat	mpact Type	(u) ^{be}		BR	(4) ^{be.}		IBR		BR	(q) ^{be.}		BR h		BR	(µ) ^{be.}		BR			BK	i iii	BR	(H) ^{be}	
M15.45-2	0 (ST15.03)	15	E	Residential / B	4	2804 Fashion Dr, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	59	3	0	58	4	0 5	7 5	4	56	6	4 5	6 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 5	5 0	0	55	0	0 5	5 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 5	4 1	0	54	1	0 5	3 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 5	5 3	0	55	3	0 5	53	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 6	1 3	0	61	3	0 6	1 3	0	61	3	0	60	4	0	60 4	0	-	
M15.50-4 / ST15.12	0 (ST15.12)	15	- ROW	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 6	4 2	0	63	3	0 6	3 3	0	63	3	0	62	4	0	62 4	0	-	
M15.51-2	0 (ST15.03)	15	sW1890C	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	54	55	55	1	0	1	B (67)	NONE	54	1	0	55	0	0 5	4 1	0	53	2	0 5	3 2	0	52	3	0	52	3	0	52 3	0	-	
M15.52-2	0 (ST15.03)	15	0	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	54	55	56	1	1	2	B (67)	NONE	55	1	0	55	1	0 5	5 1	0	54	2	0 5	4 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 5	2 1	0	51	2	0 5	1 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 5	7 1	0	56	2	0 5	6 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 5	8 2	0	58	2	0 5	в 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 5	6 0	0	56	0	0 5	6 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 5	7 5	1	56	6	1 5	6 6	1	56	6	1	56	6	1	56 6	1	-	
M15.58-2	0 (ST15.03)	15	c - 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 5	6 2	0	55	3	0 5	5 3	0	54	4	0	54	4	0	54 4	0	-	
M15.59-2	0 (ST15.10)	15	SW1890	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	53	54	54	1	0	1	B (67)	NONE	54	0	0	54	0	0 5	4 0	0	53	1	0 5	3 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 5	3 0	0	53	0	0 5	3 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 5	5 1	0	55	1	0 5	5 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 5	6 2	0	56	2	0 5	6 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 6	0 1	0	60	1	0 6	0 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 5	7 1	0	57	1	0 5	7 1	0	57	1	0	57	1	0	57 1	0		

									I-15 EL	.PSE P	roject	Worst	Hour N	oise Le	vels (Ti	affic N	oise	Only)	- L _{eq} (h), dB	A																
rement Location	onstant (Reference		ocation		Jnits or Equivalent		L _{eq} (h), dBA	l Noise Level,	oise Level, Leq(h),	ł Noise Level minus _eq(h), dBA	oise Level minus No- q(h), dBA	oise Level minus -eq(h), dBA	(c)	ır A/E)			No	ise Pi	redict	ion wi	ith Bar	rier, B	arrier	nsert	on Lo	ss (l.	L.), an	d Num	ber o	f Ben	efited	l Rec	eivers	s (NB	R)		
D. / Measu	lidation Co ent)	ysis Area	ier I.D. & L		Dwelling (oise Level,	ar No-Builc A	ar Build No	ar No-Build onditions I	ar Build No e Level Lei	ar Build No onditions I	tegory (N/	ie (None, c	61	eet		8 feet		10) feet		12 feet		14	feet		16 fee	t	1	8 feet		20) feet		Design f	Barrier
Receiver I.	Applied Va Measurem	Noise Ana	Noise Barr	Land Use	Number of	Address	Existing N	Design Ye Leq(h), dB	Design Ye dBA	Design Ye. Existing C	Design Ye. Build Nois	Design Ye Existing C	Activity Ca	Impact Typ	L _{eq} (h)	NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (h)		NBK L _{eq} (h)	I.L.	NBR	L _{eq} (h)		NDR (h)		NBR	L _{eq} (h)	Ŀ.	NBR	L _{eq} (h)	Ŀ.	NBR	L _{eq} (n)	NBR
M15.01	0 (ST15.01)	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 -	-	-			-	-		e	š1 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	-				-	-		e	j2 1	0
M15.03	0 (ST15.09)	15	p EOS	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	-							e	53 1	0
M15.04-2	0 (ST15.03)	15	e & Ramj	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	-							e	i4 0	0
M15.05-2	0 (ST15.03)	15	u Mainline	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	-							5	i5 3	0
M15.06-2	0 (ST15.03)	15	nbinatior	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	-							5	i5 3	0
M15.07-2	0 (ST15.10)	15	A+B Coi	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	-				-			5	j3 4	0
M15.08-2	0 (ST15.03)	15	SW1890	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	-	-			-			e	33 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	-				-			- 5	j8 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	-				-			e	j2 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	-				-			e	j3 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 -	-				-	-		5	i6 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 -	-				-	-		5	j6 5	1
M15.12-2	0 (ST15.10)	15	(0	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	-				-	-		6	575	2
M15.12-3	0 (ST15.11)	15	amp EQ	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	-				-	-		e	51 4	0
M15.12-4	0 (ST15.12)	15	Aline & R.	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	-				-	-		e	62	2
M15.13-2	0 (ST15.10)	15	ttion Mair	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	-					-		5	j1 5	2
M15.13-3	0 (ST15.11)	15	Combina	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	-					-		5	j2 6	2
M15.13-4	0 (ST15.12)	15	390 A+B	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	-				-	-		6	5 5	2
M15.14 / ST15.01	0 (ST15.01)	15	SW16	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	-				-			- 5	j6 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	-				-			- 5	j4 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	-				-			5	i8 5	2

									I-15 EL	.PSE P	roject	Worst	Hour N	oise Le	evels (Traff	c Noi	ise O	nly) -	L _{eq} (h	n), dB/	4																
rement Location	onstant (Reference		ocation		Jnits or Equivalent		L _{eq} (h), dBA	l Noise Level,	oise Level, Leq(h),	ł Noise Level minus _eq(h), dBA	oise Level minus No- q(h), dBA	bise Level minus _eq(h), dBA	(c)	r A/E)				Nois	e Pre	edicti	on wit	h Bar	rier, Ba	arrier	nsert	ion Lo	oss (I	.L.), a	and N	lumber o	of Ber	efite	d Rec	eiver	s (NB	R)		
D. / Measu	lidation Co ent)	lysis Area	ier I.D. & L		Dwelling L		oise Level,	ar No-Build A	ar Build No	ar No-Build onditions L	ar Build No e Level Lec	ar Build No onditions L	itegory (NA	oe (None, o		6 feet		8	s feet		10	feet		12 feet	:	14	feet		16	6 feet		18 feet	:	2	20 feet		Desigr	Barrier
Receiver I.	Applied Va Measurem	Noise Ana	Noise Ban	Land Use	Number of	Address	Existing N	Design Ye Leq(h), dB	Design Ye dBA	Design Ye Existing C	Design Ye Build Nois	Design Ye Existing C	Activity Ca	Impact Tyj	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	1.L.	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	I.F.	NBR	L _{eq} (h)	I.L. NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	÷	NBR	L _{eq} (h)	NBR
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	62	3	0	61	4 (60	5	2	60	5	2	-		1	-	-			-	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	2 62	5	2	61	6	2									61	6 2
M15.17-2	0 (ST15.03)	15	EOS	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 () 55	4	0	54	5	3									54	5 3
M15.18	0 (ST15.01)	15	& Ramp	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 (52	3	0	52	3	0				-				-	52	3 0
M15.19	0 (ST15.09)	15	Mainline	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 (55	4	0	55	4	0									55	4 0
M15.20-2	0 (ST15.10)	15	bination I	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 (58	5	2	58	5	2				-				-	58	5 2
M15.20-3	0 (ST15.11)	15	+B Com	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 (60	5	2	59	6	2				-				-	60	5 2
M15.20-4	0 (ST15.12)	15	W1890 A	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 (61	5	2	61	5	2								-	61	5 2
M15.21-2	0 (ST15.10)	15	õ	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 () 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 (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 (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 (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 (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 () 54	4	0	53	5	1	-		-	-					53	5 1
M15.25-2	0 (ST15.03)	15	mp EOS	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 (52	3	0	51	4	0	-				-				51	4 0
M15.26	0 (ST15.01)	15	ine & Ra	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	ation Mainl	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	3 53	7	3	53	7	3	-		-		-			-	53	7 3
M15.28	0 (ST15.01)	15	S Combir	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 (53	4	0	53	4	0									53	4 0
M15.29-2	0 (ST15.10)	15	1890 A+E	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 (54	2	0	54	2	0	-			-	-	-		-	54	2 0
M15.30-2	0 (ST15.03)	15	SW	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 (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 (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 (54	5	2	53	6	2	-					-			53	6 2

1 + 1 + 1 + 1 + 1 + 1 + 1 + 1 + 1 + 1 +																																					
rrement Location	onstant (Reference		ocation		Units or Equivalent		, L _{eq} (h), dBA	d Noise Level,	oise Level, Leq(h),	d Noise Level minus Leq(h), dBA	oise Level minus No- q(h), dBA	oise Level minus Leq(h), dBA	AC)	or A/E)				Nois	e Pre	dictio	n with	Barrie	r, Bai	rier In	sertio	1 Loss	(I.L.)	, and ∣	Number	of Ber	nefite	d Rec	eiver	s (NE	IR)		
D./Measu	lidation C ent)	ysis Area	ier I.D. & L		Dwelling		oise Level	ar No-Buil A	ar Build Ne	ar No-Buil onditions	ar Build No e Level Le	ar Build No	tegory (N	e (None, e		6 feet		8	feet		10 fe	et	1	2 feet		14 fe	ət	1	6 feet		18 feet	t	2	0 feet		Desigr	1 Barrier
Receiver I.	Applied Va Measurem	Noise Anal	Noise Barr	Land Use	Number of	Address	Existing No	Design Yea Leq(h), dB,	Design Yea dBA	Design Yea Existing Co	Design Yea Build Noise	Design Yea Existing Co	Activity Ca	Impact Typ	- _{eq} (h)	Ļ.	VBR	-eq(h)	÷	VBR	F	ABR	-eq(h)	÷	ABR (h)		VBR	-eq(h)	.L. VBR	- _{eq} (h)	Ŀ.	VBR	- _{eq} (h)	Ļ.	ABR	-eq(h)	L.
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 4	6 1	0	45	2	0 4	4 3	0	-				-				45	2 0
M15.33-3	0 (ST15.11)	15	SC	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	51	52	52	1	0	1	B (67)	NONE	50	2	0	50	2	0 4	9 3	0	48	4	0 4	3 4	0	-			1	-				48	4 0
M15.33-4	0 (ST15.12)	15	Ramp E(Residential / B	2	2804 Fashion Dr, Corona, CA 92883	58	59	60	1	1	2	B (67)	NONE	57	3	0	56	4	0 5	6 4	0	55	5	2 5	5 5	2	-				-				55	52
M15.34-2	0 (ST15.10)	15	ainline &	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	61	63	62	2	-1	1	B (67)	NONE	60	2	0	59	3	0 5	84	0	57	5	2 5	7 5	2					-				57	52
M15.34-3	0 (ST15.11)	15	nation M.	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	64	65	64	1	-1	0	B (67)	NONE	62	2	0	61	3	06	1 3	0	60	4	0 6) 4	0	-				-				60	4 0
M15.34-4	0 (ST15.12)	15	3 Combir	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	66	67	66	1	-1	0	B (67)	A/E	64	2	0	63	3	06	2 4	0	62	4	06	1 5	2	-				-	-			61	52
M15.35	0 (ST15.02)	15	1890 A+E	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	55	56	55	1	-1	0	B (67)	NONE	55	0	0	54	1	0 5	2 3	0	51	4	0 5	1 4	0	-			-	-	-			51	4 0
M15.36-2	0 (ST15.03)	15	SW	Residential / B	4	2804 Fashion Dr, Corona, CA 92883	62	63	62	1	-1	0	B (67)	NONE	60	2	0	59	3	0 5	8 4	0	56	6	4 5	6	4	-				-				56	64
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 5	2 5	2	51	6	2 5	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 5	4 3	0	53	4	0 5	3 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 5	9 2	0	58	3	0 5	3 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	06	1 3	0	60	4	06) 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	06	3 3	0	62	4	06	2 4	0	-			-	-				62	4 0
M15.40	0 (ST15.09)	15	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 5	6 2	0	56	2	0 5	5 3	0	-			-	-				55	3 0
M15.41-2	0 (ST15.03)	15	& Ramp	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	54	54	55	0	1	1	B (67)	NONE	55	0	0	54	1	0 5	4 1	0	54	1	0 5	3 2	0	-			-	-				53	2 0
M15.42-2	0 (ST15.03)	15	Mainline	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	58	59	58	1	-1	0	B (67)	NONE	56	2	0	55	3	0 5	5 3	0	54	4	0 5	3 5	2	-			-	-				53	5 2
M15.43-2	0 (ST15.10)	15	bination	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	45	47	47	2	0	2	B (67)	NONE	46	1	0	46	1	0 4	5 2	0	45	2	0 4	4 3	0	-				-				44	3 0
M15.43-3	0 (ST15.11)	15	A+B Com	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	48	49	50	1	1	2	B (67)	NONE	49	1	0	48	2	0 4	8 2	0	47	3	0 4	7 3	0	-		-	-	-				47	3 0
M15.43-4	0 (ST15.12)	15	W1890 /	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	53	54	55	1	1	2	B (67)	NONE	54	1	0	53	2	0 5	3 2	0	52	3	0 5	1 4	0	-				-				52	3 0
M15.44-2	0 (ST15.10)	15	S	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	60	61	61	1	0	1	B (67)	NONE	60	1	0	59	2	0 5	9 2	0	58	3	0 5	3 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 6	1 3	0	60	4	0 6) 4	0	-			-	-	-	-	-	60	4 0

VISUED Project Workstructure (Vraftic Volse Only) - Lw1(b), dBZ und und <th< th=""><th></th></th<>																																							
irement Location	onstant (Reference		ocation			Units or Equivalent		, L _{eq} (h), dBA	d Noise Level,	oise Level, Leq(h),	d Noise Level minus Leq(h), dBA	oise Level minus No- q(h), dBA	oise Level minus Leq(h), dBA	AC)	or A/E)				Nois	e Pre	diction	n with	Barrie	ər, Bar	rier In	sertic	n Loss	i (I.L.)), and	Numb	er of	Bene	efited	Rec	eivers	3 (NB	R)		
D. / Measu	lidation C	ysis Area	ier I.D. & L			Dwelling		oise Level	ar No-Build A	ar Build No	ar No-Build	ar Build No e Level Le	ar Build No	tegory (N/	e (None, c		6 feet		8	feet		10 fe	et	1	2 feet		14 fe	et		16 feet		1	8 feet		20	0 feet		Desig	n Barrier
Receiver I.I	Applied Va Measureme	Voise Anal	Voise Barr	-and Use		Number of	Address	Existing No	Jesign Yea -eq(h), dB/	Jesign Yea JBA	Design Yea Existing Co	Design Yea Build Noise	Design Yea Existing Co	Activity Ca	mpact Typ	(h) _{pe-}	-i	IBR	(h)	-i	uBR	i i	JBR	(h)	÷	IBR	-eq/11/	IBR	(h) _{pe-}	Ŀ.	IBR	-eq(h)	-i	IBR	(h)	_i	IBR	(h)	JBR
 M15.44-4	0 (ST15.12)	15	_	Residen	ial / 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 3	0	62	4	06	2 4	0	-	-			-	-	-	-	-	62	4 0
M15.45-2	0 (ST15.03)	15	sc	Residen	ial / B	4	2804 Fashion Dr, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	60	2	0	59	3	0 58	3 4	0	57	5	4 5	7 5	4	-	-				-	-			57	5 4
M15.46 / ST15.02	0 (ST15.02)	15	Ramp EC	Residen	ial / B	2	2804 Fashion Dr, Corona, CA 92883	55	56	55	1	-1	0	B (67)	NONE	54	1	0	53	2	0 52	2 3	0	51	4	0 5	0 5	2										50	5 2
M15.47	0 (ST15.02)	15	ainline &	Residen	ial / B	2	2804 Fashion Dr, Corona, CA 92883	53	54	55	1	1	2	B (67)	NONE	55	0	0	54	1	0 53	3 2	0	52	3	0 5	32	0	-					-				53	2 0
M15.48	0 (ST15.02)	15	nation Mi	Residen	ial / B	2	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	57	1	0	56	2	0 55	5 3	0	54	4	0 5	4 4	0		-								54	4 0
M15.49-3 / ST15.11	0 (ST15.11)	15	3 Combir	Residen	ial / B	2	2804 Fashion Dr, Corona, CA 92883	63	64	64	1	0	1	B (67)	NONE	62	2	0	61	3	0 61	1 3	0	61	3	06	0 4	0	-	-								60	4 0
M15.50-4 / ST15.12	0 (ST15.12)	15	1890 A+E	Residen	ial / 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 3	0	63	3	06	2 4	0	-	-				-	-			63	3 0
M15.51-2	0 (ST15.03)	15	SW	Residen	ial / B	1	2804 Fashion Dr, Corona, CA 92883	54	55	55	1	0	1	B (67)	NONE	55	0	0	54	1	0 54	4 1	0	54	1	0 5	3 2	0	-	-				-				53	2 0
M15.52-2	0 (ST15.03)	15		Residen	ial / B	1	2804 Fashion Dr, Corona, CA 92883	54	55	56	1	1	2	B (67)	NONE	56	0	0	56	0	0 55	5 1	0	55	1	0 5	5 1	0	-	-				-				55	1 0
M15.53-2	0 (ST15.03)	15		Residen	ial / B	3	2804 Fashion Dr, Corona, CA 92883	51	52	53	1	1	2	B (67)	NONE	53	0	0	52	1	0 52	2 1	0	51	2	0 5	1 2	0	-	-				-				51	2 0
M15.54 / ST15.09	0 (ST15.09)	15		Residen	ial / B	1	2804 Fashion Dr, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	57	1	0	57	1	0 57	7 1	0	56	2	0 5	6 2	0	-	-				-	-			56	2 0
M15.55-2 / ST15.10	0 (ST15.10)	15		Residen	ial / B	2	2804 Fashion Dr, Corona, CA 92883	58	60	60	2	0	2	B (67)	NONE	59	1	0	58	2	0 58	3 2	0	57	3	0 5	7 3	0	-	-				-				57	3 0
M15.56-2	0 (ST15.03)	15		Residen	ial / 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 3	0	52	4	0 5	2 4	0	-	-				-				52	4 0
M15.57-2	0 (ST15.03)	15	EOS	Residen	ial / B	1	2804 Fashion Dr, Corona, CA 92883	61	62	62	1	0	1	B (67)	NONE	60	2	0	59	3	0 58	3 4	0	57	5	1 5	66	1	-					-				56	6 1
M15.58-2	0 (ST15.03)	15	& Ramp	Residen	ial / B	2	2804 Fashion Dr, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	57	1	0	56	2	0 55	5 3	0	56	2	0 5	6 2	0	-					-				56	2 0
M15.59-2	0 (ST15.10)	15	Mainline	Residen	ial / 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 2	0	52	2	0 5	1 3	0	-					-	-			51	3 0
M15.60	0 (ST15.02)	15	bination	Residen	ial / B	1	2804 Fashion Dr, Corona, CA 92883	52	53	53	1	0	1	B (67)	NONE	52	1	0	52	1	0 51	1 2	0	51	2	0 5	1 2	0	-					-				51	2 0
M15.61-2	0 (ST15.03)	15	A+B Com	Residen	ial / B	1	2804 Fashion Dr, Corona, CA 92883	53	54	56	1	2	3	B (67)	NONE	55	1	0	55	1	0 55	5 1	0	55	1	0 5	5 1	0	-					-	-			55	1 0
M15.62	0 (ST15.02)	15	W1890 /	Residen	ial / B	3	2804 Fashion Dr, Corona, CA 92883	56	57	58	1	1	2	B (67)	NONE	57	1	0	57	1	0 57	7 1	0	57	1	0 5	7 1	0	-			-	-	-	-			57	1 0
M15.63-2	0 (ST15.10)	15	S	Residen	ial / B	1	2804 Fashion Dr, Corona, CA 92883	60	61	61	1	0	1	B (67)	NONE	61	0	0	61	0	0 61	1 0	0	60	1	06	0 1	0	-				-	-	-			60	1 0
M15.64	-4 (ST15.04)	15		Shoppin Playgrou	g Mall nd / C	1	2780 Cabot Dr, Corona, CA 92883	56	57	58	1	1	2	C (67)	NONE	58	0	0	58	0	0 58	в о	0	58	0	0 5	7 1	0	-					-				57	1 0

	U15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L _n (h), dBA mutopping mutoppi																																					
irement Location	onstant (Reference		ocation		Units or Equivalent		, L _{eq} (h), dBA	d Noise Level,	oise Level, Leq(h),	d Noise Level minus Leq(h), dBA	oise Level minus No- q(h), dBA	oise Level minus Leq(h), dBA	AC)	or A/E)				Nois	e Pre	diction	n with	Barrio	er, Ba	rrier I	nsertio	on Lo	ss (I.I), and	l Num	ber o	f Ben	efited	Rec	eivers	(NBR)		
./ Measu	idation C nt)	sis Area	ər I.D. & L		Owelling		ise Level	r No-Buil	r Build N	r No-Buil nditions	r Build No Level Le	r Build N	egory (N	s (None, e		5 foot		8	foot		10 fe	ot		12 foot		14	foot		16 fee		1	8 faat		20	foot	De	eian B	arrior
teceiver I.D	pplied Val leasureme	loise Analy	loise Barri	and Use	lumber of I	ddress	xisting No	lesign Yea eq(h), dB⊅	lesign Yea BA	lesign Yea ixisting Co	lesign Yea tuild Noise	lesign Yea ixisting Co	ctivity Cat	npact Type	(u) ^{be}		BR	ed(h)		BR (h)		BR	(h)	الله ال	BR	(u) ^{be}		(µ) ^{be}		BR	(y) ^{be}	<u>ان ا</u>	BR	(h)		(4) ^{be}		BR
M15.01	0 (ST15.01)	15	MOX	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 1	0	61	1	0	51	1) 61	1	0	61	1	0	61	1) 61	1	0
M15.02	0 (ST15.01)	15	e EOS & F	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	2 1	0	62	1	0	62	1	62	1	0	62	1	0	62	1	62	1	0
M15.03	0 (ST15.09)	15	n Mainline	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	3 1	0	63	1	0	63	1	63	1	0	63	1	0	63	1	63	1	0
M15.04-2	0 (ST15.03)	15	mbinatio	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	4 0	0	64	0	0	64	0) 64	0	0	64	0	0	64	0) 64	0	0
M15.05-2	0 (ST15.03)	15	A+C Co	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	5 3	0	54	4	0	54	4	53	5	1	53	5	1	53	5	1 53	5	1
M15.06-2	0 (ST15.03)	15	SW1890	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	5 3	0	55	3	0	54	4	54	4	0	54	4	0	54	4	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	4 3	0	53	4	0	53	4	53	4	0	53	4	0	53	4	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	2 4	0	61	5	1	61	5	61	5	1	61	5	1	61	5	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 3	0	58	3	0	57	4	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	2 3	0	61	4	0	61	4	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 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	>	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	7 4	0	55	6	6	53	8	52	9	6	52	9	6	51	10	5 52	9	6
V15.11-2 / ST15.03	0 (ST15.03)	15	S & ROV	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	7 4	0	56	5	1	55	6	54	7	1	54	7	1	54	7	54	7	1
M15.12-2	0 (ST15.10)	15	nline EO.	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	3 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	ation Mai	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	1 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	Combin	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	3 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	890 A+C	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	2 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	SW1	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	3 5	2	52	6	2	51	7	2 51	7	2	51	7	2	51	7	2 51	7	2

									I-15 EL	.PSE P	roject	Worst	Hour N	oise Le	vels (Traff	ic No	ise O	nly) -	· L _{eq} (h	n), dB/	4																
rement Location	onstant (Reference		ocation		Units or Equivalent		, L _{eq} (h), dBA	d Noise Level,	oise Level, Leq(h),	d Noise Level minus Leq(h), dBA	oise Level minus No- q(h), dBA	bise Level minus Leq(h), dBA	AC)	or A/E)				Nois	se Pre	edicti	on wit	h Bar	rier, B	arrier	Insert	ion Lo	oss (I	.L.), a	nd N	umber	of Ber	nefite	d Rec	eiver	s (NE	IR)		
D. / Measu	lidation Co ent)	lysis Area	ier I.D. & L		Dwelling (oise Level,	ar No-Builc A	ar Build No	ar No-Builc onditions I	ar Build Nc e Level Lei	ar Build No onditions I	tegory (N/	oe (None, c		6 feet		8	3 feet		10	feet		12 fee	t	14	l feet		16	feet		18 feet	t	2	20 feet		Desigi	Barrier
Receiver I.	Applied Va Measurem	Noise Anal	Noise Barr	Land Use	Number of	Address	Existing Ne	Design Yea Leq(h), dB.	Design Yei dBA	Design Ye	Design Yea Build Nois	Design Yea Existing Co	Activity Ca	Impact Typ	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	ij.	NBR	L _{eq} (h)	I.L. NBP	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	÷	NBR	L _{eq} (h)	I.L. NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	Ŀ.	NBR	L _{eq} (h)	I.L. NBR
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	56	4	0	56	4 (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 (55	4	0	55	4	0	55	4 0	55	4	0	54	5	5	55	4 0
M15.15	0 (ST15.09)	15	MO	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 (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	EOS&R	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 () 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	Mainline I	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 () 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	bination /	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	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	+C Com	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	N1890 A	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 (52	3	0	51	4	0	51	4 0	51	4	0	51	4	0	51	4 0
M15.19	0 (ST15.09)	15	6	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 (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 (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	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 (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		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 (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 (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	& ROW	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 (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	ine EOS	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 (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	on Mainl	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 () 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	ombinati	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	0 A+C C	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 (51	4	0	51	4	0	51	4 0	50	5	4	50	5	4	51	4 0
M15.26	0 (ST15.01)	15	SW189	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 (53	4	0	52	5	5	52	5 5	52	5	5	52	5	5	52	5 5

									I-15 EL	.PSE P	roject	Worst	Hour N	oise Le	vels (Tr	affic N	oise (Only)	- L _{eq} (I	h), dB	A																
urement Location	Constant (Reference		Location		Units or Equivalent		il, L _{eq} (h), dBA	ld Noise Level,	loise Level, Leq(h),	ld Noise Level minus Leq(h), dBA	loise Level minus No- eq(h), dBA	loise Level minus Leq(h), dBA	AC)	or A/E)			No	ise Pr	edict	ion wi	ith Ba	rrier, E	Barrier	Inser	tion L	oss (I	I.L.), a	and N	lumber	of Ber	efite	d Rec	eiver	s (NE	IR)		
D. / Meas	lidation (ant)	ysis Area	er I.D. &		Dwelling		oise Leve	Ir No-Bui A	r Build N	rr No-Bui Inditions	r Build N Evel L	r Build N Inditions	tegory (N	e (None,	6 f	eet		8 feet		10	0 feet		12 fe	et	1	4 feet		16	6 feet		18 feet	:	2	:0 feet		Desig	n Barrier
teceiver I.I	pplied Va leasureme	loise Anal	loise Barri	and Use	lumber of	ddress	xisting No	lesign Yea eq(h), dB/	lesign Yea BA	lesign Yea Xisting Co	esign Yea tuild Noise	lesign Yea Xisting Co	ctivity Ca	npact Typ	(l)	i R	(h)	Ŀ	BR	(h)		εk	i i	BR	(h)	Ŀ	BR	(h)	BR F	(h)	Ŀ	BR	(h)	Ŀ	BR	(h)	i BR
W15.29-2	0 (ST15.10)	15	2	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	54	55	56	1	1	2	B (67)	NONE	55	: z	54	2	0	54	2	0 5	3 3	0	53	3	0	53	<u>- z</u> 3 0	53	3	0	53	3	0	53	<u>- z</u> 3 0
W15.30-2	0 (ST15.03)	15	& ROW	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	54	55	56	1	1	2	B (67)	NONE	55	ı 0	54	2	0	54	2	0 5	3 3	0	53	3	0	53	3 0	52	4	0	52	4	0	53	3 0
W15.31-2	0 (ST15.03)	15	line EOS	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	58	59	60	1	1	2	B (67)	NONE	57 3	3 0	57	3	0	56	4	0 5	6 4	0	56	4	0	55	5 1	55	5	1	55	5	1	55	5 1
W15.32-2	0 (ST15.03)	15	tion Mair	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	60	61	59	1	-2	-1	B (67)	NONE	57 2	2 0	55	4	0	54	5	2 5	3 6	2	52	7	2	52	7 2	52	7	2	52	7	2	52	7 2
W15.33-2	0 (ST15.10)	15	Combina	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	46	47	47	1	0	1	B (67)	NONE	46	ı 0	46	1	0	45	2	0 4	5 2	0	44	3	0	44	3 0	44	3	0	44	3	0	44	3 0
W15.33-3	0 (ST15.11)	15	390 A+C	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	51	52	52	1	0	1	B (67)	NONE	50 2	2 0	49	3	0	49	3	0 4	в 4	0	47	5	2	47	5 2	47	5	2	47	5	2	47	5 2
W15.33-4	0 (ST15.12)	15	SW18	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	58	59	60	1	1	2	B (67)	NONE	57 3	3 0	56	4	0	56	4	0 5	5 5	2	55	5	2	55	5 2	55	5	2	54	6	2	55	5 2
W15.34-2	0 (ST15.10)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	61	63	62	2	-1	1	B (67)	NONE	60 2	2 0	59	3	0	58	4	0 5	7 5	2	56	6	2	56	6 2	56	6	2	56	6	2	56	6 2
W15.34-3	0 (ST15.11)	15		Residential / B	2	2804 Fashion Dr, Corona, CA 92883	64	65	64	1	-1	0	B (67)	NONE	62 3	2 0	61	3	0	60	4	0 6	D 4	0	59	5	2	59	5 2	59	5	2	59	5	2	59	5 2
W15.34-4	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	3 0	62	4	0	62	4	0 6	1 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	I 0	52	3	0	52	3	0 5	1 4	0	51	4	0	51	4 0	51	4	0	51	4	0	51	4 0
W15.36-2	0 (ST15.03)	15		Residential / B	4	2804 Fashion Dr, Corona, CA 92883	62	63	62	1	-1	0	B (67)	NONE	59 3	3 0	59	3	0	57	5	4 5	6 6	4	55	7	4	55	7 4	55	7	4	55	7	4	55	7 4
M15.37	0 (ST15.02)	15	MOF	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	57	58	57	1	-1	0	B (67)	NONE	54 3	3 0	52	5	2	52	5	2 5	16	2	50	7	2	50	7 2	50	7	2	50	7	2	50	7 2
M15.38	0 (ST15.02)	15	EOS&F	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	56	57	57	1	0	1	B (67)	NONE	56	I 0	56	1	0	54	3	0 5	3 4	0	52	5	2	52	5 2	52	5	2	52	5	2	52	5 2
W15.39-2	0 (ST15.10)	15	Mainline	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 5	7 4	0	57	4	0	57	4 0	57	4	0	57	4	0	57	4 0
W15.39-3	0 (ST15.11)	15	nbination	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 6	0 4	0	59	5	2	59	5 2	59	5	2	59	5	2	59	5 2
W15.39-4	0 (ST15.12)	15	A+C Con	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	65	67	66	2	-1	1	B (67)	A/E	63 3	3 0	62	4	0	62	4	0 6	1 5	2	61	5	2	61	5 2	60	6	2	60	6	2	61	5 2
M15.40	0 (ST15.09)	15	SW1890	Residential / B	1	2804 Fashion Dr, Corona, CA 92883	57	58	58	1	0	1	B (67)	NONE	57	I 0	56	2	0	56	2	0 5	53	0	55	3	0	55	3 0	55	3	0	54	4	0	55	3 0
W15.41-2	0 (ST15.03)	15	0	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 5	3 2	0	53	2	0	53	2 0	53	2	0	53	2	0	53	2 0

	IS URDE URDE URDE URDE URDE URDE URDE URDE																																					
asurement Location	ı Constant (Reference	еа	& Location		ng Units or Equivalent		vel, L _{eq} (h), dBA	uild Noise Level,	Noise Level, Leq(h),	uild Noise Level minus ns Leq(h), dBA	Noise Level minus No- Leq(h), dBA	l Noise Level minus ns Leq(h), dBA	(NAC)	e, or A/E)				Noi	se Pro	edicti	on wi	th Bar	rier, E	arrier	Inseri	ion L	.oss (.L.), a	nd N	umbe	of Be	nefite	d Re	ceiver	s (NE	BR)		
D. / Mea	lidation ent)	ysis Ar	ier I.D.		Dwellir		oise Lev	ar No-B A	ar Build	ar No-B ondition	ar Build e Level	ar Build ondition	tegory	e (Non		6 feet	t		8 feet		10) feet		12 fee	t	1	4 feet		16	feet		18 fee	t	2	20 feet		Desig	n Barrier
eceiver I.	pplied Va leasurem	oise Ana	loise Barr	and Use	umber of	ddress	xisting N	esign Ye eq(h), dB	esign Ye. BA	esign Ye. xisting C	esign Ye. uild Nois	esign Ye. xisting C	ctivity Ca	npact Typ	(y) ^{be}		BR	(µ) ^{be}	_1	BR	(h)		(h)		BR	(µ) ^{be}	j	BR	(u) ^{be}	j	(l)		BR	(y) ^{ba}	J	BR	(h)	BR I
M15.42-2	0 (ST15.03)	2 15	M	Residential / B	2	2804 Fashion Dr, Corona, CA 92883	58	59	58	1	-1	0	B (67)	NONE	56	2	2 0	_ 55	3	2 0	54	4 (5:	5	2	_ 52	6	2	52	6 3	52	6	2	52	6	2	52	<u>- z</u> 6 2
M15.43-2	0 (ST15.10)	15	OS & R(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 () 44	3	0	44	3	0	44	3 (44	3	0	44	3	0	44	3 0
M15.43-3	0 (ST15.11)	15	Mainline E	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 () 47	3	0	46	4	0	46	4 (46	4	0	46	4	0	46	4 0
M15.43-4	0 (ST15.12)	15	bination h	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 (52	3	0	51	4	0	51	4 (51	4	0	51	4	0	51	4 0
M15.44-2	0 (ST15.10)	15	A+C Com	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 (58	3	0	57	4	0	57	4 (57	4	0	57	4	0	57	4 0
M15.44-3	0 (ST15.11)	15	W1890 /	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 (60	4	0	60	4	0	60	4 (60	4	0	59	5	2	60	4 0
M15.44-4	0 (ST15.12)	15	S	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 () 6 [.]	5	2	61	5	2	61	5 3	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 50	6	4	55	7	4	55	7	55	7	4	55	7	4	55	7 4
M15.46 / ST15.02	0 (ST15.02)	15	M	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 (53	2	0	53	2	0	54	1 0
M15.47	0 (ST15.02)	15	DS & RC	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 (5	2	0	53	2	0	53	2 (52	3	0	52	3	0	53	2 0
M15.48	0 (ST15.02)	15	ainline Er	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 (5	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	nation M.	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 (60	4	0	60	4	0	60	4 (60	4	0	59	5	2	60	4 0
M15.50-4 / ST15.12	0 (ST15.12)	15	C Combi	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 () 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	1890 A+	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 (5	2	0	53	2	0	52	3 (52	3	0	52	3	0	52	3 0
M15.52-2	0 (ST15.03)	15	SW	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 () 54	2	0	54	2	0	54	2	54	2	0	53	3	0	54	2 0

									I-15 E	LPSE F	Project	Worst	Hour N	loise Le	vels	Traff	ic No	ise O	only) -	· L _{eq} (h	ı), dBA	4																	
rement Location	onstant (Reference		ocation		Units or Equivalent		, L _{eq} (h), dBA	d Noise Level,	oise Level, Leq(h),	d Noise Level minus Leq(h), dBA	oise Level minus No- q(h), dBA	oise Level minus Leq(h), dBA	AC)	or A/E)				Nois	se Pre	edicti	on wit	h Barri	ier, E	arrier	Inser	tion L	oss (I.L.), a	nd N	umb	er of I	3ene	fited	Rec	eivers	š (NB	R)		
)./Measu	idation C	ysis Area	er I.D. & L		Dwelling		oise Level	ir No-Buile A	r Build N	r No-Buil	rr Build No Level Le	r Build No	tegory (N	e (None, e		6 feet			8 feet		10	feet		12 fee	t	1	4 feet		16	feet		18	3 feet		2	0 feet		Desia	Barrier
teceiver I.C	pplied Val leasureme	loise Analy	loise Barri	and Use	lumber of I	ddress	xisting No	lesign Yea eq(h), dB/	lesign Yea BA	lesign Yea Xisting Co	lesign Yea tuild Noise	lesign Yea ixisting Co	ctivity Cat	npact Typ	(h)		BR	(h)		BR	(h)	j 8	(h)		BR	(y) be	_	BR	(u) ^{be}	i.	BR	(u) ^{be}		BR	(h)	_	BR	(u)pe	BR
M15.53-2	0 (ST15.03)	15	2	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	2 . 0 :	50	3	0	50	3	0	50	<u>- z</u> 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 5	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 5	57	3	0	57	3	0	57	3 0
M15.56-2	0 (ST15.03)	15	& ROW	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	6 0	0	55	1	0	55	1	0 5	ō5	1	0	55	1	0	55	1 0
M15.57-2	0 (ST15.03)	15	ine EOS	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	5 7	1	54	8	1	54	8	1 5	54	8	1	54	8	1	54	8 1
M15.58-2	0 (ST15.03)	15	on Mainl	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 8	54	4	0	54	4	0	54	4 0
M15.59-2	0 (ST15.10)	15	ombinati	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 8	51	3	0	51	3	0	51	3 0
M15.60	0 (ST15.02)	15	90 A+C C	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 5	53	0	0	53	0	0	53	0 0
M15.61-2	0 (ST15.03)	15	SW189	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	i 1	0	55	1	0	55	1	0 5	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	5 2	0	56	2	0	56	2	0 5	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 5	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 5	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 EL	PSE P	roject	Worst	Hour N	loise Le	vels (Traff	ic No	ise O	nly) -	L _{eq} (h)	, dBA																	
rement Location	onstant (Reference		-ocation		Units or Equivalent		l, L _{eq} (h), dBA	d Noise Level,	oise Level, Leq(h),	d Noise Level minus Leq(h), dBA	oise Level minus No- q(h), dBA	oise Level minus Leq(h), dBA	AC)	or A/E)				Nois	se Pre	dictio	n with	Barri	er, Ba	rrier	nserti	on Lo	ss (I.I), an	d Nurr	ıber o	f Ben	efited	Reco	eivers	s (NB	R)		
)./ Measu	idation C nt)	rsis Area	ar I.D. & I		Owelling		ise Leve	r No-Buil	r Build N	r No-Buil nditions	r Build N Level Le	r Build N nditions	egory (N	e (None,		6 feet		,	R feet		10 f	eet		12 feet		14	feet		16 fee	.t		8 feet		20) feet		Desian	Barrier
Receiver I.D	Applied Val Measureme	Noise Analy	Noise Barri	Land Use	Number of I	Address	Existing No	Design Yea Leq(h), dB⊿	Design Yea dBA	Design Yea Existing Co	Design Yea Build Noise	Design Yea Existing Co	Activity Cat	Impact Type	L _{eq} (h)	-	NBR	L _{eq} (h)	_i	NBR	L eq(n)	NBR 100	L _{eq} (h)	-	NBR	L _{eq} (h)		Log(h)		NBR	L _{eq} (h)	<u>_</u>	NBR	L _{eq} (h)	_i	NBR	(u) be	i 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		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 6	67 0	0	67	0	0	67	0) -			-		-			e	67 () 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 7	72 0	0	72	0	0	72	0	- 0			-		-			7	72 () 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 6	63 1	0	63	1	0	62	2 0)			-					e	63	I 0
M16.07	0 (ST16.03)	16	ne EOS	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 6	64 2	0	63	3	0	62	4 ()			-					e	62	1 0
M16.08	0 (ST16.03)	16	1 - Mainli	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 5	55 3	0	55	3	0	54	4 ()			-					- 5	54 4	+ O
M16.09	0 (ST16.03)	16	SW191	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 6	65 4	0	64	5	1	62	7	1			-					e	32	' 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 6	63 C	0	62	1	0	62	1 ()						-		e	62	I 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 6	69 C	0	69	0	0	69	0)								e	69 () 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 6	61 1	0	60	2	0	59	3)								e	50 2	2 0

									I-15 E	LPSE F	Project	Worst	Hour N	loise L	evels	(Traf	fic No	oise (Only)	- L _{eq} ((h), dE	BA																		
urement Location	constant (Reference		Location		Units or Equivalent		l, L _{eq} (h), dBA	d Noise Level,	oise Level, Leq(h),	ld Noise Level minus Leq(h), dBA	oise Level minus No- 9q(h), dBA	oise Level minus Leq(h), dBA	AC)	or A/E)				Noi	ise Pr	edict	tion w	ith Ba	ırrier	, Barrie	r Insei	rtion I	_oss	(I.L.),	and	Num	ber o	f Ber	efited	d Rec	ceive	rs (N	BR)			
)./ Measu	idation C int)	/sis Area	er I.D. & I		Dwelling		ise Leve	r No-Buil	r Build N	r No-Buil nditions	r Build N Level Le	r Build N nditions	egory (N	e (None,		6 feet			8 feet			0 feet		12 fe	et		14 feel			16 fee	t		18 feet	t		20 fee		Desid	on Bar	rrier
eceiver I.C	pplied Val Aeasureme	loise Anal	loise Barri	and Use	lumber of	ddress	Existing No	Jesign Yea .eq(h), dB/	Jesign Yea IBA	Jesign Yea	Jesign Yea Build Noise	besign Yea Existing Co	ctivity Cat	mpact Typ	(h)	Ŀ	BR	(h)	Ŀ	BR	eq(h)	Ŀ	BR	eq(h) L.	BR	(h)	Ŀ	BR	eq(h)	Ŀ	BR	(h)	Ŀ	BR	(h)	Ŀ	BR	(u) ^{be}		BR
M16.03 / ST16.02	0 (ST16.02)	16	2	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	MO	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	1903 - R	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	SW	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	1		-	-	-	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	S W1905 - 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	1	-	-	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 E	LPSE F	Project	Worst	Hour N	loise L	evels	(Traff	ic No	ise O	only) -	· L _{eq} (h	n), dB	A																	
Measurement Location	tion Constant (Reference	s Area	.D. & Location		elling Units or Equivalent		i Level, L _{eq} (h), dBA	o-Build Noise Level,	uild Noise Level, Leq(h),	io-Build Noise Level minus itions Leq(h), dBA	uild Noise Level minus No- evel Leq(h), dBA	uild Noise Level minus itions Leq(h), dBA	ory (NAC)	Vone, or A/E)				Nois	se Pro	edicti	ion wi	th Ba	rrier,	Barrier	Inser	tion L	.oss ((I.L.),	and N	lumi	ber of	Ben	efitec	l Rec	eivei	rs (NE	3R)		
r I.D. /	Valida ement	nalysi	arrier	99	of Dw		j Noise	Year N dBA	Year E	Year N J Cond	Year E oise Lo	Year E J Cond	Categ	Type (6 feet		1	8 feet	_	10) feet	_	12 fee	et	1	14 feet		1	6 feet	:	1	8 feet		:	20 feet	-	Desig	n Barrier
Receive	Applied Measur	Noise A	Noise B	Land Us	Number	Address	Existing	Design Leq(h),	Design dBA	Design Existing	Design Build No	Design Existing	Activity	Impact 7	L _{eq} (h)	Ŀ	NBR	L _{eq} (h)	Ŀ	NBR	L _{eq} (h)	Ŀ.	NBR	L _{eq} (h) I.L.	NBR	L _{eq} (h)	Ŀ	NBR	L _{eq} (h)	Ŀ.	NBR	L _{eq} (h)	Ŀ	NBR	L _{eq} (h)	Ŀ.	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	-	-				-	-				-	-			-	-				-	1		-	-	
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 E	LPSE F	roject	Worst	Hour N	loise L	evels	(Traf	fic No	oise C	Only)	- L _{eq} (ł	h), dB	BA																		
rement Location	onstant (Reference		ocation		Jnits or Equivalent		L _{eq} (h), dBA	i Noise Level,	oise Level, Leq(h),	I Noise Level minus -eq(h), dBA	oise Level minus No- q(h), dBA	oise Level minus _eq(h), dBA	(c)	r A/E)				Noi	se Pr	edicti	ion wi	ith B	arrieı	, Barr	ier Ins	ertio	n Loss	s (I.L	.), an	d Nu	mbe	er of B	enef	ited R	ecei	ivers	NBR)			
.D. / Measu	alidation C	Iysis Area	rier I.D. & L		Dwelling		oise Level	ar No-Build	ar Build No	ar No-Build onditions	ar Build No	ar Build No onditions	ategory (N/	pe (None, c		6 fee	t		8 feet		1	0 feet		12	feet		14 fe	et		16 fe	eet		18	feet		20 f	eet	De	sign B	Barrier
Receiver I	Applied V4 Measurem	Noise Ana	Noise Barr	Land Use	Number of	Address	Existing N	Design Ye Leq(h), dB	Design Ye dBA	Design Ye Existing C	Design Ye Build Nois	Design Ye Existing C	Activity Ca	Impact Tyl	L _{eq} (h)	Ŀ.	NBR	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	Ŀ.	NBR	L _{eq} (h)	I.L. NBR	(h)	i i	NBR	L _{eo} (h)	Ŀ		NBR L(h)	6	NBR	(P)	L _{eq} (n)	NBR	L _{eq} (h)	Ŀ	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 requi	receive	r is shi Is for fe	elded b asibility	y an e: / and a	disting 1 coustic	12- to 1 al reas	14-foot	noise eness v	barrier a	along the mpared	sB I- to the	15 right no-barr	-of-wa ier co	ay and ndition	edge-o	of-sh Table	oulder. B-2 for	This b result	arrier m s.***	eets t	he			-	-
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 requi	receive iremen	er is shi Is for fe	elded b asibility	y an e / and a	disting 1 coustic	12- to 1 al reas	14-foot onable	noise eness v	barrier a when co	along the mpared	e SB I- to the	15 right no-barr	-of-wa ier co	ay and ndition	edge-o . See 1	of-sh Table	oulder. B-2 for	This b result	arrier m s.***	eets t	he			-	-
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 requi	receive	r is shi ts for fe	elded b asibility	y an e / and a	coustic	12- to 1 al reas	14-foot onable	noise eness v	barrier a	along the mpared	e SB I- to the	15 right no-barr	-of-wa ier co	ay and ndition	edge-o	of-sh Table	oulder. B-2 for	This b result	arrier m s.***	eets t	he	-		-	-
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 requi	receive iremen	r is shi Is for fe	elded b asibility	y an e / and a	coustic	12- to 1 al reas	14-foot onable	noise eness v	barrier a when co	along the mpared	e SB I- to the	15 right no-barr	-of-wa ier co	ay and ndition	edge-o . See 1	of-sh Table	oulder. B-2 for	This b result	arrier m s.***	eets t	he			-	-
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 requi	receive	r is shi ts for fe	elded b asibility	y an e: / and a	cisting f	12- to 1 al reas	14-foot onable	noise eness v	barrier a	along the mpared	e SB I- to the	15 right no-barr	-of-wa ier co	ay and ndition	edge-o . See 1	of-sh Table	oulder. B-2 for	This b result	arrier m s.***	eets t	he			-	-
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 E	LPSE F	Project	Worst	Hour N	loise L	evels	(Traff	ic No	ise O	only) -	· L _{eq} (h	n), dB.	A																	
urement Location	Constant (Reference		Location		I-15 ELPSE Project Worst Hour Noise Levels (Traffic Noise Only) - L _{eq} (h), dBA Image: start of the start of t																																		
D. / Meas	lidation (ent)	ysis Are	ier I.D. &		Dwelling		oise Leve	ar No-Bu	ar Build h	ar No-Bu	ar Build h e Level L	ar Build h	tegory (h	e (None,		6 feet		;	8 feet		10	feet		12 fee	t	1	14 feet	:		16 fee	t	1	18 feei	t		20 feet		Desig	n Barrier
Receiver I.I	Applied Va Measureme	Noise Anal	Noise Barri	Land Use	Number of	Address	Existing No	Design Yea Leq(h), dB <i>i</i>	Design Yea dBA	Design Yea Existing Co	Design Yea Build Noise	Design Yea Existing Co	Activity Ca	mpact Typ	(h)	-	JBR	-eq(h)	-	JBR	-eq(h)		ABR	- _{eq} (h) .L.	4BR	-eq(h)	-i	JBR	(h) _{pe-}	Γ	4BR	-eq(h)	÷	ABR	(h) _{pe-}	Ļ	4BR	-eq(h)	L VBR
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	-	-					-				-				-	1				-	1				
M18.06	0 (ST18.02)	18		Hotel / E		Future address unknown	62	63	63	1	0	1	E (72)	N/A*	-	-					-				-				-	1				-	1				
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	-	-				-	-				-				-	1			-	-	1			-	
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 EL	PSE P	roject	Norst	Hour N	oise Le	vels (1	raffic	Nois	se Onl	y) - L _e	_q (h), dl	BA																
rement Location	onstant (Reference		ocation		Jnits or Equivalent		L _{eq} (h), dBA	l Noise Level,	oise Level, Leq(h),	ł Noise Level minus _eq(h), dBA	oise Level minus No- q(h), dBA	oise Level minus -eq(h), dBA	(c)	ır A/E)			I	Noise	Predi	ction v	vith Ba	rrier,	, Barrier	Inser	tion Lo	oss (I	.L.), aı	nd Nur	nber	of Ber	efite	d Rec	eiver	s (NE	IR)		
)./ Measu	idation Co	/sis Area	er I.D. & L		Dwelling (ise Level,	r No-Build	r Build No	r No-Build nditions I	r Build No Level Lev	r Build No Inditions I	egory (N4	e (None, c	6	feet		8 fr	het		10 feet		12 fe	ət	14	l feet		16 fe	et		18 feel	ł	2	20 feet		Desia	n Barrier
Receiver I.I	Applied Val Measureme	voise Anal	voise Barri	and Use	Jumber of	Address	Existing No	besign Yea ₋eq(h), dB/	Jesign Yea IBA	Design Yea Existing Co	Design Yea 3uild Nois∈	Jesign Yea Existing Co	Activity Cat	mpact Typ	(ų) ^{be.}	Li la	4	(h)	BR	(h)	Ŀ	BR	••(h)	BR	(h)	Ŀ	IBR	L at	BR	(l) ^{be.}	Ŀ	IBR	(µ) ^{be.}	Ŀ	BR	(l) be	IBR
M18.12	0 (ST18.03)	18		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 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 C	0	59	0	0	59 0	0	59	0	o ·					-					
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) 6	67 C	0	67	0	0	67 0	0	67	0	o ·			-	-	-			-		
M18.16	0 (ST18.04)	18	line EOS	Residential / B	2	19841 Frances St, Corona, CA 92881	65	66	67	1	1	2	B (67)	A/E	65	2 () (65 2	0	65	2	0	65 2	0	64	3	ο ·					-					
M18.17	0 (ST18.04)	18	3A - Main	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	SW1996	Residential / B	4	19830 Frances St, Corona, CA 92881	59	60	60	1	0	1	B (67)	NONE	60	0 0) (60 C	0	60	0	0	59 1	0	59	1	o ·					-					
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 () 6	67 2	0	66	3	0	66 3	0	66	3	o ·					-					
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 () (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 (63 2	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 () (64 3	0	64	3	0	63 4	0	63	4	ο ·					-					
M18.12	0 (ST18.03)	18		Residential / B	3	7540 Liberty Ave, Corona, CA 92881	71	73	72	2	-1	1	B (67)	A/E	68	4 () (67 5	i 3	66	6	3	65 7	3	64	8	з.					-				64	83
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 () (56 3	0	56	3	0	55 4	0	54	5	з.					-				54	53
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	2 6	62 5	2	61	6	2	60 7	2	60	7	2 ·					-				60	72
M18.16	0 (ST18.04)	18	s	Residential / B	2	19841 Frances St, Corona, CA 92881	65	66	67	1	1	2	B (67)	A/E	64	3 () (64 3	0	63	4	0	62 5	2	61	6	2 ·					-				61	62
M18.17	0 (ST18.04)	18	-Ramp E	Residential / B	1	19829 Frances St, Corona, CA 92881	67	69	69	2	0	2	B (67)	A/E	65	4 () (64 5	i 1	63	6	1	63 6	1	63	6	1 ·					-				63	6 1
M18.18	0 (ST18.04)	18	V1996B -	Residential / B	4	19830 Frances St, Corona, CA 92881	59	60	60	1	0	1	B (67)	NONE	60	0 0) (60 C	0	59	1	0	59 1	0	59	1	ο ·					-				59	1 0
M18.19 / ST18.04	0 (ST18.04)	18	Sv	Residential / B	2	19801 Frances St, Corona, CA 92881	67	69	69	2	0	2	B (67)	A/E	68	1 () (68 1	0	67	2	0	66 3	0	64	5	2 ·			-		-				64	52
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 C	0	58	0	0	57 1	0	57	1	ο ·					-				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 C	0	65	0	0	65 0	0	65	0	o ·		-	-	-	-			-	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 C	0	67	0	0	65 2	0	64	3	ο ·			-		-				64	3 0

									I-15 EL	.PSE P	roject	Worst	Hour N	oise Le	vels	(Traff	ic No	oise O	only) -	· L _{eq} (ł	h), dB	A																	
rement Location	onstant (Reference		ocation		Units or Equivalent		, L _{eq} (h), dBA	d Noise Level,	oise Level, Leq(h),	d Noise Level minus Leq(h), dBA	oise Level minus No- q(h), dBA	oise Level minus Leq(h), dBA	AC)	or A/E)				Nois	se Pro	edicti	ion wi	th Bai	rrier	, Barrier	Insert	ion L	oss (l.L.), a	ind N	umb	er of E	3ene	fited	Rece	eivers	(NBF	R)		
0./ Measu	idation C ent)	ysis Area	er I.D. & I		Dwelling		ise Leve	Ir No-Buil A	ır Build N	rr No-Buil Inditions	ir Build N e Level L∈	r Build N Inditions	tegory (N	e (None,		6 feet			8 feet		1() feet		12 fee	t	1	4 feet		16	feet		18	feet		20	feet	De	esian E	Barrier
Receiver I.I	Applied Va Measureme	Noise Anal	Noise Barri	Land Use	Number of	Address	Existing No	Design Yea Leq(h), dB <i>i</i>	Design Yea dBA	Design Yea Existing Co	Design Yea Build Noise	Design Yea Existing Co	Activity Ca	Impact Typ	L _{eq} (h)	Ŀ.	NBR	L _{eq} (h)	Ŀ.	NBR	L _{eq} (h)	i i	NBR	L _{eq} (h) .L.	NBR	L _{eq} (h)	-i	NBR	L _{eq} (h)	-i	NBR (L)	-eq(11)	-i	NBR	L _{eq} (h)	į	Leg(h)		NBR
M18.12	0 (ST18.03)	18		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 6	66	6	3	65	7	3 67	7 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 5	55	4	0	55	4	0 56	6 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 6	62	5	2	61	6	2 62	2 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 6	6	1	0	65	2	0 66	6 1	0
M18.17	0 (ST18.04)	18	C-ROW	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 6	61	8	1	61	8	1 61	8	1
M18.18	0 (ST18.04)	18	SW 19960	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	06	60	0	0	60	0	0 60	0 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 6	52	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	05	58	0	0	58	0	0 58	3 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 6	64	1	0	63	2	0 64	i 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	06	62	5	1	62	5	1 62	2 5	1
M18.12	0 (ST18.03)	18		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	4 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	4 5	3
M18.15	0 (ST18.03)	18	mp EOS	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	ine & Ra	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	on Mainl	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	ombinati	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	3 2	0
M18.19 / ST18.04	0 (ST18.04)	18	3A+B - C	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	2 7	2
M18.20	0 (ST18.04)	18	SW1996	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	2 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 El	.PSE P	roject	Worst	Hour N	loise Le	vels	(Traffi	c Noi	ise Oı	nly) -	L _{eq} (h), dBA																	
rement Location	onstant (Reference		ocation		Units or Equivalent		¦, L _{eq} (h), dBA	d Noise Level,	oise Level, Leq(h),	d Noise Level minus Leq(h), dBA	oise Level minus No- q(h), dBA	oise Level minus Leq(h), dBA	AC)	or A/E)				Nois	e Pre	dictio	on wit	n Barri	er, Ba	rrier l	nserti	on Lo	ss (l.	L.), ar	nd Nu	mber	of Be	nefite	d Re	ceive	rs (NE	BR)		
./ Measu	dation C nt)	sis Area	r1.D. & L		welling		se Level	No-Buil	Build N	No-Buil	Build N	Build N	egory (N	(None,		C fact			fact		10	i		12 60.04			4 .		46.4			10 60.			00 fa at		Deale	n Douriou
seiver I.D	olied Vali asuremei	se Analy	se Barrie	id Use	nber of D	less	sting Noi	sign Year I(h), dBA	sign Year A	sign Year sting Cor	sign Year Id Noise	sign Year sting Cor	ivity Cate	act Type	(H	o leel	~	ہ ب	ieet	~	ار ج	ieel r	(Î	12 leet	~	14 द्व	leet	r 4	101	eel	Ĥ	To let	~	(u	20 leel	~	Desig ਵ	i barrier
Rec	Api	Ň	Noi	Restaurant	INN	Add	Exi	Des Lec	Des dB	Des Exi	Des Bui	Des Exi	Act	별	L _{eq} (Ŀ.	NBI	L _{eq} (÷	NBI	- ^{ed}	u B N N N N	L _{eq} (÷	NBI	- ^{ed}	-	S NB			L _{eq} (÷	NBI	L _{eq} (÷	NBI	L _{eq} (NBI I-I-
M19.01	0 (ST19.01)	19		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	0 EOS	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	A - Ramp	Retail / F		1973 Foothill Pkwy Suite 104, Corona, CA 92881	52	53	53	1	0	1	F (-)	NONE										-														
M19.07	0 (ST19.01)	19	SW2007	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	3 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		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 7	0 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 7	o c	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 6	2 1	0	62	1	0	62	1	0	62	1 0
M19.07	0 (ST19.01)	19	8 - ROW	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 7	0 5	5 1	70	5	1	69	6	1	70	5 1
M19.08	0 (ST19.02)	19	SW2007E	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	06	2 4	4 O	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 6	98	3 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 6	4 2	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 6	5 C) 0	65	0	0	65	0	0	65	0 0

									I-15 El	.PSE P	roject	Worst	Hour N	oise Le	vels	Traff	ic No	ise C	Only) -	L _{eq} (h	ı), dB	4																	
rement Location	onstant (Reference		ocation		Jnits or Equivalent		L _{eq} (h), dBA	l Noise Level,	oise Level, Leq(h),	l Noise Level minus -eq(h), dBA	pise Level minus No- q(h), dBA	oise Level minus -eq(h), dBA	(c)	ır A/E)				Noi	se Pre	dicti	on wi	th Barr	ier, E	arrier	Insert	tion L	oss ((I.L.),	and I	Numt	per of I	Bene	fited I	Rece	eivers	(NBF	۶)		
. / Measu	idation Co nt)	sis Area	ər I.D. & L		owelling (ise Level,	r No-Build	r Build No	r No-Build nditions I	r Build No Level Lei	r Build No nditions I	egory (N/	e (None, c		6 foot			8 faat		10	foot		12 foo		1	A foot		1	6 feet		18	foot		20	foot	D	eian	Barrior
eceiver I.D	pplied Val leasureme	loise Analy	loise Barri	and Use	umber of I	ddress	xisting No	esign Yea eq(h), dB⊅	esign Yea BA	esign Yea xisting Co	esign Yea uild Noise	esign Yea xisting Co	ctivity Cat	npact Type	(y) ^{be}		BR	(h)	i	BR	(4) ^{be}		(h)		BR	(y)		BR	(q) ^{be}	i	BR	(11)pa		BR	(l)		ык (h)		BR
M19.01	0 (ST19.01)	2 19	z	Restaurant outdoor dining /	1	◀ 1999 Foothill Pkwy, Corona, CA 92881	ш 69	70	70	1	0	<u>а</u> ш	4 E (72)	NONE	آ 69	1	z	تـ 68	2	z 0	تــ 68	2 0	تــــــــــــــــــــــــــــــــــــ	2	2 0	تـ 68	2	z	- -	-	z .	-		z 		-	<u>نہ s</u> 	-	
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	-			-	- 1					-	
M19.05	0 (ST19.02)	19	SO	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	ainline E	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	2001 - M	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	SW	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	SOE	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	0
M19.03	0 (ST19.01)	19	k Ramp E	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	lainline 8	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	2 1	0
M19.07	0 (ST19.01)	19	ination N	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	A - Comb	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	1 5	3
M19.09	0 (ST19.01)	19	sW2007/	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	2001 + 5	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	4 2	0
M19.11	0 (ST19.02)	19	SW	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	5 0	0
M19.08	0 (ST19.02)	19	: - Private erty	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	9 7	3
M19.10 / ST19.02	0 (ST19.02)	19	SW2007C Prop	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	1 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	-	-		-		-	-			-	-				-			-	- 1		-			-	
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 re acous	eceiver tical re	is shie asonat	lded b	y an ex s when	isting 1 compa	4- to 10 ared to 1	6-foot no he no-ba	ise bar arrier c	rier alon ondition.	g the SI See Ta	B I-15 r able B-2	right-of 2 for re	f-way. 1 esults.*	This ba	arrier m	neets the	requir	ement	s for f	easibilit	y and			

									I-15 EL	.PSE P	roject	Worst	Hour N	oise Le	vels (Traff	c No	ise O	nly) -	L _{eq} (h	ı), dBA	١.																
rement Location	onstant (Reference		ocation		Units or Equivalent		, L _{eq} (h), dBA	d Noise Level,	oise Level, Leq(h),	d Noise Level minus Leq(h), dBA	oise Level minus No- q(h), dBA	oise Level minus Leq(h), dBA	AC)	or A/E)				Nois	e Pre	edicti	on wit	h Bar	rier, Ba	arrier	nsert	ion Lo	ss (l.	.L.), a	nd N	umber o	of Ben	nefite	d Rec	eiver	s (NB	IR)		
D./Measu	lidation C	ysis Area	ier I.D. & L		Dwelling I		oise Level	ar No-Buik A	ar Build No	ar No-Build onditions	ar Build No e Level Le	ar Build No onditions I	tegory (N/	e (None, c		6 feet		8	l feet		10	feet		12 feet		14	feet		16	feet		18 feet	t	2	0 feet		Design	Barrier
Receiver I.	Applied Va Measurem	Noise Anal	Noise Barr	Land Use	Number of	Address	Existing N	Design Yea Leq(h), dB.	Design Yei dBA	Design Ye: Existing C	Design Yea Build Nois	Design Yea Existing Co	Activity Ca	Impact Typ	L _{eq} (h)	Ŀ.	NBR	L _{eq} (h)	ij.	NBR	L _{eq} (h)	L.L.	L _{eq} (h)	I.L.	NBR	L _{eq} (h)	į	NBR	L _{eq} (n)	I.L. NBR	L _{eq} (h)		NBR	L _{eq} (h)	Ŀ.	NBR	L _{eq} (h)	NBR
M20.01	0 (ST20.01)	20		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	le EOS	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	3 - Mainli	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	SW1996	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		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	з с	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	з с	60	4	0	60	4	0					-					
M20.05	0 (ST20.01)	20	IP EOS	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	з с	61	4	0	60	5	2					-					
M20.06	0 (ST20.01)	20	06 - Ram	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	з с	61	4	0	60	5	2										
M20.07	0 (ST20.01)	20	SW20	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 C	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 C	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 C	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 C	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 C	61	5	1	60	6	1	-		-	-	-				- ·	

									I-15 E	LPSE P	roject	Worst	Hour N	oise Lo	evels	(Traf	fic No	oise C)nly) -	L _{eq} (h), dB	A																		
urement Location	Constant (Reference	a	Location		l Units or Equivalent		el, L _{eq} (h), dBA	ild Noise Level,	doise Level, Leq(h),	ild Noise Level minus t Leq(h), dBA	Voise Level minus No- eq(h), dBA	Voise Level minus t Leq(h), dBA	JAC)	or A/E)				Noi	se Pro	edict	ion w	ith Ba	rrier	, Barr	er Ins	ertion	Loss	(I.L.),	and	Numl	ber of	f Bene	fited	Rece	eivers	s (NBI	R)			
.D./ Meas	alidation (ent)	lysis Are	rier I.D. &		f Dwelling		oise Leve	ar No-Bu	ar Build I	ar No-Bu	ar Build h	ar Build h onditions	ategory (h	pe (None,		6 feet	:		8 feet		1	0 feet		12	feet		14 fee	t		16 feet	t	11	feet		20	0 feet	J	Design	Barrier	r
Receiver I	Applied V: Measurem	Noise Ana	Noise Ban	Land Use	Number of	Address	Existing N	Design Ye Leq(h), dB	Design Ye dBA	Design Ye Existing C	Design Ye Build Nois	Design Ye Existing C	Activity Ca	Impact Tyl	(µ) ^{be-}	Ŀ.	4BR	- _{eq} (h)	÷	JBR	-eq(h)		ABR	-eq(h)	L. ABR	-eq(h)	-	4BR	-eq(h)	Ŀ	JBR	-eq(h)	-	ABR	-eq(h)		UBR.	(4) ^{be-}	i I	-
M20.01	0 (ST20.01)	20		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	p EOS	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	le & Ram	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	1			-		-						
M20.05	0 (ST20.01)	20	n Mainlir	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	ombinatio	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	2006 - Cc	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	- 86 - 86	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	SW199	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		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	EOS	Parking Lot		18220 Dexter Ave, Lake Elsinore, CA 92532	F (-)	NONE	67	67	0
M03.07	0 (ST03.04)	3	Ramp	Residential	1	18193 Dexter Ave, Lake Elsinore, CA 92532	B (67)	NONE	64	69	5
M03.08	0 (ST03.04)	3	Hook	Residential	1	29055 11th St, Lake Elsinore, CA 92532	B (67)	NONE	62	72	10
M03.09	0 (ST03.04)	3	rier at	Residential	1	18187 Dexter Ave, Lake Elsinore, CA 92532	B (67)	NONE	61	67	6
M03.10	0 (ST03.03)	3	se Bar	Residential	1	28913 11th St, Lake Elsinore, CA 92532	B (67)	A/E	69	69	0
M03.11	0 (ST03.04)	3	nt Nois	Residential	1	18169 Dexter Ave, Lake Elsinore, CA 92532	B (67)	NONE	61	68	7
M03.12	0 (ST03.04)	3	cemer	Residential	1	18159 Dexter Ave, Lake Elsinore, CA 92532	B (67)	NONE	64	71	7
M03.13 / ST03.04	0 (ST03.04)	3	Repla	Residential		18159 Dexter Ave, Lake Elsinore, CA 92532	B (67)	N/A**	66	70	4
/03.14 / 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		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	3arrier	Residential / B	2	20179 Orange St, Corona, CA 92881	B (67)	A/E	66	77	11
M17.09	0 (ST17.02)	17	loise E	Residential / B	2	20141 Bedford Canyon Rd, Corona, CA 92881	B (67)	NONE	62	70	8
M17.10	0 (ST17.03)	17	EOS N	Residential / B	2	20117 Bedford Canyon Rd, Corona, CA 92881	B (67)	NONE	55	55	0
M17.11	0 (ST17.03)	17	inline l	Residential / B	1	20088 Klyne St, Corona, CA 92881	B (67)	A/E	68	70	2
M17.12 / ST17.03	0 (ST17.03)	17	ig Mai	Residential / B	3	20045 Bedford Canyon Rd, Corona, CA 92881	B (67)	NONE	60	67	7
M17.13	0 (ST17.04)	17	Existir	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	inline se	Residential / B	3	7347 Calico Cir, Corona, CA 92881	B (67)	NONE	65	73	8
M19.12	0 (ST19.03)	19	ng Ma S Noi 3arrier	Residential / B	3	7375 Calico Cir, Corona, CA 92881	B (67)	NONE	65	70	5
M19.13 / ST19.03	0 (ST19.03)	19	Existii EC E	Residential / B	9	19476 Dry Gulch Rd, Corona, CA 92881	B (67)	A/E	68	77	9
<u>Notes:</u>	of about days										
EOS = edge	e of shoulder										

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Table C-1. Analysis of Noise Barrier SW1142A - Mainline EOS

	Receivers ^a		Total Number
	M01.04	M01.05	of Benefited Receptors
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

Table C-2. Analysis of Noise Barrier SW1142B - ROW

	Rece	Receivers ^a	
	M01.04	M01.05	of Benefited Receptors
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	ł		
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
	M02.01	M02.02	of Benefited Receptors
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

Table C-4. Analysis of Noise Barrier SW1109B - Ramp EOS

	Rece	Receivers ^a	
	M02.01	M02.02	of Benefited Receptors
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

Table C-5. Analysis of Noise Barrier SW1109A+B - Mainline Ramp EOS

	Rece	Total Number	
	M02.01	M02.02	of Benefited Receptors
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
	M02.07	of Benefited Receptors
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

Table C-7. Analysis of Noise Barrier SW1137B - Private Property

	Receivers ^a	Total Number
	M02.07	of Benefited Receptors
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

Table C-8. Analysis of Noise Barrier SW1151A - On Berm

	Rece	Receivers ^a	
	M02 10	M02.11 /	of Benefited
	10102.10	ST02.03	Receptors
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

Table C-9. Analysis of Noise Barrier SW1151B - Mainline EOS

	Receivers ^a		Total Number
	M02 10	M02.11/	of Benefited
	102.10	ST02.03	Receptors
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

Table C-10. Analysis of Noise Barrier SW1151C - Private Property

	Receivers ^a		Total Number	
	M02.10	M02.11 / ST02.03	of Benefited Receptors	
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

Table C-11. Analysis of Noise Barrier SW1204 - Private Property

	Receivers ^a	Total Number
	M03.10	of Benefited Receptors
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

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
	M03.26	M03.27 / ST03.08	M03.28	of Benefited Receptors
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

				Rece	ivers ^ª				Total Number
	M03.14 / ST03.05	M03.15	M03.16	M03.17	M03.18	M03.20	M03.21	M03.22	of Benefited Receptors
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

Table C-14. Analysis of Noise Barrier SW1214A - Between Mainline EOS and ROW

			Rece	ivers ^a			Total Number
	M03.23 / ST03.07	M03.24	M03.25	M03.26	M03.27 / ST03.08	M03.28	of Benefited Receptors
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.

M03.28of Benefited ReceptorsNumber of Units Represented1Existing Traffic Noise Level, dBA Leq(h)69Design Year Build Traffic Noise Level, dBA Leq(h)70Design Year Build Traffic Noise Level, dBA Leq(h)16-Foot BarrierDesign Year Build Traffic Noise Level, dBA Leq(h)67Predicted Insertion Loss, dB3Number of Benefited Receptors008-Foot BarrierDesign Year Build Traffic Noise Level, dBA Leq(h)66Predicted Insertion Loss, dB4Number of Benefited Receivers0810-Foot BarrierDesign Year Build Traffic Noise Level, dBA Leq(h)66Predicted Insertion Loss, dB4Number of Benefited Receivers01012-Foot BarrierDesign Year Build Traffic Noise Level, dBA Leq(h)66Predicted Insertion Loss, dB4Number of Benefited Receivers01012-Foot Barrier ^b Design Year Build Traffic Noise Level, dBA Leq(h)66Predicted Insertion Loss, dB4Number of Benefited Receivers01014-Foot BarrierDesign Year Build Traffic Noise Level, dBA Leq(h)65Predicted Insertion Loss, dB5Number of Benefited Receivers112Design Year Build T		Receivers ^a	Total Number
Number of Units Represented 1 Existing Traffic Noise Level, dBA Leq(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 Predicted Insertion Loss, dB 4 Number of Benefited Receivers 0 8 1 Number of Benefited Receivers 0 8 1 Number of Benefited Receivers 0 8 1 Design Year Build Traffic Noise Level, dBA Leq(h) 66 Predicted Insertion Loss, dB 4 Number of Benefited Receivers 0 100 12-Foot Barrier ^b Design Year Build Traffic Noise Level, dBA Leq(h) 66 Number of Benefited Receivers 0		M03.28	of Benefited Receptors
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8-Foot BarrierDesign Year Build Traffic Noise Level, dBA Leq(h)66Predicted Insertion Loss, dB4Number of Benefited Receivers0810-Foot BarrierDesign Year Build Traffic Noise Level, dBA Leq(h)66Predicted Insertion Loss, dB4Number of Benefited Receivers01012-Foot Barrier ^b 01012-Foot Barrier ^b Design Year Build Traffic Noise Level, dBA Leq(h)66Predicted Insertion Loss, dB4Number of Benefited Receivers01014-Foot Barrier010Design Year Build Traffic Noise Level, dBA Leq(h)65Predicted Insertion Loss, dB5Number of Benefited Receivers112Design Year Build Traffic Noise Level, dBA Leq(h)65Predicted Insertion Loss, dB5Number of Benefited Receivers112Design Year Build Traffic Noise Level, dBA Leq(h)65Number of Benefited Receivers112	Number of Benefited Receptors	0	0
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10-Foot BarrierDesign Year Build Traffic Noise Level, dBA Leq(h)66Predicted Insertion Loss, dB4Number of Benefited Receivers01012-Foot Barrier ^b Design Year Build Traffic Noise Level, dBA Leq(h)66Predicted Insertion Loss, dB4Number of Benefited Receivers01014-Foot Barrier01014-Foot BarrierDesign Year Build Traffic Noise Level, dBA Leq(h)65Predicted Insertion Loss, dB5Number of Benefited Receivers112Design Year Build Traffic Noise Level, dBA Leq(h)65Predicted Insertion Loss, dB5Number of Benefited Receivers112Design Year Build Traffic Noise Level, dBA Leq(h)65Predicted Insertion Loss, dB5Number of Benefited Receivers112	Number of Benefited Receivers	0	8
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12-Foot Barrier ^b Design Year Build Traffic Noise Level, dBA Leq(h)66Predicted Insertion Loss, dB4Number of Benefited Receivers01014-Foot Barrier010Design Year Build Traffic Noise Level, dBA Leq(h)65Predicted Insertion Loss, dB5Number of Benefited Receivers112Design Barrier ^c Design Year Build Traffic Noise Level, dBA Leq(h)65Predicted Insertion Loss, dB5Number of Benefited Receivers112Design Year Build Traffic Noise Level, dBA Leq(h)65Predicted Insertion Loss, dB5Number of Benefited Receivers112	Number of Benefited Receivers	0	10
Design Year Build Traffic Noise Level, dBA Leq(h)66Predicted Insertion Loss, dB4Number of Benefited Receivers01014-Foot BarrierDesign Year Build Traffic Noise Level, dBA Leq(h)65Predicted Insertion Loss, dB5Number of Benefited Receivers112Design Barrier ^c Design Year Build Traffic Noise Level, dBA Leq(h)65Predicted Insertion Loss, dB5Number of Benefited Receivers112Design Year Build Traffic Noise Level, dBA Leq(h)65Predicted Insertion Loss, dB5Number of Benefited Receivers112	12-Foot Barrier ^b		
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Number of Benefited Receivers01014-Foot Barrier010Design Year Build Traffic Noise Level, dBA Leq(h)65Predicted Insertion Loss, dB5Number of Benefited Receivers112Design Barrier ⁶ Design Year Build Traffic Noise Level, dBA Leq(h)65Predicted Insertion Loss, dB5Predicted Insertion Loss, dB5Number of Benefited Receivers112	Predicted Insertion Loss, dB	4	
14-Foot Barrier Design Year Build Traffic Noise Level, dBA Leq(h) 65 Predicted Insertion Loss, dB 5 Number of Benefited Receivers 1 Design Barrier ⁶ Design Year Build Traffic Noise Level, dBA Leq(h) 65 Predicted Insertion Loss, dB 5 Predicted Insertion Loss, dB 5 Number of Benefited Receivers 1	Number of Benefited Receivers	0	10
Design Year Build Traffic Noise Level, dBA Leq(h)65Predicted Insertion Loss, dB5Number of Benefited Receivers112Design Barrier ^c Design Year Build Traffic Noise Level, dBA Leq(h)65Predicted Insertion Loss, dB5Number of Benefited Receivers112	14-Foot Barrier		
Predicted Insertion Loss, dB5Number of Benefited Receivers112Design Barrier ^c Design Year Build Traffic Noise Level, dBA Leq(h)65Predicted Insertion Loss, dB5Number of Benefited Receivers112	Design Year Build Traffic Noise Level, dBA Leq(h)	65	
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	Predicted Insertion Loss, dB	5	
Design Barrier ^c Design Year Build Traffic Noise Level, dBA Leq(h) 65 Predicted Insertion Loss, dB 5 Number of Benefited Receivers 1	Number of Benefited Receivers	1	12
Design Year Build Traffic Noise Level, dBA Leq(h)65Predicted Insertion Loss, dB5Number of Benefited Receivers112	Design Barrier ^c		
Predicted Insertion Loss, dB5Number of Benefited Receivers112	Design Year Build Traffic Noise Level, dBA Leq(h)	65	
Number of Benefited Receivers 1 12	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

				Rece	ivers ^ª				Total Number
	M03.14 / ST03.05	M03.15	M03.16	M03.17	M03.18	M03.20	M03.21	M03.22	of Benefited Receptors
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

Table C-17. Analysis of Noise Barrier SW1214C - Mainline EOS

			Rece	ivers ^ª			Total Number	
	M03.23 / ST03.07	M03.24	M03.25	M03.26	M03.27 / ST03.08	M03.28	of Benefited Receptors	
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

						Rece	ivers ^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	-	r						r			r	
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

 $^{\rm c}$ 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

M03.27 / ST03.08M03.28of Benefited ReceptorsNumber of Units Represented11Existing Traffic Noise Level, dBA Leq(h)7469Design Year Build Traffic Noise Level, dBA Leq(h)7570Design Year Build - Existing Traffic Noise Level, dBA Leq(h)116-Foot Barrier
Number of Units Represented 1 1 Existing Traffic Noise Level, dBA Leq(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
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 Design Year Build - Existing Traffic Noise Level, dBA Leq(h) 1 1 6-Foot Barrier
Design Year Build - Existing Traffic Noise Level, dBA Leq(h) 1 1 6-Foot Barrier
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 Leg(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 Leg(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

 $^{\rm c}$ 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

				Rece	ivers ^ª				Total Number
	M03.14 / ST03.05	M03.15	M03.16	M03.17	M03.18	M03.20	M03.21	M03.22	of Benefited Receptors
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	
	M03.23 / ST03.07	M03.24	M03.25	M03.26	M03.27 / ST03.08	M03.28	of Benefited Receptors
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

 $^{\rm c}$ 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			
	M03.14 / ST03.05	M03.15	M03.16	M03.17	of Benefited Receptors
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

Table C-22. Analysis of Noise Barrier SW1212 - Private Property

	Receivers ^a				Total Number
	M03.18	M03.20	M03.21	M03.22	of Benefited Receptors
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

Table C-23. Analysis of Noise Barrier SW1214B - Private Property

	Receivers ^a					Total Number
	M03.23 / ST03.07	M03.24	M03.25	M03.26	M03.27 / ST03.08	of Benefited Receptors
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

Table C-24. Analysis of Noise Barrier SW1238 - Private Property

	Receivers ^a	Total Number
	M03.28	of Benefited Receptors
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

Table C-25. Analysis of Noise Barrier SW1210 - Private property

	Receivers ^a	Total Number	
	M03.16	of Benefited Receptors	
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

Table C-26. Analysis of Noise Barrier SW1521A - Mainline EOS

	Receivers ^a	Total Number
	M08.14 /	of Benefited
	ST08.06	Receptors
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

Table C-27. Analysis of Noise Barrier SW1521B - ROW

	Receivers ^a	Total Number
	M08.14 /	of Benefited
	ST08.06	Receptors
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

Table C-28. Analysis of Noise Barrier SW1521C - Private Property

	Receivers ^a	Total Number
	M08.14 / ST08.06	of Benefited Receptors
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

Table C-29. Analysis of Noise Barrier SW1539A - Mainline EOS

	Receivers ^a	Total Number
	M08.16/	of Benefited
	ST08.07	Receptors
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
Table C-30. Analysis of Noise Barrier SW1539B - ROW

	Receivers ^a	Total Number
	M08.16 /	of Benefited
	ST08.07	Receptors
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

Table C-31. Analysis of Noise Barrier SW1539C - Private Property

	Receivers ^a	Total Number
	M08.16 /	of Benefited
	ST08.07	Receptors
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

	Receivers ^a				Total Number					
	M12.02	M12.03	M12.04	M12.05	M12.07	M12.09	M12.10	M12.11	M12.11A	of Benefited Receptors
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

Table C-33. Analysis of Noise Barrier SW1691 - Trail Node

	Receivers ^a	Total Number
	M12.03	of Benefited Receptors
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

Table C-34. Analysis of Noise Barrier SW1693 - Dog Park

	Receivers ^a	Total Number
	M12.11A	of Benefited Receptors
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	
	M12.50	of Benefited Receptors	
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

Table C-36. Analysis of Noise Barrier SW1753B - Ramp EOS

	Receivers ^a	Total Number
	M12.50	of Benefited Receptors
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

	Receivers ^a	Total Number
	M12.50	of Benefited Receptors
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

Table C-38. Analysis of Noise Barrier SW1753A + SW1753B - Combination Mainline Ramp EOS

	Receivers ^a	Total Number
	M12.50	of Benefited Receptors
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

Table C-39. Analysis of Noise Barrier SW1751B - Private Property

	Receivers ^a	Total Number
	M12.50	of Benefited Receptors
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

	Rece	Receivers ^a		
	M13.05	M13.06 /	of Benefited	
Number of Units Represented	1	1		
Existing Traffic Noise Level, dBA L(h)	64	68		
Design Year Build Traffic Noise Level dBA Leg(h)	66	70		
Design Year Build - Existing Traffic Noise Level, dBA Leg(h)	2	2		
6-Foot Barrier	-	-		
Design Year Build Traffic Noise Level, dBA Leg(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

Table C-41. Analysis of Noise Barrier SW1784B - Private Property

	Rece	ivers ^ª	Total Number	
	M13.05	M13.06 / ST13.02	of Benefited Receptors	
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

Table C-42. Analysis of Noise Barrier SW1872 - ROW

		Recei	ivers ^ª		Total Number	
	M13.21	M13.23 / ST13.08	M13.24	M13.25	of Benefited Receptors	
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

		Recei	ivers ^a		Total Number	
	M13.21	M13.23 / ST13.08	M13.24	M13.25	of Benefited Receptors	
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

		Recei	vers ^a		Total Number
	M13.21	M13.23 / ST13.08	M13.24	M13.25	of Benefited Receptors
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

Table C-45. Analysis of Noise Barrier SW1874 + SW1878 - Combination Mainline Ramp EOS

		Recei	ivers ^a		Total Number	
	M13.21	M13.23 / ST13.08	M13.24	M13.25	of Benefited Receptors	
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

		Recei	vers ^a		Total Number
	M14.05	M14.06 / ST14.02	M14.07	M14.08	of Benefited Receptors
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

Table C-47. Analysis of Noise Barrier SW1789 - Private Property

		Receivers ^a		Total Number	
	M14.05	M14.06 / ST14.02	M14.07	of Benefited Receptors	
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

	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

				Receivers ^a				Total Number
	M14.49	M14.50	M14.50A	M14.51	M14.52 / ST14.12	M14.53	M14.54	of Benefited Receptors
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								<u> </u>
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								<u> </u>
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

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

Table C-49. Analysis of Noise Barrier SW1829B - ROW

				Receivers ^a				Total Number
	M14.49	M14.50	M14.50A	M14.51	M14.52 / ST14.12	M14.53	M14.54	of Benefited Receptors
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

Table C-50. Analysis of Noise Barrier SW1823 - Private Property

					Receivers ^a					Total Number
	M14.38	M14.39 / ST14.08	M14.40	M14.41	M14.42 / ST14.10	M14.43	M14.44	M14.45	M14.46 / ST14.11	of Benefited Receptors
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

Table C-51. Analysis of Noise Barrier SW1831 - Private Property

		Receivers ^a		Total Number	
	M14.47	M14.47A	M14.47B	of Benefited Receptors	
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

Table C-52. Analysis of Noise Barrier SW1833 - Private Property

		Recei	ivers ^a		Total Number
	M14.48 / ST14.09	M14.49	M14.50	M14.50A	of Benefited Receptors
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

Table C-53. Analysis of Noise Barrier SW1839 - Private Property

			Total Number		
	M14.51	M14.52 / ST14.12	M14.53	M14.54	of Benefited Receptors
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

Table C-54. Analysis of Noise Barrier SW1875 - Private Property

	Receivers ^a	Total Number
	M14.63 /	of Benefited
	ST14.15	Receptors
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

	Receivers ^a	Total Number
	M14.63 /	of Benefited
	ST14.15	Receptors
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

Table C-56. Analysis of Noise Barrier SW1877 + SW1881 Combination Mainline Ramp EOS

	Receivers ^a	Total Number
	M14.63 /	of Benefited
	ST14.15	Receptors
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

Table C-57. Analysis of Noise Barrier SW1877 - Ramp EOS

	Receivers ^a	Total Number
	M14.63 /	of Benefited
	ST14.15	Receptors
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

	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.

	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	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.

	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

	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.

	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	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.

	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.
Table C-58. Analysis of Noise Barrier SW1890A - Mainline EOS

	Receivers ^a									
	M15.57-2	M15.58-2	M15.59-2	M15.60	M15.61-2	M15.62	M15.63-2	M15.64	of Benefited Receptors	
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.

							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.

							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.

							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.

							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.

							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.

M15.44-4 M15.45-4 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 M15.51-2 Number of Units Represented 2 4 2 2 2 2 1 1 3 1 2 Existing Traffic Noise Level, dBA Leq(h) 65 61 55 53 57 63 65 54 54 51 56 58 Design Year Build Traffic Noise Level, dBA Leq(h) 1 1 0 2 1 1 2 2 2 2 1 1 2 2 58 66 55 54 54 51 56 58 60 Design Year Build Traffic Noise Level, dBA Leq(h) 1 1 0 2 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 <t< th=""><th>M15.56-2 1 55 56 1 55 55 1</th></t<>	M15.56-2 1 55 56 1 55 55 1
Number of Units Represented 2 4 2 2 2 2 1 1 3 1 2 Existing Traffic Noise Level, dBA L _{eq} (h) 65 61 55 53 57 63 65 54 54 51 56 58 Design Year Build Traffic Noise Level, dBA Leq(h) 66 62 55 55 58 64 66 55 56 53 58 60 Design Year Build - Existing Traffic Noise Level, dBA Leq(h) 1 1 0 2 1 1 1 2 2 2 2 6-Foot Barrier 55 57 57 62 65 55 56 53 57 59 Predicted Insertion Loss, dB 1 2 1 0 1 2 1 1 0 0 1 1 1 1 1 1 2 1 1 1 1 1 1 1 1 1 1	1 55 56 1 55 1
Existing Traffic Noise Level, dBA Leq(h) 65 61 55 53 57 63 65 54 54 51 56 58 Design Year Build Traffic Noise Level, dBA Leq(h) 66 62 55 55 58 64 66 55 56 53 58 60 Design Year Build - Existing Traffic Noise Level, dBA Leq(h) 1 1 0 2 1 1 1 2 <td>55 56 1 55 1</td>	55 56 1 55 1
Design Year Build Traffic Noise Level, dBA Leq(h) 66 62 55 55 58 64 66 55 56 53 58 60 Design Year Build - Existing Traffic Noise Level, dBA Leq(h) 1 1 0 2 1 1 1 2 3 5 <td>56 1 55 1</td>	56 1 55 1
Design Year Build - Existing Traffic Noise Level, dBA Leq(h) 1 1 0 2 1 1 1 2 2 2 2 6-Foot Barrier Design Year Build Traffic Noise Level, dBA Leq(h) 65 60 54 55 57 62 65 55 56 53 57 59 Predicted Insertion Loss, dB 1 2 1 0 1 2 1 0 0 0 1 1	1 55 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 Predicted Insertion Loss, dB 1 2 1 0 1 2 1 0 0 0 0 1 1	55 1
Design Year Build Traffic Noise Level, dBA Leq(h) 65 60 54 55 57 62 65 55 56 53 57 59 Predicted Insertion Loss, dB 1 2 1 0 1 2 1 0 0 0 0 1 1	55 1
Predicted Insertion Loss, dB 1 2 1 0 1 2 1 0 0 0 1 1	1
Number of Benefited Receptors 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
10-Foot Barrier	
Design Year Build Traffic Noise Level, dBA Leq(h) 64 59 53 53 56 62 64 54 52 57 58	53
Predicted Insertion Loss, dB 2 3 2 2 2 2 2 1 1 1 2	3
Number of Benefited Receivers 0	0
12-Foot Barrier	
Design Year Build Traffic Noise Level, dBA Leq(h) 64 58 53 55 62 64 54 52 57 58	53
Predicted Insertion Loss, dB 2 4 2 2 3 2 2 1 1 1 2	3
Number of Benefited Receivers 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	

^a Traffic noise levels that approach or exceed the NAC are shown in bold.

	Receivers ^a										
	M15.57-2	M15.58-2	M15.59-2	M15.60	M15.61-2	M15.62	M15.63-2	M15.64	of Benefited Receptors		
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.

							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.

							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.

							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.

							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.

							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.

							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						•							<u> </u>
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						•							<u>_</u>
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						•							<u>_</u>
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.

				Rece	ivers ^ª				Total Number
	M15.57-2	M15.58-2	M15.59-2	M15.60	M15.61-2	M15.62	M15.63-2	M15.64	of Benefited Receptors
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.

							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.

							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.

							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.

							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.

							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.

	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.

				Rece	iversª				Total Number
	M15.57-2	M15.58-2	M15.59-2	M15.60	M15.61-2	M15.62	M15.63-2	M15.64	of Benefited Receptors
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.

		-				-	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		r				r							
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		r				r							
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	1	1				1			1				
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	T	r				r							1
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.

							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.

		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	i					r							
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	i					1			1				
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.

		-				-	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	r					r			r				
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	r					r			r				
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	ı — — — — — — — — — — — — — — — — — — —	1				1			1				
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	i _		_		_			_				_	
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.

							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			r				1	r				r	
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.

							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	- i	r	r			r	r		r			r	
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.

M15.57-2 M15.58-2 M15.69-2 M15.60 M15.61-2 M15.62 M15.63-2 M15.64 of I Number of Units Represented 1 2 1 1 3 1 1 1 Existing Traffic Noise Level, dBA L _{eq} (h) 61 56 53 52 53 56 60 56 58 54 53 56 58 61 58 58 54 53 56 58 61 58 58 54 53 56 58 61 58 58 54 53 56 58 61 58 58 54 53 56 58 61 58 58 54 53 56 58 61 58 58 56 58 61 58 58 56 58 61 58 58 58 58 58 54 53 56 58 61 58 58 58 58 58 58 58 </th <th>Benefited <u>eceptors</u> 0</th>	Benefited <u>eceptors</u> 0
Number of Units Represented 1 2 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	 0
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	 0
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	 0
Design Year Build - Existing Traffic Noise Level, dBA Leg(h) 1 2 1 1 3 2 1 2	 0
	 0
6-Foot Barrier	 0
Design Year Build Traffic Noise Level, dBA Leq(h) 59 57 53 53 57 60 58	0
Predicted Insertion Loss, dB 3 1 1 0 1 1 0	0
Number of Benefited Receptors 0	
8-Foot Barrier	
Design Year Build Traffic Noise Level, dBA Leq(h) 58 56 53 52 57 60 57	
Predicted Insertion Loss, dB 4 2 1 1 1 1 1	
Number of Benefited Receivers 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	31
12-Foot Barrier ^b	
Design Year Build Traffic Noise Level, dBA Leq(h) 55 55 51 53 56 60 57	
Predicted Insertion Loss, dB 7 3 3 0 1 2 1 1	
Number of Benefited Receivers 1 0	70
14-Foot Barrier	
Design Year Build Traffic Noise Level, dBA Leq(h) 54 54 51 53 56 60 57	
Predicted Insertion Loss, dB 8 4 3 0 1 2 1 1	
Number of Benefited Receivers 1 0	85
16-Foot Barrier	
Design Year Build Traffic Noise Level, dBA Leq(h) 54 54 51 53 56 59 57	
Predicted Insertion Loss, dB 8 4 3 0 1 2 2 1	
Number of Benefited Receivers 1 0	92
18-Foot Barrier	
Design Year Build Traffic Noise Level, dBA Leq(h) 54 54 51 53 56 59 57	
Predicted Insertion Loss, dB 8 4 3 0 1 2 2 1	
Number of Benefited Receivers 1 0	98
20-Foot Barrier	
Design Year Build Traffic Noise Level, dBA Leq(h) 54 54 51 53 55 59 57	
Predicted Insertion Loss, dB 8 4 3 0 1 3 2 1	
Number of Benefited Receivers 1 0	109
Design Barrier ^c	
Design Year Build Traffic Noise Level, dBA Leq(h) 54 54 51 53 56 60 57	
Predicted Insertion Loss, dB 8 4 3 0 1 2 1 1	
Number of Benefited Receivers 1 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.

Table C-63. Analysis of Noise Barrier SW1911 - Mainline EOS

					Receivers ^a					Total Number
	M16.03 / ST16.02	M16.05	M16.06	M16.07	M16.08	M16.09	M16.11	M16.12 / ST16.04	M16.13	of Benefited Receptors
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

					Receivers ^a					Total Number
	M16.03 / ST16.02	M16.05	M16.06	M16.07	M16.08	M16.09	M16.11	M16.12 / ST16.04	M16.13	of Benefited Receptors
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

 $^{\rm c}$ 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
	M16.03 / ST16.02	of Benefited Receptors
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

Table C-66. Analysis of Noise Barrier SW1899 - Private Property

	Receivers ^a	Total Number
	M16.05	of Benefited Receptors
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

Table C-67. Analysis of Noise Barrier SW1905 - Private Property

	Receivers ^a	Total Number
	M16.07	of Benefited Receptors
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

Table C-68. Analysis of Noise Barrier SW1907 - Private Property

	Receivers ^a	Total Number
	M16.09	of Benefited Receptors
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

Table C-69. Analysis of Noise Barrier SW1913 - Private Property

	Receivers ^a	Total Number
	M16.12 / ST16.04	of Benefited Receptors
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
Table C-70. Analysis of Noise Barrier SW1905A - Alt. Location

	Receivers ^a	Total Number
	M16.07	of Benefited Receptors
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

Table C-71. Analysis of Noise Barrier SW1996A - Mainline EOS

					Rece	ivers ^ª					Total Number
	M18.12	M18.13	M18.15	M18.16	M18.17	M18.18	M18.19 / ST18.04	M18.20	M18.21	M18.22	of Benefited Receptors
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

Table C-72. Analysis of Noise Barrier SW1996B - Ramp EOS

					Rece	ivers ^ª					Total Number
	M18.12	M18.13	M18.15	M18.16	M18.17	M18.18	M18.19 / ST18.04	M18.20	M18.21	M18.22	of Benefited Receptors
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

 $^{\rm c}$ Design Barrier corresponds to the information presented in Appendix E

Table C-73. Analysis of Noise Barrier SW1996C - ROW

	Receivers ^a To										Total Number
	M18.12	M18.13	M18.15	M18.16	M18.17	M18.18	M18.19 / ST18.04	M18.20	M18.21	M18.22	of Benefited Receptors
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

 $^{\rm c}$ 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

					Rece	ivers ^ª					Total Number
	M18.12	M18.13	M18.15	M18.16	M18.17	M18.18	M18.19 / ST18.04	M18.20	M18.21	M18.22	of Benefited Receptors
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

 $^{\rm c}$ Design Barrier corresponds to the information presented in Appendix E

Table C-75. Analysis of Noise Barrier SW2007A - Ramp EOS

				Rece	ivers ^a				Total Number
	M19.01	M19.03	M19.05	M19.07	M19.08	M19.09	M19.10 / ST19.02	M19.11	of Benefited Receptors
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 To								
	M19.01	M19.03	M19.05	M19.07	M19.08	M19.09	M19.10 / ST19.02	M19.11	of Benefited Receptors
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									1
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

 $^{\rm c}$ 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

				Rece	iversª				Total Number
	M19.01	M19.03	M19.05	M19.07	M19.08	M19.09	M19.10 / ST19.02	M19.11	of Benefited Receptors
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

Table C-78. Analysis of Noise Barrier SW2001 + SW2007A - Combination Mainline Ramp EOS

				Rece	ivers ^a				Total Number
	M19.01	M19.03	M19.05	M19.07	M19.08	M19.09	M19.10 / ST19.02	M19.11	of Benefited Receptors
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

	M10 00		
	1119.08	M19.12	of Benefited Receptors
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

 $^{\rm c}$ Design Barrier corresponds to the information presented in Appendix E

Table C-80. Analysis of Noise Barrier SW1998 - Mainline EOS

	Receivers ^a											Total Number
	M20.03 / ST20.01	M20.04	M20.05	M20.06	M20.07	M20.08	M20.09	M20.10	M20.11	M20.01	M20.02	of Benefited Receptors
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

Table C-81. Analysis of Noise Barrier SW2006 - Ramp EOS

	Receivers ^a											Total Number
	M20.01	M20.02	M20.03 / ST20.01	M20.04	M20.05	M20.06	M20.07	M20.08	M20.09	M20.10	M20.11	of Benefited Receptors
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

Table C-82. Analysis of Noise Barrier SW1998 + SW2006 - Combination Mainline Ramp EOS

						Receivers ^a						Total Number
	M20.01	M20.02	M20.03 / ST20.01	M20.04	M20.05	M20.06	M20.07	M20.08	M20.09	M20.10	M20.11	of Benefited Receptors
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

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ADDRE53	TIFICATIO	N: STOL	· D)				OBSER	VER(S):	2.4		
START DA	TE / TIME	10/14	120 1	2:16 14	é.		END DA	TE / TIME:	16/14/	20 12	:38 p
TEMP: WINDSP SKY:	GIL	IF MPH QDSAR	HUMIDITY	DIR: PRTLY C	N NE	E BB FOG	WIND: S SW RAIN	CALM LE	OHT MODER	RATE VARIA STEADY	GUSTY
INSTRU	MEASUR	EMENTS:					TYPE:	2	SERIAL R	378	6
CALIBRA CALIBRA SETTING	ATOR: ATION CHE 35: A/W	CK. PRE-TO	ST ST	TAST	GRA SPL FRONTAL	POST-TE RAND	ST 114.04	dBA SPL	SERIAL # WI OTHER:	NDSCREEN	664
REC #	START	END	Les	Low	L,	Le	L20	Loo	L ₁₀	L.00	Late
149	12:16	12:26	77.7	81.0	80.0	79.2	78.4	77.6	75.6	727	71.5
120	12:29	12:38	77,5	85.0	81.2	78-4	782	77,4	75.5	73.7	n
COMMEN	15:	_	_	_	_	_	_	_	_	_	_
		TRAFFIC CO	UNTS: ARFIC AL	RCRAFT	RAIL IN	DUSTRIAL	AMBIEN	т отна	IR:	_	
FOURCE PRIMARY	ROADWA	URCE: TR Y TYPE: URATION:	-15	1 57	COL		#2.0	OUNT	SPI	EED	

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER: Children PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

COMMENTS/SKETCH	1-1	5			-	
kom?						
	_	Louis	. N	Warte	-	
Chain Like Jence		1	Jbga	down		
	- C			\$ 10'		

FIEL	D NOIS	SE MEA	SUREM	ENT	DATA

SITE IDEN ADDRESS START D/	ATE/TIME 0/1	880 1 3/20	Lind Sar	wet -	-	OBSER	ver(s): (te / time:	-3.H. 19/13.	170	
METEROL TEMP: WINDSP SKY:	ST CONDITION	S: HUMDIT OVRCST	Y: 27 DIR: PRTLYC	NR.H. N NE LOUDY	E SE FOG	WIND: 8 SW RAIN	CALM LE W NW	Эт мосен отнея:	STEADY	ABLE GUSTY
ACOUSTN INSTRU CALIBR/ CALIBR/ SETTIN	C MEASUREMENTS: MENT: <u>LD</u> ATOR: <u>LD</u> ATION CHECK: PRE- GS: A-WEIGHTED	AL-1.00 TEST SLOW	TI4~0 FAST	dBA SPL FRONTAL	POST-TE RANDO	TYPE ()	2 dBA SPL	SERIAL # SERIAL # WI OTHER:	378	6
REC# 131 32	START END 10:00AM 10:5JA 10:57AM 11:12A	68.8 68.3	18.7 72.4	ц <u>72.3</u> <u>71.6</u>	70.6 70.6 70.6	69.6 69.7	68.4 68.6	66.0 66.0	63.8 69.5	62.4 62.5
COMMEN	T5:	_	_	_	_	_	_	_	_	_

TRAFFIC COUNT D	URATION:	-MN	SP	EED	#2 C	OUNT	SPE	ED
	NB/EB	SB/WB	NB/EB	\$8/WB	NB/EB	\$8/W8	NB/EB	\$87W8
WTOS:								
IED. TRUCKS:								
VY TRUCKS:								
USES:								
IOTORCYCLES:								_
		1	SPEED EST	MATED BY: RADAR / DR	WING/ CESER	VER		

	Irls Ale	feet above a	pade	
Comine	o Del Norte			
~ 61' front raint	4-1			
of madany	Que a	20	Winter / Mon	y / auturos
-10-		AL	54880 Su	3+

TE OF	THEN AVION	MI INT ON	1.03				00000	10000	12.1	· · · · ·	-
ODRESS	Val	ant ant	1972				UBSER	Ario'ol:	- 36 8		
TART DA	TE / TIME:		3/70			_	END DA	TE / TIME:	10/13,	120	
TEMP: WINDSP SKY:	EED:	ONDITIONS OF MPH OLEAR	HUMIDITY	DIR. PRTLYC	N NE	E SE FOG	WIND: B SW RAIN	CALM LA W NW	BHT MODE	RATE VARU STEADY	GUST
COUSTRUI CALIBRA CALIBRA SETTING	MEASUR	EVENTS:	LXT ZALZS EST SLOW	0 114.02 PAST	dBA SPL FRONTAL	POST-TE RANDO	TYPE ()	dBA SPL	SERIAL # SERIAL # W OTHER:	460 INDSCREEN	5 241 X
RECA	START	END	Les	Low	L	L	Las	La	La	Las	-
949	10:40	10:55	642	641	676	669	64.4	63.4	60.0	60.3	58
aun.	10'87	1100	Col a	1.00	620	010	660	1.2.11	614	500	-
120	10-21	Int de	la Til	¥8.8	47.7	V.4.0	6.274	67.8	01.4	20.8	44.
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									_	_	_
TRAFFIC	COUNT D	NRATION:	-MI	NB/FR	REED SB / WR		#2 C	SB / WB	SP	SB / WB	
AUTOS: MED. TR	COUNT D	NB/EB	-141 887WB	NB/EB	SB/WB		#2 C NB / EB	38 / W8	NB/EB	58/W8	
TRAFFIC AUTOS: MED. TRI HVY TRU TUSES:	COUNT DO	NB/EB	387WB	NB/EB	SB / WB		#2 C NB / EB	38 / WB	NB/EB	58/W8	
TRAFFIC AUTOS: MED. TRI HVY TRU IUSES MOTORC DTHER S	COUNT DO	DIST. AIRC	SB / WB	SPEED EST USTLING I	PEED SB / WB	RADAR / DRIN DIST. BARM LANDSCAI	A2 C NB / EB	XOUNT SB/WB	SP NB/EB	SB / WB	
ESCRIPT	COUNT DE UCKS: ICKS: DURCES: DIST. CHIL ION / SKE	DIST. AIRC	SB / WB	SPEED EST USTLING U STLING U	PEED SB / WB	RADAR / DRI DIST. BARH LANDSCA	A2 C NB / EB	XUNT SB/WB	SP NB/EB	SB / WB	
ESCRIPT TERRAN POTOES	COUNT DE UCKS: ICKS: ICKS: DIST. CHIL ION / SKE COMMENTS	DIST. AIRC	ED FLAT	SPEED EST USTLING I ST. TRAFFI	NIATED DY: LEAVES / I IC / DIST.	RADAR / DRI	A2 C NB / EB	VUNT SB/WB	SP NB/EB	USTRIAL	
TRAFFIC AUTOS: MED. TRI HVY TRU BUSES MOTORC OTHER S OTHER S ESCRIPT TERRAIN PHOTOS OTHER C	COUNT DE UCKS: ICK	DIST. AIRC		SPEED EST USTLING I ST. TRAFFI	PEED SB / WB	RADAR / DRI DIST. BARH LANDSCAT	A2 C NB / EB		SP NB/EB		
TRAFFIC AUTOS: MED. TRI HVY TRU BUSES MOTORC OTHER S OTHER S	COUNT DE UCKS. ICKS. IVCLES: DIST. CHIL DIST. CHIL NON / SKE HARD	DIST. AIRC		SPEED EST USTLING I ST. TRAFF	PEED SB / WB IMATED BY LEAVES / I IC / DIST.	RADAR / DRM DIST. BARM LANDSCAT	A2 C NB / EB	VUNT SB/WB	SP NB/EB		
TRAFFIC AUTOS: MED. TRI HVY TRU BUSES MOTORC OTHER S OTHER S	COUNT DE UCKS: ICKS IVCLES: DIST. CHIL NON / SKE L HARD	DIST. AIRC		SPEED EST USTLING I ST. TRAFFI	AVES / DIST.	RADAR / DRM DIST. BARM LANDSCAT	A2 C NB / EB				
TRAFFIC AUTOS: MED. TRI HVY TRU BUSES MOTORC OTHER S OTHER S OTHER C	COUNT DE	DIST. AIRC		SPEED EST SPEED EST USTLING I ST. TRAFFI	PEED SB / WB IMATED BY: LEAVES / 1 IC / DIST.	RADAR / DRS DIST. BARM LANDSCAT	A2 C NB / EB		SP NB/EB		
TRAFFIC AUTOS: MED. TRU BUSES MOTORC OTHER S ESCRIPT TERRAIN PHOTOS OTHER C	COUNT DE UCKS: ICKS: DIST. CHIL DIST. CHIL NON / SKE HARD	DIST. AIRC		SPEED EST USTLING I ST. TRAFFI	EED SB / WB	RADAR / DRIN DIST. BARM LANDSCA	A2 C NB / EB				
TRAFFIC AUTOS: MED. TRI HVY TRU BUSES MOTORC OTHER S OTHER S OTHER C	COUNT DE UCKS: ICKS: IVCLES: DIST. CHIL ION / SKE ARD SOMMENTS	DIST. AIRC		SPEED EST USTLING I SPEED EST USTLING I ST. TRAFFI	PEED SB / WB	RADAR / DRN DIST. BARH LANDSCA	A2 C NB / EB		SP NB/EB		
TRAFFIC AUTOS: MED. TRI HVY TRU BUSES MOTORC OTHER S OTHER S OTHER C	COUNT DE UCKS: CKS DIST. CHIL DIST. CHIL DIST. CHIL DIST. CHIL DIST. CHIL DIST. CHIL DIST. CHIL DIST. CHIL DIST. CHIL	DIST. AIRC	ED FLAT	SPEED EST USTLING I SPEED EST USTLING I ST. TRAFFI	PEED SB / WB	RADAR / DRI DIST. BARM LANDSCAT	A2 C NB / EB				

ANNOCO	NTFICATION	E STOI	-04				OBSER	VER(S):	J.H		
START D	ATE / TIME	10/1	3/20			_	END DA	TE / TIME:	10/13/	20	-
METERO TEMP: WINDS SKY:	PEED 0-1 SURNY	MPH CLIPAR	HUMIDITY	34 DIR: PRTLYCU	WRH. NE OUDY	E SE FOG	WIND: 8 SW RAIN	CALM LK	SHT MODE	RATE VARD STEADY	GUSTY
ACOUSTI INSTRU CAUBR CAUBR SETTIN	C MEASURI MENT: ATOR: ATION CHE GS: A-WI	LD 831	LTOJ EST SLOW	FAST F	dBA SPL RONTAL	POST-TES RANDO	TYPE	2 Dati a spl St	SERIAL R SERIAL R WI OTHER:	3786	6645
	START.	END	Les	Lose	L.,	L.,.	Las	Lee	Leo	Les	Lai
REC #	4:40A	<u>9:55</u> A	66.1	74:7	70.2	67.8	67.0	65-7	63.5	61.4	60.,

RAFFIC COUNT I	DURATION:	MN	SPI	EED	#2.0	OUNT	SPE	DED .
	NB/EB	SB/WB	NB/EB	88/W8	NB/EB	\$8/W8	NB/EB	50 / WB
UTOS:					_			
ID. TRUCKS:								
VY TRUCKS								
JSES:								
OTORCYCLES:			_					
			SPEED EST	MATED BY: BADAR / DR	INING / OBSER	VER		

HER COMMENTS / SKE	TCH -1	5 will roump	TT	
	a stope d	0 km		-
24'		chown which few	c4	
Pere p	-35' from ourb			
			4	Golden
		2		Corrat

				the terms			_ PROJ. #		11	-
TE IDENTIFICATI	ION: ST OT	25	AU	12		OBSER	IVER(S):	- 50	K.	-
ART DATE / TIM	E 10713	1201	HOLE DI	51 30-6	1 C 14 92	ENDID	ATE / TIME-	10.77	17919	-
TEDOLOGIONI	-							-18/14	4.65	_
TEMP: ()	*F	HUMDITY	. 34	SRM		MIND	-	OUT HODE	OAVE MAR	
WINDSPEED: 0	MPH		DR	N NE	E SE	S SW	WINW	OHT MODE	STEADY	GUSTY
SKY: SUNNY	CLEAR	OVRCST	PRTLY CI	OUDY	FOG	RAIN		OTHER:		
COUSTIC MEASU	REMENTS:	0.1.74	_		_					
NSTRUMENT:		U LXI	0			TYPE:	2	SERIAL #:	400	5
CALIBRATION CH	ECK: PRE-T	EST	114.0	dBA SPL	POSTATE	ST 114.0	dBA SPL	SEPOAL #	NDSCREEN	2416
SETTINGS: A-	NEIGHTED	stow	FAST	FRONTAL	RAND	OM A	45)	OTHER:		-
REC # START	END	Lee	Low	L.	6.0	La	La	Lee	L.	1
192 0:00	0.65	ault	694	639	159	140	12.2	121	000	10.00
11 1.10	1.0.0	CO.M.	<u>V (1 1</u>	<u>worl</u>	4 110	07.8	631 F	68.1	6820	28.7
148 1:58	10.12	6414	61.9	67.9	66.1	651	44.2	62.0	54.8	58.
MMENTS:										
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					_					
UTOS: ED. TRUCKS:	_	_	_	_		_	=		_	
UTOS: ED. TRUCKS: VY TRUCKS: USES: OTORCYCLES: THER SOURCES			SPEED EST	MATED BY	NADAR / DRIN		WER S / BIRDS		USTRIAL	
UTOS: ED. TRUCKS: VY TRUCKS: USES: OTORCYCLES: THER SOURCES DIST. CH	DIST. AIRC	SRAFT / RU	SPEED EST	EAVES / DIST.	NADAR / DAM DIST. BARP	ING DOGS		DIST. INDO	USTRIAL	
UTOS: ED. TRUCKS: VY TRUCKS: USES: OTORCYCLES: THER SOURCES DIST. CH	DIST. AIRC	SRAFT / RU	SPEED EST USTLING L	EAVES / DIST.	RADAR / DRIN DIST. BARH LANDISCA	ING COSEP	VER S / BIRDS VITIES /	DIST. INDO	USTRIAL	
UTOS: ED. TRUCKS: USES: OTORCYCLES: THER SOURCES DIST. CH SCRIPTION / SKI	ETCH:	PRAFT / RU	SPEED ESTI	EAVES / D	MOAR / ORIN	ING COBER	VITIES /	DIST. INDO	USTRIAL	
UTOS: ED. TRUCKS: USES: OTORCYCLES: THER SOURCES DIST. CH SCRIPTION / SKI ERRAIN: HARD	ETCH:	SRAFT / RI YING / DIS	SPEED EST USTLING L T. TRAFFIX	EAVES / I	RADAR / DRIN DIST. BARP LANDSCA	ING LOSSEM	VER S / BIRDS VITIES /	DIST. INDO	USTRIAL	
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UTOS: ED. TRUCKS: USES: OTORCYCLES: THER SOURCES DIST. CH SCRIPTION / SKI ERRAIN: HARD HOTOS: THER COMMENT POLICY	ETCH: BOFT MOU		SPEED EST USTLING L T. TRAFFIX OTHER:	LAVES / C	RADAR / DRIN			DIST. INDE	USTRIAL	
UTOS: ED. TRUCKS: USES: OTORCYCLES: THER SOURCES DIST. CH SCRIPTION / SKI ERRAIN: HARD HOTOS: THER COMMENT	ETCH: SOFT MOU		SPEED EST JSTLING L T. TRAFFIX OTHER:	EAVES / C	ADAR / DAD			DIST. INDO		
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SCRIPTION / SKO	ETCH: SOFT MOU		SPEED EST USTLING L T. TRAFFIX OTHER:	LAVES / C	ADAR / DAD			DIST. INDO	USTRIAL	

SITE IDENTIFICATI	ON: LTO	21.01		-		OBSER	VER(S)	30	R	
ADDRESS Vera	nt bead	19.5	1100	2.74.4		-				
		110	1.40	119	_	_ END DA	ALE / HME:	-10/14	110-5	40
TEROLOGICAL	CONDITION	S:		-						
WINDSPEED:	MPH	HUMIDELL	DIR	N NE	E SE	S SW	W NW	GHT MODES	STEADY	ABLE
SKY SUNNY	CLEAR	OVRCST	PRILYC	LOUDY	FOG	RAIN		OTHER:	010401	005
ACOUSTIC MEASU	REMENTS:		_	_					- 0	
INSTRUMENT:	- Ph	1000	2			TYPE: 1	Ð	SERIAL #:	040	22
CALIBRATION CH	ECK-PRE-	1200	94	I dita SPI	POST-TR	BT04.0	-	SERIAL #:	uncered a	16
SETTINGS: A-V	VERGHTED	SKOW	FAST	FRONTAL	RAND	OM AS	ISI)	OTHER:	NUOUREEN	-
REC # START	END	-			-					۰.
		***	A-res			-34	6.50	La	Las	-
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	Ande	5 10	11	34 12	39	61000	12 60	2 8.6	10 10	+7
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AUTOS: MED. TRUCKS: HVY TRUCKS: BUSES: MOTORCYCLES: OTHER SOURCES DIST. CH	DIST. AIR	SB / WB	NB / EB	SB / WB	RADAR / DR DIST. BAR LANDSCA	MIND / EED	VUNT SB/WB	I DIST. INDU OTHER:	ISTRIAL	
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AUTOS: MED TRUCKS: HVY TRUCKS: BUSES: NOTORCYCLES: OTHER SOURCES DIST. CH RESCRIPTION / SKI TERRAIN: HARD PHOTOS: OTHER COMMENT VILLAN 1 dA25	ETCH: BOFT MIX		NB/EB	SB / WB	RADAR / DR DIST. BAR LANDSCA		VUNT SB/WB	DIST. NOU OTHER:	ISTRIAL	d ay

FIELD NOISE MEASUREMENT DATA	
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TEMP: WINDSP SKY:	EED: 12	*F MPH CLEAR	HUMDIT	DIR: PRTLYC	N NE	E SE FOG	S SW RAIN	W NW	OTHER:	STEADY	GUSTY
COUSTIN INSTRU CALIBRO CALIBRO SETTINO	MEASUR MENT: ATOR: ATION CHE 38: A-W	CK PRE-T	(1 41 100 EST SLOW	THIT PAST	dBA SPL FRONTAL	POST-TE RAND	TYPE:00	2 dBA SPL	SERIAL # SERIAL # WI OTHER:		5 2476
REC # 155 156	START 4:11 4:13	END 4:71 11:53	<u>610</u> <u>512</u>	74.6 71.3	ц <u>78.8</u> <u>(7.1</u>	64.2 (1.3	La <u>58.5</u> <u>59.3</u>	Las 57.8 57.9	ι <u>μ</u> <u>551</u> <u>554</u>	<u>4</u> <u>53.9</u> <u>53.2</u>	63.) 52.1
OWNER	rs:	_	_	_	_	_	_	_		_	_

MOTORCYCLES: BUSES: MOTORCYCLES: SPEED ESTMATED 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:

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	NBIEB	SB/WB	NB/EB	88/W8	NB/EB	58/WB	ND/ED	\$0 / W0
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154	3:09	3;19	65.1	61.8	68.6	66.8	65.4	15.0	62.5	612	59.9
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SITE IDEN ADORESS START D/		N: STOT	6/23	1:56 M	4		OBSERN END DA	TE / TIME:	3/16/3	21 3519	P.M
METEROL TEMP: WINDSF SKY:	SQUAL C	ONCITIONS °F MPH CLEAR	HUMIDITY	DIR DIR PRILYC	NR.H. N NE	E SE FOG	WIND: S SW RAIN	GAM DA W W	OTHER:	STEADY	ABLE GUSTY
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REC # 322 323	START 7:56m 3:0410	END 3:10694 3:1914	<u>59.8</u> 60.5	74.5	ц <u>66.5</u> <u>65.8</u>	60.4 62.1	ца <u>60.0</u> <u>61.1</u>	58.8 60.0	58.1	Las 55.5 56.7	54.7
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AUTOS:								
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VY TRUCKS:							-	
USES:								
OTORCYCLES:							-	
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34	105:001	12:101	60.4	67.0	65.5	62.5	60.7	59.7	238	56.3	55.5

TRAFFIC COUNT D	URATION:	MIN	SP	EED	#2 C	OUNT	SPE	ED
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ACOUSTICA	VEASUS	EMENTS:					_				
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CALIBRAT	OR: ION CHE	CK. PRE.T	2,00	11/10	AR4 CO	DON'T.TE	TANK 1		SERIAL #:	2	16
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SETTIN	SS: AW	ENCHTED	SLOW	FAST	dBA SPL FRONTAL	POST JE	ST 1/4,0	dBA SPL	OTHER:	NDSCREEN	×
REC #	START	END	Lee	Louis	L	Ln	Lis	Lse	Lm	Lm	Le
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COUSTIC INSTRUM CALIERA	MEASUR	LD S	31				TYPE ()	2	SERIAL #:	3730	6445
SETTING	SS: A-W	EIGHTED	syow	FAST I	RONTAL	RANDO	M A	gu and	OTHER:		-
RECA	START	END	Lee	Loss	L.,	L. 10	Lis	Lm	Lse	Lm	Lun
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42	<u>7:574</u>	3:12A	61.3	65.2	63.9	62.6	61.9	61.1	60.2	59.3	58.6
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COUSTIC INSTRUE CALIBRA CALIBRA SETTING	C MEASUR MENT: ATOR: ATION CHE GS: A-WI	EMENTS: E & K Liph OC PRE-T	2239 DC-74 SEGW	QG-D FAST	dBA SPL FRONTAL	POST-TES	TYPE(1)	2 dDA SPL	SERIAL # 1 SERIAL # WI OTHER:	101 52 3515 74 NDSCREEN	69 42
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CALIBRO	ATOR	LDC	46200						SERIAL #:		664
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WINDSPEED: MPH	NONS: HUMIDITY	DIR: N NE	WIND: E SE S SW FOG RAIN	CALN LIGHT MODE W NW OTHER:	BRATE VARIABLE STEADY OUSTY
COUSTIC MEASUREMENT INSTRUMENT: CALIBRATION: CALIBRATION CHECK: P SETTINGS: AWERSHIP REC # START E	TE BION	NL-21 <u>IIII.O</u> 68A SPL PAST PRONTAL Lana L1	TYPE: 1	BA SPL UN UN UN UN UN UN UN UN UN UN	<u>6887</u> WNDSCREEN X
ONMENTS: Shafre Atriaca		I Am, I	Tenses Gir Stepped a	e a arr	phn
NDADWAT TYP TRAFFIC COUNT DURATI ND WED. TRUCKS: HVY TRUCKS: UUSES: WOTORCYCLES: OTHER SOURCES: DIST DIST. CHILDREI	CN:	SPEED ESTMATED BY	RADAR / ORIVING / OBSER	NUNT S SB/WB NB/ED SB/WB NB/ED NB/ED NBRDS / DIST, WI WITHES / OTHER:	DUSTRIAL
ESCRIPTION / SKETCH: TERRAIN: HARD SOFT PHOTOS: OTHER COMMENTS / SR CLACC	MIXED FLAT	OTHER:	Test of t		

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METEROLOGI	CALCO	NDITIONS	8	21							
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ACOUSTIC ME	EASURE	MENTS:	IVT				mar/0		-	JPA	0
CALIBRATIO CALIBRATIO SETTINGS	R: N CHE	CK: PRE-TI	ZAL 24 EST SLOW	TAST	dBA SPL	POST-TE	BT KI, O	dBA SPL	SERIAL #: WI OTHER:	NDSCREEN	24
REC # ST	TART	END	-	Law	L	Lo	La	La	Las	Lu	
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Vexter Ave

18055
36			FI	ELD NO	ISE ME	ASURE	MENT D	ATA	1		
P	ROJECT		SE	LPS	E	_		PROJ. 4	417	19	
SITE IDEN	TIFICATIO	N: STOT	-07			_	OBSER	VER(S):	JH.		
START DA	ATE PTIME	10/13/	20 31	PM	a		END DA	TE / TIME:	10/13/	20 3:2	4 PM
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COUSTN INSTRU CALIBR CALIBR SETTING	C MEASUR MENT: ATOR: ATION CHE 35: A-W	ENENTS:	EST SLOW	LICT-D FAST	dBA SPL FRONTAL	POST-TE RATED	TYPE () BT (13.92	2 Loba spl	SERIAL #: SERIAL #: W OTHER:	3678	6
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138	3:147	3:241	69.4	73.8	73.0	71.3	70.2	69.1	66.3	63.7	62.9
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OUSTIC MEASUR	REMENTS:	¥т				TYPE /	2	SFRUI #	400	5
CALIBRATOR: CALIBRATION CH	ECX PRE-T	41. 200 EST	14.0	dBA SPL	POST-TE	BT 144.0	dita SPL	SERIAL #	INDSCREEN	2.4
SETTINGS: A-W	EGHTED	SLOW	FAST	FRONTAL	RANK	M e	81)	OTHER:		
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Baselmill Field

SITE IDENTIFICATION: 57 0 32 04				OBSER	VER(S):	- 32.4	2	
START DATE / TIME	2		_	END DA	TE / TIME:	1077	1/20	
TEMP: 10 PF HUMIDI WINDSPEED: 1-5 MPH SKY: SUNNY CLEAR OVICS		NRH N NE	E SE FOG	WIND: S SW RAIN	CALM LE W NW	OTHER:	RATE VAR	GUSTY
COUSTIC MEASUREMENTS: INSTRUMENT: LOCAL CALIBRATOR: LOCAL CALIBRATION CHECK: PRE-TEST SETTINGS: AWEIGHTED SLOW	TAST 1	dBA SPL FRONTAL	POST-TE	TYPE: 0	2 dBA SPL	SERIAL # SERIAL # W OTHER:		2916
REC# START END L. .963 10.56 11:06 61.6 .969 11:08 11:18 60.2	66.5	6 <u>6.</u> / 65.2	L. 62.9 62.0	La 61.9 60.9	4# 6.0.5 59.8	57.0	ця 55.7 5%6	54.6 57.8
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OURCE INFO AND TRAFFIC COUNTS: PRIMARY NOISE SOURCE: TRAFFIC ROADWAY TYPE:	AIRCRAFT	RAIL IND SB/WB	ADAN / DRIV IST. BARK ANDSCAP	AMBIEN #2 C NB / EB NB / EB	NT OTHE	R:SP NB / EB / DIST. IND OTHER:	EED \$0 / W9	
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136	11:591	1-091	66.5	713	71.1	69.8	67.3	66.0	63.0	61.2	59.6
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THE IDENTIFICATION: ST (2 (L) 0.1 OBSERVER(8): FF / AET (2 L) TART DATE / TIME: 0 (13 / 1.2) END DATE / TIME: 10 / 12 / 12 / 12 / 12 / 12 / 12 / 12 /	_
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COUNTIC MEASUREMENTS: CLUBANCE SERIAL # CLUBANCE NATIRUMENT: B.4.K. C.2.3.5 TYPE(); 2 SERIAL # CLUBANCE ALUBRATION CHECK PRE-TEST VIC. (); GBA SPL PROTTEST (4.0) dBA SPL WINDSCREEN CALUBRATION CHECK PRE-TEST VIC. (); GBA SPL PROTTEST (4.0) dBA SPL WINDSCREEN SETTINGS: AWEXINGTED SLOW FAST PRONTAL RANDOW ANSI OTHER: WINDSCREEN SETTINGS: AWEXINGTED SLOW FAST PRONTAL RANDOW ANSI OTHER: WINDSCREEN SETTINGS: AWEXINGTED SLOW FAST FRONTAL RANDOW ANSI OTHER: WINDSCREEN REC # START END La La<	BLE
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DMIMENTS: DURCE INFO AND TRAFFIC COUNTS: REMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER: RAPFIC COUNT DURATION: .MIN SPEED MS / EB SB / WB ND / EB SB / WB SPEED ESTANTED EY: RADAR / DW/MO / DESENDE DTHER SOURCES: DIST. AIRCRAFT / RU	54.5
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LIBRA	MENT: ATOR:	Rion	NC-7	6			TYPE	2	SERIAL #	351570	442
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INSTRUMENT:	RA	an NL	-21			TYPE: 1(2	SERIAL #	677	2.72
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AUTOS: MED. TRUCKS: HVY TRUCKS: BUSES: MOTORCYCLES: OTHER SOURCE DIST. C DIST. C DIST. C DIST. C DIST. C DIST. C	SE DIST. AIR HILDREN PL		OTHER:	EED SB/WB MATED DY EAVES / C / DIST.	RADAR I DRS DIST, BARR LANDSCA				USTRIAL	
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RTD	ATE / TIME	10/2	2/20				END D	ATE / TIME:	10/20	2/20
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IMP:	12 24	oF	HUMDITY	70	SRH.	C 60	WIND:	CALMER	SHT MODER	RATE VARIA
Y:	SUMNY	QLEAR	OVRCST	PRTLYC	LOUDY	FOG	RAIN	" Cm	OTHER:	STEADY
UST	C MEASUR	EMENTS:					~	_		2.5
STRL	MENT:	1.1	LXT				TYPE	2	SERIAL #:	4009
NUBR	ATOR: ATION CHE	CK-PRE-T	ESIA	114.0	dBA SPL	POST-TE	\$113.6	dBA SPL	SERIAL #:	NDSCREEN
ETTIN	GS A-W	EIGHTED	SLOW	FAST	FRONTAL	RANDO	A No	NSI	OTHER:	
EC #	START	END	Lee	Loss	L,	L.10	Las	La	Las	Lee
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D. TF	UCKS:	NB / EB	88/WB	NB/EB	88 / WB		#2.0 NB/EB	SB / WB	NB (EB	SB / WB
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CRIP	COUNT D NUCKS: UCKS: CYCLES: DIST. CHI DIST. CHI TION / SKE N: HARD S: UCKS: COUMENTS	DIST. AIR LOREN PLA	CRAFT / R	SPEED EST USTLING L ST. TRAFFI	SB / WB	RADAR / DRI DIST. BARI LANDSCA	NB / EB		SPI NB / EB	SB / WB
CRIPE CRIPE	COUNT D	DIST. AIR LOREN PL/		SPEED EST USTLING L STLING L	SB / WB	RADAR / DRI DIST. BARI LANDSCA	NB / EB		SPI NB/EB	SB / WB
CRIP	COUNT D	DIST. AIR LOREN PLA		SPEED EST USTLING U STLING U	EED SB / WB	RADAR / DRI DIST. BARI LANDISCA	NB / EB		SP NB / EB	SB / WB
APP K TOS: D. TF Y TRU SES TOR HER CRIP RRAU	COUNT D	DIST. AIR LOREN PL/		SPEED EST USTLING L STEED EST	SB / WB	RADAR / DR/ DIST. BARI LANDSCA	NB / EB		SPI NB/EB	SB / WB
CRIP	COUNT D	DIST. AIR LOREN PLA		SPEED EST USTLING U STLING U	EED SB / WB	RADAR/DR	NB / EB		SPI NB/EB	
TOS: D. TF TTRUSES TOR HER CROP	COUNT D	DIST. AIR LOREN PL/	SB / WB	SPEED EST USTLING L STLING L	SB / WB	RADAR/DR	NB / EB		SP NB/EB	
APP K TOS D. TF Y TRU SES DTOR HER CRIP RRAI	TION / SKE	DIST. AIR LOREN PLA		SPEED EST USTLING USTLING USTLING U	EED SB / WB	RADAR/DR	NB / EB		SPI NB/EB	
TOS: D. TF Y TRUSES TOR HER CRIP RRAI	COUNT D	DIST. AIR LOREN PL/		SPEED EST USTLING L STLING L ST. TRAFFI	SB / WB	RADAR/DRI DIST. BARI LANDSCA	NB / EB		SP NB/EB	
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SITE IDEN ADDRESS START DA	TE / TIME	N: 5725 Y 0164 1/23/	1.04 W				END DA	VER(S):	4/23/	10	
METEROL TEMP: WINDSP SKY:	OGICAL C	ONDITIONS *F MPH CLEAR	HUMIDIT	DIR: PRTLYC	N NE	E SE FOG	WIND: (B) SW RAIN	CALM LA	GHT MODE	RATE VARI STEADY	ABLE
ACOUSTIC INSTRU CALIBRA CALIBRA SETTING	C MEASUR MENT: ATOR: ATION CHE		EST SCOW	1147.0 FAST	dBA SPL	POST-TE RANDA	TYPE (1)	dBA SPL	SERIAL # SERIAL # W		5
RECH	START	END	L	Leve	L	-		1.	Lu	Le	
.040	11.56	12:06	583	63.7	61.9	1.0.)	50.8	580	55,9	54.6	53.
141	12:09	115 14	58.1	63.8	62.4	54.0	50.0	627	55.5	54.4	\$ 3.3
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COMMEN	NFO AND				puly_					<u></u>	
COMMEN	NFO AND Y NOISE SI ROADWA			RCRAFT -10 N 31 ND / ED	RAIL IN	DUSTRIAL			ER:	EED 58/WB	
SOURCE I PRIMARY TRAFFIC AUTOS: MED. TR HVY TRU	NFO AND Y NOISE SI ROADWA COUNT D			RCRAFT -1, 81 NB / ED	RAIL IN	IDUSTRIAL	AMBIEN #2 C ND / CD		ER:	EED \$8/WB	
SOURCE I PRIMARY TRAFFIC AUTOS: MED. TR HVY TRU BUSES: MOTOR	NFO AND Y NOISE SI ROADWA COUNT D UCKS: JCKS: DYCLES:			RCRAFT -1, 81 NB / ED	RAIL IN	IDUS TRIAL	AMBIEP 82 C ND / CD		ER:	EED \$8/WB	
SOURCE I PRIMAR TRAFFIC AUTOS: MED. TR HVY TRU DUSES: MOTORO OTHER 3	NFO AND Y NOISE SK ROADWA COUNT D UCKS: JCKS: SYCLES: BOURCES: DIST. CHI	TRAFFIC CO SURCE: TP Y TYPE: URATION: NB / EB DIST. AIRC		RCRAFT -1E NB/EB SPEED ES USTLING I ST. TRAFF	RAIL IN PEED SD / WD	RADAR (DR) DIST. BAR LANDSCA	AMBIEN ND / CD WNO / CDSUP KING DOOS	VT OTHI	ER:	EED \$8/WB	
SOURCE I PRIMARY TRAFFIC AUTOS: MED. TR HVY TRU BUSES: MOTORO OTHER S	NFO AND Y NOISE SI ROADWA COUNT D UCKS COUNT D UCKS COUNT D UCKS COUNT D UCKS COUNT D UCKS COUNT D UCKS COUNT D UCKS COUNT D UCKS COUNT D		DUNTS: SEFFIC A SET/WE SET/WE SET/WE SET/WE SET/WE SET/WE SET/WE SET/WE SET/WE	SPEEDES USTLING ST. TRAFF	RAIL IN PEED SB / WB	RADAR / DRJ DIJST BAR LANDSCA	AMBIEP #2 C NB / CB WNO / OBSEP KING DOGS		ER:		-
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FIELD NOISE MEASUREMENT DATA

ADDRESS START D		2/181	C. 61 Chat 21	_			OBSER!	VER(S): TE / TIME:	3.11	121	
TEMP: WINDSP SRY:	SS SS SS SUNNY	NPH CLEAR	HUMIDITY	DIR PRTLY CL	NR.H. N NE	E SE FOG	WIND: S SW RAIN	CALLER W NW	SHT MODE	RATE VARIA	GUSTY
INSTRU	C MEASUR	LD 83				-	TYPE ()	2 .	SERIAL #:	3786	;
CALIBR CALIBR SETTIN	ATION CHE 38: A-WE	CK: PRE-TE	ST SLOW	TAST	dBA SPL FRONTAL	POST-TES RANDO	T 113.91	BA SPL	SERIAL #: WI OTHER:	NDSCREEN	6645
CALIBR CALIBR SETTIN REC #	ATION CHE 38: A-WE START	CK: PRE-TE	ST SLOW	FAST	dBA SPL FRONTAL	POST-TES RANDO	T 113.91	GBA SPL	SERIAL #: WI OTHER: Loo		6645
CALIBR CALIBR SETTIN REC #	ATION CHE 38: A-WE START A-37AM	CK: PRE-TE SIGNTED END <u>9:674</u> M	st.000	114-0 FAST	CBA SPL FRONTAL	POST-TES RANGO	113.91 4 61.6	Loo 59.5	SERIAL #: WI OTHER: Los S7.1	L _M	55.1
CALIBR CALIBR SETTIN REC # 337	START	END <u>4:474</u> <u>10:014</u>	100 stow 603 51.7	114-0 FAST 6-4 65-3	CBA SPL PRONTAL L1 (36) (4.7)	POST-TES RANGO	113.91 48 61.6 60.5	Loo 59.6 59.3	SERIAL #: WI OTHER: Los <u>57.1</u> <u>56.6</u>	L ₁₀ <u>55.7</u> <u>55.2</u>	54.4
CALIBR CALIBR SETTIN REC # 337	ATORE ATION CHE 38: AWE START <u>A:37am</u> <u>4:37am</u>	<u>Ср сл</u> ск: PRE-TE нантер <u>9:67а</u> м <u>10:01а</u> м	100 stow 603 51.7	184-0 FAST 6-0 FAST 6-0 FAST	CBA SPL PRONTAL L1 (3.6 (4.7	POST-TES RANGO	113.91 La 61.6 60.5	Loo 59.6 59.3	SERIAL #: WI OTHER: LN <u>57.1</u> 56.6	L ₁₀ <u>55.7</u> <u>55.2</u>	54.4

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SITE IDEN	TIFICATION	6: ST06					OBSER	VER(S):	J.M.		_
TART D	TE / TIME	10/20	120		_	_	END DA	TE / TIME:	10/2	0/20	
TEMP: WINDSP SKY:	CORICAL CO	WOITIONS % MPH CLEAR	HUMDIT	DIR: PRTLYC	N NE	E SE FOG	WIND: S SW RAIN	w @	OTHER:	RATE VARIA	ABLE GUSTY
COUSTR	C MEASURE MENT:	LD 87	a.				TYPE (1)	2	SERIAL #	3794	
CALIBR/	ATION CHE	LD CA	962.00	116+ 0	dia SD	POST-TE	8T 114 63	-	SERIAL #	NDSCOREN	6645
SETTING	38: A-WE	GHTED	SLOW	FAST	FRONTAL	RANDO	M AS	gi .	OTHER:	NEUGCHEEN	-
REC #	START	END	Les	Leur	L,	Lu	La	L ₂₀	L.00	Lu	
157	12:24/1	12:34	66.1	70.4	69.3	68.0	67.2	65.8	622	60.3	54.6
128	12:420	12:520	(5.1	10.1	68.6	67.0	66.0	64.7	62.7	59.1	59.0
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IED. TR	UCKS:	_	_	_	=		_	_	-	_	
USES AOTORO DTHER S	OURCES: DIST. CHILI	DIST. AIRC DREN PLAY	RAFT / RI YING / DE	SPEED EST USTLING L ST. TRAFFI	ATEO BY /	NADAR / DRW NST. BARK LANDSCAI	ING / OBSER	VIR / DIROS WITIES /	/ DIST. INDI	USTRIAL	
ESCRIPT THER S	ION / SKET	CHE CHE CHE CHE CHE CHE CHE MIXE	RAFT / RI YING / DE	SPEED EST USTLING L ST. TRAFFI OTHER:	MATEO BY /	ADAR / DRW NST. BARK LANDSCA	ING COSER	/ DIROS / DIROS WITIES /	DIST. INDI	USTRIAL	
SCRIPT THER S	OURCES DIST. CHILI ION / SKETC HABD S	CH: CH: CH: CH: CH: CH: CH: CH: CH: CH:	RAFT / RI YING / DE	SPEED EST USTLING L ST. TRAFFI OTHER:	AVES / C	ADAR / DRV NST. BARK LANDSCA	ING COSER	VER / DIROS VITIES /	DIST. INDI	USTRIAL	
SCRIPT ERRAIN HOTOS	OURCES: DIST. CHILI ION / SKETC HABD S	DIST. AIRC DREN PLAY	RAFT / R	SPEED EST USTLING L ST. TRAFFI OTHER:		ADAR / DRV	ING COSER	VIR / DIROS VITIES /	DIST. INDI	USTRIAL	
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TART DA	IE/IME	101	19/200	9	1270	417	END D	ATE / TIME	10/20	120 -	1.56 1
ETEROL	OGICAL C	ONDITIONS	i .								
TEMP: WINDSP	ren-	MPM	HUMIDITY	THE:	NR.H.		WIND:	CALM LI	GHT MODE	RATE VAR	ABLE
SKY:	SUNNY	CLEAR	OVRCST	PRILYC	LOUDY	FOG	RAIN		OTHER:	STEADT	GUSTI
COUSTC	MEASUR	EMENTS:									
INSTRUM	MENT:	List	1 46-7	21			TYPE 1	D	SERIAL #	6.88	7
CALIBRA	TOR CHE	C/	10 200	1111 /3	ARA CIN	DOST.TE	ET /3 0	ADA ODI	SERIAL #:	ND6496E	2914
SETTING	25: A-W	IGHTED	SLOW	FAST	FRONTAL	RANDO	MA	NRI)	OTHER:	NUOUNCED	- 1
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AUTOS MED. TRI HVY TRU BUSES MOTORC OTHER S	UCKS ICKS: YCLES: DIST. CHI	NB / EB	SB / WB	SPEED ES USTLING ST. TRAFF	SB / WB	MOAR / DRA NST. BARD LANDSCA	NB / EB	NVERI S / BIRDS	J DIST. IND	USTRIAL	
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AUTOS MED. TRI HVY TRU BUSES MOTORC OTHER S ESCRIPT TERRAIN PHOTOS OTHER C	UCKS CKS: DURCES: DIST. CHI	NB / EB	SB / WB	NB / EB SPEED ES USTLING ST. TRAFF	SB / WB	MONR / DRIN NST. DARO LANDSCA	NB / EB	NVER S / BIRDS	J DIST. IND	USTRIAL	
AUTOS MED. TRU HVY TRU BUSES MOTORC OTHER S OTHER S ESCRIPT TERRAIN PHOTOS OTHER C	UCKS CKS CVCLES DIST. CHI DIST. CHI NON / SKE HARD	NB / EB DIST. AIR LOREN PL/	SB / WB	SPEED ES USTLING ST. TRAFF		MOAR / DRA NST. BARD LANDSCA	NB / EB	NVER S / BIRDS	J DIST. IND	USTRIAL	1
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AUTOS MED. TRI HVY TRU BUSES MOTORC OTHER S OTHER S OTHER C	UCKS CKS: CVCLES: DIST. CHI TON / SKE HARD	NB/EB		NB / EB	SB/WB		NB/EB	NUT BIRDS	J DIST. IND OTHER:	USTRIAL	

SITE IDEN	TIFICATIO	N: STOS	. 04+				OBSER	VER(S):	- 3FH.		_
TART DA	TE / TIME	2/2	3/20	11.5	6 AM		END DA	TE / TIME:	9/11	120 17	:34 PA
TEMP: WINDSF SKY:	CONCAL C	ONDITIONS *F MPH CLEAR	HUMDITY	DIR: PRTLYC	NRH N NE	E SE FOG	WIND: 8 SW RAIN	CALM LI	OTHER:	RATE VARI STEADY	ABLE
COUSTN INSTRU CALIER CALIER SETTIN	C MEASUR MENT: ATOR: ATION CHE 38: A-WI	EMENTS: LD 83 CD C CC PRE-TI EIGHTED	ALLOS IST SLOW	FAST	_dBA SPL FRONTAL	POST-TES	TYPE () T 114.00	2 dBA SPL	SERIAL #: SERIAL #: WI OTHER:	3786 6645 NDSCREEN	10
REC#	START	END	Lee	Louis	L	Lio	Las	L _{S0}	Let	Lm	Lein
pro	11:56	12:067	70.0	75.6	74.5	72.8	71.0	69.5	65.7	62.2	60.3
080	12:091	12:197	70.8	77.1	76.1	73.5	720	70.1	65.6	58.4	56.9
180	12:249	12.36P	70.7	77.0	75.8	73.3	71.4	70.0	66.6	60.3	54.3
OWNER	15:		_	_		_	_	_			_
OURCE I PRIMARY TRAFFIC AUTOS	NFO AND NOISE SC ROADWA COUNT D	TRAFFIC CO DURCE: TR Y TYPE URATION: NB / EB	APPIC AI	RCRAFT SP NB/EB	RAJL IN EEO S8/WB	DUSTRIAL	AMBIEN #2 C NB / EB	T OTHE OUNT SB/WB	(R:	EED SØ/WØ	
NED. TRU HVY TRU BUSES: MOTORO	UCKS ICKS: IYCLES:	≣	\equiv			MOLE / DRIVI	0/08558		\equiv	\equiv	
OTHERS	DIST. CHI	LOREN PLA	YING / DIS	IT. TRAFFI	C / DIST.	LANDSCAP	ING ACTI	VITIES /	OTHER:	JSTRIAL	

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	NTIFICATIO	NE ST C	10.01				OBSER	VER(8):	58		_
TART D	ATE / TIME	- SPLCIA	21	100 Cours	rtin Law	en kd	END D	TE / TIME:	3/16/	121	-
TEMP: WINDSP SKY:	LOGICAL O	PF MPH CLEAR	HUMIDIT OVRCST	Y: 67 DIR PRTLY C	NRH. N NE	E SE FOG	WIND: S SW RAIN	CALIN LI W NW	GHT MODE OTHER:	RATE VARI STEADY	ABLE OUSTY
COUST INSTRU CALIBR	C MEASUR	EMENTS:	31			_	TYPE:	2 ,	SERIAL #:	3780	5
CALIBR	GS: A-W	CK: PRE-T	EST SLOW	FAST	BA SPL FRONTAL	POST-TE RANDO	ST LIG. C	ZdBA SPL	OTHER:	NDSCREEN	~
REC #	START	END	Las	Less	٤,	Los	La	Lo	L.,,	Lee	Loin
316	Rissian	<u>4:53An</u>	66.3	720	70.9	68.4	67.3	65.1	62.7	59.0	\$7.7
517	A:OTAM	1:17.44	65.5	71.2	69.1	67.7	66.7	65.2	61-1	58.0	55.6
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OMMEN	TS						_				
RAFFIC	ROADWAY COUNT DO	NB/EB		NB/EB	RAIL IN SB/WB	DUSTRIAL	AMBIEN M2 C NB / EB	OUNT SB/WB	SP ND / ED	EED SD / WD	
IRAFFIC AUTOS: MED. TR MOTOR MOTOR DTHER S	DOADWAY COUNT DO UCKS: JCKS: CYCLES: BOURCES: DIST. CHIL	DIST. AIRC	SB / WB	SPEED EST	MAIL IN SB/WB SB/WB	RADAR / DRI	AMBIEN NB / EB		SP ND / ED 	EED SD / WD	
TRAFFIC AUTOS: VIED. TR HVY TRL SUSES: VIOTORIC DTHER S DTHER C	NOADWAY COUNT DO UCKS: JCKS: CYCLES: SOURCES: DIST. CHIL DIST. CHIL TION / SKIET COMMENTS	DIST. AIRO	SB / WB	SPEED EST USTLING L ST. TRAFFI	MATEO DY I	RADAR / DRI	AMBIEN NB / EB		SP ND / ED 		
TRAFFIC AUTOS: VIED. TR AVY TRU SUSES: VIOTORIC DTHER S ESCRIPT ERRAIN HOTOS DTHER C	NOADWAY COUNT DO UCKS: JCKS: CYCLES: BOURCES: DIST. CHIL TION / SKET COMMENTS	DIST. AIRO		SPEED EST USTLING I ST. TRAFFI		RADAR / DRI	AMBIEN NB / EB		SP ND / ED 		
TRAFFIC AUTOS: VIED. TR HVY TRL SUSES: VIOTORIC DTHER S DTHER S DTHER S	NOADWAY COUNT DO UCKS: JCKS: CYCLES: BOURCES: DIST. CHIL TION / SKET	DIST. AIRC	SB / WB	SPEED EST NB / EB SPEED EST USTLING E ST. TRAFFI		RADAR / DRI	AMBIEN #2 C NB / EB		SP ND / ED		
RAFFIC UTOS: MED. TR NY TRU USES: MOTORO DTHER S ERRAIN HOTOS DTHER (NOADWAY COUNT DO UCKS: JCKS: CYCLES: SOURCES: DIST. CHIL TION / SKIET COMMENTS	DIST. AIRC	SB / WB	SPEED EST SPEED EST USTLING E	IL-15		AMBIEN NB / EB				

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ADORESS START DA	Hed well	* ST(120	6:571	lan.		OBSER END DA	VER(S): TE / TIME:	- J-H.	1/20 9	-
TEMP: WINDSP SKY:	OGICAL C 74 EED: 0-1 SUNBY	ONDITIONS PF MPH CUBAR	HUMDITY	DIR: PRTLY CL	SRH N NE	E SE FOG	WIND: S (W RAIN	CALM LI W NW	OTHER:	RATE VARD STEADY	ABLE
COUSTR INSTRUI CALIBR/ CALIBR/ SETTING	MEASURI MENT: MOR: MON CHE IS: A-WE	CK: PRE-TI	31 ALIOC IST SLOW	HQ 0 FAST	dBA SPL RONTAL	POST-TE	TITE ()	2 cBA SPL 31	SERIAL # SERIAL # WI OTHER:	3784	6643
REC #	START	END	Lee	Low	L	Lu	La	Loo	Leo	Loo	Luis
075	8:51A	9:074	73.0	76.3	75.8	74.7	74.0	731	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
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AUTOS			0.00	Pic U	DONI	SPE	ED
MED. TRUCKS	NB/EB SB/	WB NB/EB	88/W8	NB/EB	88/WB	NB/ED	\$8/W8
ees moons.							
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MOTOBOWSIES -							
INDIGHUIGLES							
		SPEED EST	IMATED BY: RADAR	I DRIVING I CIRBERT	VER		
OTHER SOURCES: DI	IST. AIRCRAFT	/ RUSTLING L	EAVES / DIST. I	BARKING DOGS	/ BIRDS /	DIST. INDU	STRIAL
DIST. CHILDP	REN PLAYING	DIST. TRAFFI	C / DIST, LAND	SCAPING ACTIN	ITIES / C	THER	

	1-15		
Concordia fond	Rd -	-> slopp down	
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TE IDENTIFIC	ATION: 5767	202				COSER	VER/SY	27	10	_
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TEROLOGIC	AL CONDITION	\$:	0.00	Contract of			/	~		
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sky: sub	NY CLEAR	OVRCST	PRILYC	LOUDY	FOG	RAIN	W NW	OTHER	STEADY	QUST
OUSTIC MEA	SUREMENTS				_					_
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CALIBRATION	CHECK PRE-	TEST	114.0	dBA SPL	POST-TE	STUS I		SERIAL #:	neepres	29.
SETTINGS:	AWEGHTED	scow	FAST	FRONTAL	RAND	OM A	B)	OTHER	NUSUREEN	
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ROAD RAFFIC COUL UTOS: IED. TRUCKS: USES: IOTORCYCLE THER SOURC DIST. SCRIPTION / ENGAN: HA HOTOS: OWN	SE SOURCE OWAY TYPE		OTHER:	MATED DY /	ANDAR / DRA	VING / CESER		NB/EB	EED SID / WID	
ROAD RAFFIC COUL UTOS IED TRUCKS USES INTORCYCLE THER SOURC DIST. SCRIPTION / ENGLAN: HA HOTOS ONM	SE DIST. AIR CHILDREN PLU	CRAFT / R	OTHER:	MATED DY /	ANDAR / DRA			NB/EB	EED SB / WB	
ROAL RAFFIC COUL UTOS ED. TRUCKS USES OTORCYCLE THER SOURC DIST. SCRIPTION / ENDIAN: HA HOTOS THER COMM	SE DIST. AIR CHILDREN PLO SKETCHE RD SOFT MIX ENTS / SKETCH	CRAFT / R	OTHER:		AGAR/ORA			NB/EB	EED SIB / WB	
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ROAD RAFFIC COUL UTOS IED TRUCKS USES INTORCYCLE THER SOURCE DIST. SCRIPTION / ENDAN: HA HOTOS THER COMM	SE DIST. AIR CHILDREN PLU SKETCH RD SOFT MIX ENTS / SKETCH	CRAFT / R	OTHER:		HOAR/DRA			NB/EB	EED SB / WB	
ROAD RAFFIC COUL UTOS IED. TRUCKS USES INTORCYCLE THER SOURCE DIST. SCRIPTION / ENDAIN: HA HOTOS THER COMM	SE DIST. AIR CHILDREN PLO SKETCHE RD SOFT MIX ENTS/SKETCH	CRAFT / R AVING / DIS	OTHER:		AGAR/ORA			NB/EB	EED SID / WID	
ROAD RAFFIC COUL UTOS IED TRUCKS USES INTORCYCLE THER SOURC DIST.	SE SOURCE OWAY TYPE	ED FLAT	OTHER:		ANDAR / DRA NST. BAND LANDSCA			NB / EB	EED SIB / WB	
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RATTIC COUL UTOS IED TRUCKS USES OTORCYCLE THER SOURC DIST.	SE DIST. AIR CHILDREN PLO SKETCHE RD SOFT MIX ENTS / SKETCH	CRAFT / R	OTHER:		AGAR/ORA NST. BAID LANDSCAU			NB/EB		
ROAD RAFFIC COUL UTOS ED TRUCKS USES OTORCYCLE THER SOURC DIST. SCRIPTION / ENGLANS HAR HOTOS THER COUM	SE SOURCE OWAY TYPE	ED FLAT	OTHER:		ANDAR / DRA NST. BAND LANDSCAU			NB/EB	EED SIB / WB	

SITE IDER	NTIFICATIO	N: STO	7.04				ODSER	VERISI			_
ADDRESS START D	8: <u>1.6 3.4</u> ATE / TIME	Q/27	Circle	1-18.00	a.d		ENDO	TE / TIME.	A		-
IFTERO	LOGICAL C	CALCUTIONS		1.0416			- 640.04	ATE/ TIME:	-1/2	2120	1:438
TEMP: WINDSI SKY:	PEED: 5-6 SUNNY	*F MPH CLEAR	OVRCST	PRTLYC	WRH.	E SE FOG	WIND: S SW RAIN	CALM LI	OTHER:	RATE VAR	ABLE GUSTY
COUST	C MEASUR	ENENTS:	0			-	TYPE (2701	
CALIBR	ATOR:	LDC	4- 200	1971-2	-04.00		Te un al		SERIAL #:	3184	6645
SETTIN	GS: A-W	GHTED	stow	FAST	FRONTAL	RANDO	ST 13-46	dBA SPL	OTHER:	NOSCREEN	-
REC #	START	END	Leg	Low	L,	Lis	Las	Loo	L _{so}	Loo	Late
170	1191	1:240	59.1	68.2	64.5	60.5	51.7	58.7	567	54.6	\$3.6
)72	1:331	1:43	60.0	63.4	62.7	61.6	60.9	59.9	57.3	55.9	54.4
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ADDRES START D	S. 12-59 C	120442	170	n iki,	COSUM	18 42	END D	ATE / TIME:	9/27	110	-
TEMP: WINDS SKY:	PEED: 5-1	MPH CLEAR	HUMIDIT	DIR. PRTLYC	N NE	E SE FOG	WIND: S SW RAIN	CALM LI	OTHER	BÀTE VARI STEADY	GUST
ACOUST INSTRU CAUBR CAUBR SETTIN	IC MEASUR MENT: ATOR: ATION CHI IGS: A-W	ECK: PRE-1	LXT CA 10 EST SLOW	PAST	dBA SPL FRONTAL	POST-TE RAND	_TYPE (1	dBA SPL	SERIAL # SERIAL # WI OTHER:	40	05 14/4 X
REC #	START	END	620	66.9	66.4	44.5	62.6	61.3	Le. 53.5	57.4	56.
-881	1:50	1:43	(3.1	67.3	665	(5.3	64.2	62.8	<u>39.3</u>	57.4	57.
SOURCE PRIMAR TRAFFIC	NFO AND Y NOISE SI ROADWA	URATION:		RCRAFT	RAIL N	OUSTRIAL	AMBIEN #2 C	T OTHE	IR:	EED	
SOURCE PRIMAR TRAFFIC AUTOS: MED. TR HVY TRI BUSES: MOTOR	INFO AND Y NOISE SI ROADWA COUNT D RUCKS: UCKS: CYCLES:	URATION: NB/EB	507WB	NB / EB	RAIL N PEED \$8/WB	OUSTRIAL	AMBIEN #2 C NB / ED	OUNT SB/W8	SPI NB/EB	SB /WB	
SOURCE PRIMAR TRAFFIC AUTOS: MED. TR HVY TRI BUSES: MOTOR OTHER	INFO AND Y NOISE SI ROADWA COUNT D RUCKS: UCKS: UCKS: CYCLES: SOURCES: DIST. CHI	DIST. AIR	SID / WID	RCRAFT SI NB / EB SPEED EST USTLING I	RAIL N PEED SB/WB	DUSTRIAL	AMBIEN NB / ED NB / ED		IR:SPI MB / EB	SB / WB	

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P	ROJECT:	1-1	5 EL	RSE	ISE ME	ASURE	MENT D	ATA PROL 1	1004	1214	
SITE IDEN	TIFICATIO	NICTO	7.01	1500	7.06)	OBSER	WER(S):	JER	2	-
START D	ATE / TIME	1/2/1/2	10-10	24 Am			END D	ATE / TIME:	91251	10- 8:	57-10
TEMP: WINDSP SKY:	PEED:	ONOTIONS OF MPH CLEAR	HUMIDITY	DIR: PRTLY O	NRH. N NE	E SE FOG	WIND: S SW RAIN	CALM L	OTHER:	RATE VARI STEADY	ADLE GUSTY
COUSTIN INSTRU CALIBRI CALIBRI SETTINI	C MEASUR MENT: ATOR: ATION CHE 08: A-W	CK: PRE-T	n VL-1 EST	71 <u>0.0</u> Fast	CEA SPL FRONTAL	POST-TE POST-TE	TYPE 1	6D OBA SPL	SERIAL# SERIAL# W OTHER	688) NDSCREEN	24 16 X
REC #	START	END	Leq	Less	ι,	L	Las	Lso	L ₁₀	L.,,	Lais
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USES: MOTORC DTHER S	OURCES: DIST. CHIL	DIST. AIRC DREN PLA	PRAFT / RI YING / DIS	SPEED EST USTLING L IT. TRAFFI	EAVES / DIST.	MOAR / ORW IST. BARK LANDSCAF	ING / CRISER	VER S / BIRDS / VITIES / C	DIST. INDI	JSTRIAL	
PHOTOS: OTHER C	OMVENTS	/ SKETCH						_			
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SITE IDEN ADDRESS START DA	TIFICATIO	9/22	17.07 Tanana 1203	26/4	Ca.		COSER END DA	VER(S): TE / TIME:	J.H. 9/22,	20 8:0	Alan
WETEROL TEMP: WINDSP SKY:	COLICAL C	ONDITIONS *F MPH CLEAR	HUNIDIT	DR PRTLYC	NR.H. N NE LOUDY	E SE FOG	WIND: S SW RAIN	CALM LI W NW	OTHER:	RATE VARU STEADY	BLE GUSTY
ACOUSTIC INSTRU CALIBRA CALIBRA SETTING	C MEASUR MENT: ATION: ATION CHE 38: A-W	EMENTS: LD 931 LD C/ CK: PRE-T MITED	EST SKOW	ILG. D FAST	dBA SPL FRONTAL	POST-TES Region	TYPE ()	2 dba spl Bi	SERIAL # SERIAL # W OTHER:	3786 664 NDSCREEN	5
REC #	START	END	6.es	Loan	L,	Leo	Las	Lee	Lac	Les	Len
063	8:26A	8:36n	61.5	65.8	64.7	63.5	62.2	61.1	591	597.5	56.3
064	8:31A	8:414	60.6	65.8	64.1	62.0	61.4	60.5	58.5	56-3	54.5
		_		_	_						
OMMEN	rs:	_	_					_	_		

TRAFFIC COUNT D	URATION:	MIN	SP	EED	#2 00	DUNT	SPE	ED
	NB/EB	\$87WB	ND/EB	\$8/WB	NB/EB	88/WB	ND/EB	\$8/W8
UTOS:							23200022	
AED. TRUCKS								
IVY TRUCKS:		-						
USE8:								
AOTORCYCLES:	_							
			SPEED EST	MATED BY: RADAR	ORIVING OBSER	VER		
THER SOURCES	DIST AIR	PART I PI	ISTI ING I	FAVER / DIST I	RADKING DOGS	I DIDOG	DIST MOU	OVOLAL

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ADDRES: STARY D	ATE / TIME:	3/17	121-	11:50	401		END DA	VER(8): TE / TIME:	3/17	/21-	2:130
TEMP: WINDSI SKY:	LOGICAL CO	NDITIONS		DIR: PRTLY C	N NE	E SB	WIND. S SW RAIN	CALM (1 W NW	OTHER:	RATE VARI	ABLE GUSTY
INSTRU CALIBR	O MEASURE	LU L	x1 41 200	n+1.0) dila spl	POST-TE	TYPE:	2 .	SERIAL #: SERIAL #:	400	5 2910
SETTIN	GS: AWE	GITED	SLOW	FAST	FRONTAL	RAND	AN AN	B	OTHER:	MUSCHEEN	
CALIBR SETTIN REC #	START	GITED END	SLOW Les	FAST	FRONTAL L	EAND:	Las	Loo	OTHER:	L	- Luis
CALIBR SETTIN REC #	START	END	8000 La	FAST Louis	FRONTAL L1 (3.1	59.9	La <u>67.4</u>	Lo 26.7	OTHER:	53.4	52.0
CALIBR SETTIN REC #	START <u>11:50</u> m <u>12:07</u> m	END 12.000-	57.6 56.8	FAST Lean (7.5 73.1	FRONTAL Li <u>63.4</u> <u>61.11</u>	59.9 58.1	ца <u>674</u> <u>57-3</u>	54.7 54.7	OTHER:	53.4 51.4	50.4
CALIBR SETTIN REC # [6] ./67	START <u>11:50</u> <u>12:07</u>	END END <u>11:13</u>	57.6 56.8	FABT Laux (23.5 73.1	FRONTAL Li (3.1 (1)11	59.5 58.1/	57.3	4.7 54.7	OTHER:	53.4 51.4	50.4

RAFFIC COUNT D	URATION:	MN	SPI	EED	#2 O	OUNT	SPE	ED 03
	NB/EB	\$87WB	NB/EB	SB / WB	NB/EB	88/WB	NB/EB	SD / WD
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COUSTIC INSTRU CALIER/	C MEASUR MENT: ATOR:	ENENTS:	AL 7.00	,			TYPE (2	SERIAL #	378	6
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27	10:07Am	losinan	65.8	70.5	68.4	67.6	66.7	65.7	632	61.5	54.7
28	DILLAM	10:31 AM	66.0	71.6	69.1	67.7	66.4	65.8	63.2	61.3	59.8
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CALIBRO CALIBRO SETTINI REC #	MENT: ATOR: ATION CHE CS: A-WE START		SLOW 5100	2 FAST 8 Luna 74.8	dBA SPL RONTAL L, 73.4	POST-TE RADOC	L= <u>11.0</u>	Laba spl Esi Los 70.2	SERIAL # SERIAL # OTHER: L _W 68.7	A 1 86 INDECREEN	65.3
CALIER CALIER SETTIN REC # 324 325	MENT: ATOR: ATION CHE DS: A-WE START <u>BIGIAM</u> <u>SISUAA</u>		70.4 69.1	FAST 8 	dBA SPL RONTAL L, <u>73.4</u> <u>72.4</u>	POST-TE R/900 L., <u>71.7</u> <u>71.5</u>	1100 110 110 100 100 100 100 100	2 LdBASPL Esi <u>10.2</u> <u>69.8</u>	SERIAL & SERIAL & W OTHER: L _N <u>63.7</u> <u>67.6</u>	1 86 INDSCREEN 66.6 66.1	65.3
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NSTRU CALIBR	INEASUR	EMENTS:	LXT CALLOR	,			TYPE:	2	SERIAL P.	4005	916
SETTIN	GS: AW	ECK PRE-T	SKOW	FAST	dBA SPL FRONTAL	POST-TE RANDO	BT//5.8	(SI)	OTHER	INDSCREEN	X
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	COUNT D RUCKS: UCKS: CYCLES: SOURCES: DIST. CHI TION / SKE N: HARD SCOMMENT	DIST. AIR									7

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FIELD NOISE	MEASUREMENT	DATA
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SED.0-1	ONDITIONS TF MPH CLEAR	HUMIDITY OVRCST	DR: PRTLY C	N NE	E SE FOG		CALM LÍ	OTHER:	RATE VARI	ABLE GUSTY
MEASUR MENT: TOR: TION CHE IS: A-WI	EMENTS:	AL LO	00 114-0 FAST	dBA SPL FRONTAL	POST-TE RAGO	TYPE () ST 13.94	2 dDA SPL	SERIAL # SERIAL # WI OTHER:	2780 664 NDSCREEN	5
START	END	Leg	Lines	L.,	L.,,	Los	Lee	L	L	Lain
q:23A	9:33A	63.9	68.3	67.2	65.7	64.8	63.7	61.0	57.6	56.3
436A	9.464	63.1	67.0	66.4	65.0	64.3	63.2	60.6	\$8.3	57.8
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ID OBSERVER(S): T'S Taxm Saarb Grail, IISST Us Talma OBSERVER(S): Te / TIME G12Z/ZO G: E3am END DATE / TIME DORCAL CONDITIONS: S0 T HUMIDITY: SR.H. WIND: CALM LI DORCAL CONDITIONS: S0 T HUMIDITY: SI SR.H. WIND: CALM LI EED Q-1 MPH DIR N NE E SE SW W NW SERVEY CLEAR OVRCST PRTLY CLOUDY FOG RAIN INEASUREMENTS: ID CAL TYPE () 2 2 TOR LD STAT TYPE () 2 2 TON CHECK PRE-TEST TILL-D GBA SPL POST-TEST []S.AM GBA SPL IS AWEIGNTED SLOW FAST FRONTAL RANDOM ANSH START END La La La La La La G123A G3.3 G7.0 G6.4</td><td>NOTE: 19 10 1000 PROD. # (4)). 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	FIELD NO	DISE ME	ASURE	MENT D	ATA			
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PROJECT: T-15	ELPSE				PROJ	417	19	
ADDRESS: 1176 2 12 10 113 START DATE / TIME: 3/ /7/21	2.11 A. V.J. # 1 <i>A, 16</i> 1 - Ş: 41 6m	inna, ch	12.50	OBSER	VER(S): (*) ODS) TE / TIME:	2011	1. 9:0	- 4.4m
METEROLOGICAL CONDITIONS: TEMP: 50 °F WINDSPEED: 0-1 MPH SKY: SCNNY CLEAR		N NE	E SE FOG	WIND S) SW RAIN	CALIF LI W NW	GHT MODER	STEADY	ABLE
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REC# START END .157 8:41AM 8:51AM .168 8:541M 9:04	60.7 67.6 60.7 67.6 60.1 65.5	ц <u>(5.8</u> <u>(3.6</u>	<u>Ca.5</u> <u>GI.8</u>	La 61,1 697	Las 60,0 <u>61.8</u>	Las <u>58.3</u> <u>57.8</u>	La 56,1 56.2	54/9
COMMENTS					-		_	_

RAFFIC COUNT D	JURATION:	-MIN	SPI	EED	#2 C	DUNT	SPE	ED
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ITE IDE	NTIFICATIO	N: CT	09.0	1			OBSER	VER(S)	J.H.		
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COUST INSTRU CALIBR CALIBR SETTIN	C MEASUR MENT: ATOR ATION CHE GS: A/W		EST SOW	ປມ 	dBA SPL FRONTAL	POST-TE RANDO	_TYPE () ST (14, 9)	2 dBA SPL	SERIAL #: SERIAL #: W OTHER:	3786	645
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ADDRESS: START DATE / WETEROLOGIC TEMP: 6.4 WINDSPEED:	interelated	19.06				CBSER	/ER(\$):	J-H		
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COUSTIC ME/ INSTRUMENT CALIBRATION CALIBRATION SETTINGS:	CHECK PRE-T	CAL 2	TASY P	dBA SPL RONTAL	POST-TES RANDO	TYPE ()	2 dBA SPL	SERIAL #: SERIAL #: WI OTHER:	3786	5645
REC # ST	ART END	Lee	Louax	L,	L10	La	La	Las	Las	Lass
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OTHER SOUR DIST	CHILDREN PLA				2	-				_
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FIELD NOISE MEASUREMENT DATA

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TENP: (4) WINDSPEED: (1) SKY: SUNNY	PF MPH CLEAR	HUMDIT	Y 91 DIR: PRTLY CI	SRH. N NE OUDY	E SE FOG	WIND S/SW RAIN	CALM U	OTHER:	STEADY	GUSTY
COUSTIC MEAS INSTRUMENT: CALIBRATOR: CALIBRATION C	HECK: PRE-T	EST Q	114-0	dBA SPL	POST-TE	TYPE (1) 81/17.4	2 dBA SPL	SERIAL # SERIAL # W		2410
SETTINGS: A	WEIGHZED	900M	PADI	FRONTAL	(CAND)	an Can	50	OTHER:		÷.,
REC # STAR	T END	Leg	Loss	L.,	La	Las	Lse	Loo	L.00	Losia
163 12:48	or 12:5%	167.4	75.7	72.1	69.5	683	4.8	63.8	61.5	60.3
164 1:01	111 p	64.8	72.8	7.3	69.7	67.9	66.1	62.6	59.6	580
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CAMENTS									_	-
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NY TRUCKS: USES: NOTORCYCLES DIST. C DIST. C	KETCH: D SOFY NO	CRAFT / R AYING / DI	SPEED EST SUSTLING I ST. TRAFFI	EAVES / DIST.	RADAR / DRI DIST. BARI LANDSCA	KING LOBSER	VER / BIRDS VITIES /	/ DIST. IND OTHER:	USTRIAL	
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DURGE STATE OF THE ATT / 7 / 2 / 2 END DATE / TIME: 7 / 7 / 7 / 7 / 7 / 7 / 7 / 7 / 7 / 7	TE IDEN	TIFICATIO	N: OT	09,04			_	COSER	VER(S):	Sch			
MUNDLITY: 10 NR.H. WIND: CALM LOART WACKART WARABLE STATE UP ALL TOTAL OVERSET PRILY CLOUDY FOG RAIN OTHER: STEADY GUE SAY: SOLWY CLER OVERSET PRILY CLOUDY FOG RAIN OTHER: STEADY GUE SAY: SOLWY CLER OVERSET PRILY CLOUDY FOG RAIN OTHER: STEADY GUE STEADY GUE<	TART DA	TE/TINE	9/13	1/20	_		_	END D	ATE / TIME:	9717	120	-	
COUSTIC MEASUREMENTS: INSTRUMENT:	TEMP: WINDSP SKY:	SOMAL O	ONDITIONS OF MPH CLEAR	R: HUMIDITY OVROST	DIR: PRTLY C	NR.H. N NE	E SE FOG	WIND: S SW RAIN	GALM LI GA NW	OTHER:	RATE VAR	GUSTY	
REC # START END La La <thla< th=""> La La <</thla<>	COUSTR INSTRUM CALIBRA CALIBRA SETTING	C MEASUR MENT: ATOR: ATION CHE 35: A-W		LX1 AL 20 EST SKOW	0 114(1) FAST	dBA SPL FRONTAL	POST-TE RANDO	TYPE (1)	2 HERASPL	SERIAL # SERIAL # W OTHER		2416 X	
1870 1'31 1'41 69.4' 73.1 72.5 71.2 70.3 69.1' 66.2 64.0 67 11:44 11:54 69.4' 75.4 73.9' 72.2 70.3 69.3 66.2 64.0 67 COMMENTS: OUNCE INFO AND TRAFFIC COUNTS: PRIMARY NOISE SOURCE COUNTS: MODE SOURCE INFO AND TRAFFIC AIRCRAFT RAIL INCUSTRIAL AMBIENT OTHER: INAFFIC COUNT DURATION: MIN SPEED NOTOR NOT BE 381/WB NB/EB 381/WB NB/EB 381/WB NB/EB 381/WB NB/EB 381/WB NB/EB 381/WB NB/EB 381/WB NB/EB 381/WB NB/EB 381/WB NB/EB 381/WB NB/EB 381/WB NB/EB 381/WB NB/EB 381/WB NB/EB 381/WB NB/EB 381/WB NB/EB 381/WB NB/EB 381/WB NB/EB 381/WB NB/EB 381/WB NB/EB 381/WB NB/EB 381/WB NB/EB 381/WB OTHER SOURCES: DIST. INDUSTRIAL OTHER COUNTERN FRANCE / DIST. EARWING DOGS / BIROS / DIST. INDUSTRIAL OTHER COUNENTS / SKETCH: <td co<="" td=""><td>REC #</td><td>START</td><td>END</td><td>Lee</td><td>Lmax</td><td>L,</td><td>L.,.</td><td>LB</td><td>La</td><td>Las</td><td>L</td><td>L</td></td>	<td>REC #</td> <td>START</td> <td>END</td> <td>Lee</td> <td>Lmax</td> <td>L,</td> <td>L.,.</td> <td>LB</td> <td>La</td> <td>Las</td> <td>L</td> <td>L</td>	REC #	START	END	Lee	Lmax	L,	L.,.	LB	La	Las	L	L
.871 1144 1154 C4.4 75.4 73.4 74.2 78.3 64.3 66.2 64.0 67 DUMENTS	870	1:31	1:41	69.4	73.1	72.5	71.2	70.3	69.1	66.9	64,4	62,9	
DURCE INFO AND TRAFFIC COUNTS: PRIVATIY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL ANDIENT OTHER: PRAFFIC COUNT DURATION:MIN SPEED R2 COUNT SPEED N0/EB S8/WB NB/EB S8/WB NB/EB S8/WB NB/EB S8/WB NB/EB S5/WB ND/OS N0/CKS	871	1:44	1:54	69.01	75.4	73.4	71.2	70.3	69.3	66.2	64.0	672	
COUNTENTS	_	_			_			_			_		
DURCE INFO AND TRAFFIC COUNTS: RIVARIY NOISE BOUNCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:	CARD AND A	10.			_								
ESCRIPTION / SKETCH:	uros.	COUNT D	NB/EB		NB / EB	88/W8	-	NB / EB	S8/WB	SP NB/EB	SB/WB		
C-I-15-7 / 10 Froze / 15-7 / 15-7 / 10 Froze / 15-7	WTOS WED. TRU WY TRU USES: WOTORC	COUNT D UCKS ICKS ICKS ICKS ICKS ICKS ICKS ICKS I	DIST, AIR	CRAFT / RI	NB / EB	EED S8/WB	MEAR / DRA DIST. BAR9 LANDSCA	NB / EB	SB/WB	J DIST. IND	USTRIAL		
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ADDRESS	TIFICATION	N: STH.	Land	04.05	\$		OBSER	VER(S):	J.H.		-
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REC #	START	END	Lee	Lmes	L,	Lsa	Las	Loo	L _{so}	L _{ss}	Luin
056	3:12m	3:2274	67.5	717	70.7	692	68.4	67.4	64.9	61.9	60.2
057	3:2414	3:342M	67.8	72.7	71.5	69.7	68.2	67.5	64.4	41.8	61.0
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RAFFIC COUNT (DURATION.	MIN	-46	EED	#2.0	DUNT	5PE	ED 03
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SITE IDEN	TIFICATIO	N: 4-1 0	4.01	_			OBSER	VER(S):	.50	12	
ADDRESS START DA	TE/TIVE	Vacan	5/20	- 0.	UP Aco		ENDIDA	TEITHAE	- 110	2-0	
arreno.	001011 0		11000		20 100		END ON	ATE / TIME.	-4/18	110-1	196 44
TEMP: WINDSP SKY:	EED:	°F MPH CLEAR	HUMIDIT	DIR: PRTLYC	N NE	E SE FOG	WND: S SW RAIN	CALM LI W NW	GHT MODE OTHER:	RATE VARIA STEADY	BLE GUSTY
INSTRUM CALIBRA	MEASUR	ENENTS:	NL-	21			TYPE 1	Ð		67	71
SETTING	TION CHE	CK PRE-T	LOW	FAST	6BA SPL FRONTAL	POST-TES	114.3 M AS	BA SPL	OTHER:	NDSCREEN	
REC #	START	END	L	Lean	L,	La	LB	L.0	L ₁₀	Lee	Luis
_	_	_	_	_	_		_	_	_	_	_
_			_							_	_
VARIATION 1											
MED. TRU HVY TRU BUSES: MOTORC OTHER S	JCKS OKS YOLES OURCES DIST. CHIL	DIST. AIRC	PRAFT / RI	SPEED EST USTLING L IT. TRAFFI	EAVES / D	MOAR / DRW IST. BARKI LANDSCAP	NG / OBSER	VER / BIRDS /		USTRIAL	
ESCRIPT TERRAIN PHOTOS	HARD S	CH: SOFT MOD	D FLAT	OTHER:							
Uniko	CHANEALS	7 and 1021		7-	5						
/	1		/	<i>[</i>	/	/	1		1	17	
5	1		-	-	6 Fanc	~ ~	-	-	-	-	-
, Î	7			X			Jacon	1/open			
4		1	1			1	.(.0/	4			

DDRESS TART DA	TE/TIME	N: 5710	Temeso 20	1 Vall-	ly Land		ODGER END DA	VER(S): TE / TIME:	-J.H.	20 12	- E:12.84
TEMP: WINDSP SKY:	COCICAL C	MPH CLEAR	HUMDITY	DIR: PRTLY CI	SRH. N NE OUDY	E SE FOG	WIND: S SW RAIN	CALM LI W NW	GHT MODER	STEADY	BLE
COUSTRUE INSTRUE CALIER/ CALIER/ SETTING	C MEASUR MENT: ATOR: ATION CHE 35: A-WI	EMENTS: LD 8 CX: PRE-TE (GHTED	31 CAL 20 ST SLOW	0 4-0 FAST	dBA SPL FRONTAL	POST-TEI Ruttipo	TYPE ()	2 dBA SPL BI	SERIAL # SERIAL # WI OTHER:	378 664 NDSCREEN	6
RECA	START	END		L	L	L.o	La	La	Le	L.,	Las
154	11:44 BA	[1:) dA	33.8	64.6	60.1	57.4	36.)	33.5	33.5	54.0	511
53	1:02	12:RP	56.0	64.6	21.5	51.6	36.6	>>.1	> 5.6	51.8	20.5
			_		_	_	_			_	_
OWNEN	TS:	_	_	-	-	_	_	_		_	_
							_	_	_		_

TRAFFIC COUNT D	URATION:	MN	8P1	EED	#2 C	OUNT	SPE	UED
	NB/EB	SB/WB	NB/EB	\$8/W8	NB/EB	\$8/W8	NB/EB	SB/WB
AUTOS:								
VED. TRUCKS:								
WY TRUCKS:								
BUSES:								
MOTORCYCLES:			_					
	and an other		SPEED EST/	WATED BY: RADA	R / DRIVING / OBSER	VER		
OTHER SOURCES:	DIST. AIRC	RAFT / RU	STUNG U	EAVES / DIST	BARKING DOGS	/ BIRDS /	DIST, INDU	STRIAL
DIST, CHI	LDREN PLA	YING / DIS	T. TRAFFIC	J DIST. LAN	DSCAPING ACTIV	VITIES J 0	OTHER:	
Dial. CH	Trathy.	m Ca	noted	Reach Rd	Damening ACT	vines / c	DINER:	

There exercises to rene for	Chas	on block	2/1	Luk a	5' 04			1 1
5'	-	r	-	- Here		**		
1000 (RE)	-	10'					-	11 1
fence .				Fat	υ		1	
(× 10)			- +	~		~	1	
1 13					1 esto		1	
		10'		COVER	h line		1	
\rightarrow		V	_					
*	H.	ouse	-			-		

ITIME: 4//1/2/2 ALM LIGHT MODERA NO ALM LIGHT MODERA NO NW OTHER: SERIAL #: SERIAL #: G.2 J.8.1 OTHER:	LII LII 55.9 53 55.9 53 55.9 53 55.9 53 55.9 53 55.9 53 55.9 53 55.9 53 55 55 55 55 55 55 55 55 55
ALM LIGHT MODERA NW OTHER: SERIAL #: SERIAL #:	ATE VASIAILE STEADY GUST UOOL DECREEN 55.9 53 55.9 53 55.9 53 55 55 55 55 55 55 55 55 55 55 55 55 5
NW OTHER: SERIAL #: SERIAL #: G.2 T.1 0.2 T.8.1 0.2 T.8.1 0.2 T.8.1 0.2 T.8.1 0.2 T.8.1 0.2 T.8.1 0.1 SPEE 0.1 SPEE 0.1 SPEE	STEADY GUST
SERIAL #: SERIAL #: SERIAL #: VINI OTHER: UNINI 0THER: 0.2 <u>18.1</u> 0.2 <u>18.1</u> 0THER: SPEE 8/WB NB/EB	U005 DECREEN X 55.9 55 55.9 55 55.9 55 55 55 55 55 55 55 55 55 55 55 55 55
A SPL WINI OTHER: 7.4 5.7.1 0.2 18.1 0.2 18.1 0THER: 8/WB NB/EB	L _H L _H <u>55,9 53</u> <u>55,9 53</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u>
L _R L _R <u>7.4' 5.7.1</u> <u>0.2</u> <u>18.1</u> OTHER: SPEE 8/WB NB/EB	L, L, <u>557,953</u> <u>557,953</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u>
97.9/ 57.1 0.2 <u>18.1</u> OTHER: NT SPEE 8/WB NB/EB	55.9 <u>53</u> <u>55.9 53</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u>55</u> <u></u>
07HER:	<u>56.3</u> 55
OTHER:	ED 58 / WB
OTHER:	ED 587W8
OTHER:	ED 58 / WB
BIRDS / DIST. INDUS	STRIAL
1,	
XA	/

DDRESS	TIFICATION	N: STIC	A 54.				OBSER	VER(\$):	J.H.	_	-
TART D	ATE / TIME:	9/16/	20	0337A	*1		END DA	TE / TIME:	9/16	12 10:	SOAM
TEMP: WINDSF SKY:	COGICAL CI	ONDITIONS: *F MPH CLEAR	HUMDITY	DIR: PRTLYC	N NE C	E St FOG	WIND: S SW RAIN	CALM U	OTHER:	RATE VARI	ABLE GUSTY
COUSTN INSTRU CALIER CALIER SETTIN	C MEASURI MENT: ATOR: ATION CHE 35: A-WE	EMENTS: LD 83 LD 2 CX: PRE-TE DGMTED	ALZO ST SKOW	0 114.0 FAST	dBA SPL FRONTAL	POST-TE RAND	TYPE () 87 113.98	2 dba sipl isi	SERIAL # SERIAL # WI OTHER:	3786 664 NDSCREEN	5
REC #	START	END	Lee	Louis	L,	L10	Las	Las	Lat	L	Lais
050	10:27A	10:37A	52.6	55.3	54.5	53.6	53.2	52.6	51.2	503	50.0
051	10:40A	10:50A	52.6	55.5	55.0	54.1	53.4	52.4	<u>\$D-7</u>	49.5	48.6
OMVEN	TS:	_	_	_		_	_			_	_
URCE RIMAR IRAFFIC UTOS: WED. TR WED. TR	NFO AND 1 Y NOISE SO ROADWAY COUNT DU	IRAFFIC CO URCE: TR TYPE: JRATION: NB / EB	UNTS: DEFIC AI 	RCRAFT S NB/EB	RAIL IN PEED SB/WB	DUSTRIAL	AMBIEN #2 C NB / EB		R:	BED SB / WB	-
NOTORIC THER (OURCES	DIST. AIRC	RAFT / R	SPEED EST USTLING I ST. TRAFF	LEAVES / DIST.	NADAR / DAV NST. BAR LANDSCA	ING CEREM	VER 7 BIRDS VITIES 7	/ DIST. INDO	JSTRIAL	

Conder Convents / skercher I-15 Stock walk , 5' above 7.5 blacks + cap Proved Fena - 5'6" 18' 18' 18' Heuse

	NOJECI.			<i>v</i>				PROL	004	17.19	-
SITE IDEN	TIFICATIO	N: ST 10	.04	¥ 1410.00	1105	112	ORGER	VER(S):	SCR		
START DA	TE / TIME	9/161	10	1 / Below	46.4.76	352	END DA	TE / TIME:	9716	170	-
METEROL	OGICAL C	ONDITIONS	i:						0		_
TEMP:	90	op .	HUMDITY	1:22	SRH.	66	WIND:	CALM L	GHT MODE	RATE VAR	ABU
SKY:	SONNY	CLEAR	OVREST	PRTLYC	OUDY	400	RAIN	n an	OTHER:	areapt	60
ACOUSTIC	MEASUR	EMENTS:	15				0			Lónd	6
CALIBRA	TOR:	LDLA	10.00		_		TYPE:(1)	2	SERIAL #	-100	2.9
CALIBRA	TION CHE	ECK: PRE-T	EST SLOW	114-0	dBA SPL	POST-TE	ST //4/0/	dBA SPL	OTUER-	INDSCREEN	1
SCITING	12. A-11.	EIGHTED	acon	Phat	PROMINE	KANED	UN AD	126	OTHER		-
REC#	START	END	Les	Lines	L.	Lip	Lis	Lee	Lac	Loo	
.857	10:27	10.7 1	55.7	600	588	572	564	55.6	529	62.7	5
.858	10:40	10:50	55.8	68.5	59.2	57.3	Stor 4	55.4	53.3	52.2	50
											_
COMMENT	8:								_		-
						_	_				_
AUTOS: MED. TRU	JCKS:	NB/EB	-M1 887WB	NB/EB	SB / WB		#2 C NB / EB	SB / WB	NB / EB	587WB	
AUTOS: MED. TRL HVY TRUE BUSES: MOTORC OTHER S	JCKS: CKS: YCLES: OURCES: DIST. CHI		-417 88 / WB	SPEED EST USTLING L	EED SB/WB	RADAR / DRI DIST. BARI LANDSCA	NB / EB	NUNT SB / WB	NB / EB	SB / WB	
AUTOS: MED. TRL HVY TRUE BUSES: MOTORC OTHER S	JCKS: CKS: YCLES: OURCES: DIST. CHI		-417 88 / WB	SPEED EST USTLING L	EED SB/WB	RADAR / DRI DIST. BAR LANDSCA	MB / EB	VUNT SB/WB	/ DIST. IND OTHER:	SB / WB	
AUTOS: MED. TRL HVY TRUE BUSES: MOTORC OTHER S	JCKS: CKS: YCLES: OURCES: DIST. CHI		-417 887W8	NB / EB	EED SB/WB	RADAR/DRI DIST. BAR LANDSCA	NB / EB	VUNT SB / WB	NB / EB	DUSTRIAL	
AUTOS: MED. TRU HVY TRUE BUSES: MOTORC OTHER S OTHER S DESCRIPTI TERRAIN: PHOTOS:	UCKS: CKS: YCLES: OURCES: DIST. CHI ION / SKE HARD		BAFT / R	SPEED EST USTLING L ST. TRAFFI	EED SB/WB	MADAR/DRI DIST. BAR LANDSCA	NB / EB	VUNT SB / WB	NB / EB	DUSTRIAL	
AUTOS: MED. TRU BUSES: MOTORC OTHER S DESCRIPTI TERRAIN PHOTOS: OTHER O	JCKS: CKS YCLES: OURCES: DIST. CHI ION / SKE HARD	DIST ARC LOREN PLA	ED FLAT	SPEED EST USTLING L ST. TRAFFI	EED SB / WB MALTED BY EAVES / C / DIST.	KADAR / DRI DIST. BARI LANDSCA	NB / EB	VUNT SB/WB	NB / EB		
AUTOS: MED. TRU BUSES: MOTORC OTHER S DESCRIPTI TERRAIN PHOTOS: OTHER O	UCKS: CKS: YCLES: OURCES: DIST. CHI ION / SKE HARD OMMENT:	DIST ARX LORIEN PLA	ED FLAT	SPEED EST USTLING L ST. TRAFFI	EED SB/WB MAITED BY EAVES / C / DIST.	KADAR / DRI DIST. BAR LANDSCA	MB / EB	OUNT SB/WB	/ DIST. IND OTHER:	PEED SB / WB	
AUTOS: MED. TRU HVY TRUE BUSES: MOTORC OTHER S OTHER S DESCRIPTI TERRAIN PHOTOS: OTHER O	JCKS: CKS YCLES: OURCES: DIST. CHI ION / SKE HARD		EBAFT / R	SPEED EST	EED SB / WB MALTED BY EAVES / C / DIST.	ADAR/DRI DIST. BAR LANDSCA			/ DIST. IND OTHER:		
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P	ROJECT	1-15	FL	ELD NO	ISE ME	ASURE	MENT D	ATA PROL #	417	19	
SITE IDEN	TIFICATIO	N STI	0.05				CBSER	VER(S):			
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METEROL TEMP: WINDSP SKY:	SUNNY	ONDITIONS ¹ F MPH CLAJAR	HUMIDITY		NR.H. N NE	E SE FOG	WIND: S SW RAIN	color La W NW	OTHER:	RATE VARI STEADY	GUSTY
ACOUSTIC INSTRU CALIBR/ CALIBR/ SETTING	C MEASUR MENT: ATOR: ATION CHE 38: A-W	EMENTS: LD 8 L LD CA CA: PRE-TI EGHTED	4 1.04 SLOW	HG-D FAST	dBA SPL FRONTAL	POST-TE RANDO	TYPE()	2 dBA SPL	SERIAL # SERIAL # WI OTHER:		5
REC #	START	END	Lee	Low	L	L	La	Les	La	Las	Luin
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COUSTR INSTRU CALIER	C MEASUR MENT: ATOR:		LX1 4620	- CP			TYPE d	2	SERIAL #	4000	1916
SETTIN	ATION CHE	EIGHTED	SOW	FAST	FRONTAL	POST-TEL RANDO	<u>ятиз.а</u> м <i>4</i>	GBA SPL	OTHER:	INDSCREEN	_×_
REC # . 1914 . 1915	START 4:05 4:14	END 4115 4124	55.4 55.4 55.4	59.9	59.5 58.4	57.4 56.8	50.5 54.1	55.7 55.2	La 57.3 53.3	ця 57,5 62,0	5).5
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FIELD NOISE MEASUREMENT DATA PROJECT: 1-15 ELPSE PROJ. # STRE IDENTIFICATION: ST 10,07 ADDRESS 34545 CASSIN START DATE / TIME 1/14/20 TP. HARPIE OBSERVER(S): 9:96 1/14/20 END DATE / TIME: 9:05 METEROLOGICAL CONDITIONS: 80 ºF WIND: CALM LIGHT MODERATE VARIABLE TEMP: HUMDITY: 1) %RH. WINDSPEED: 6 MPH N NE E SE 5 SW W NW STEADY GUSTY Diff SUMME QUEAR OVRCST PRTLY CLOCOT RAIN OTHER: SKY: FOG 1256 TYPE/D2 SERIAL #: SERIAL #: 6445 CALIBRATION CHECK: PRE-TEST ,97 dBA SPL POST-TEST dBA SPL WINDSCREEN SETTINGS: AWEIGHTED' SLOW FAST FRONTAL RANDOM AN PATA.059 START AN/SI OTHER: Que 0410 9:05:41 9:15 54.5 59.9 57.8 55.9 55.1 54.2 32.9 52.2 51.4 Que 0410 9:19 9:29 53.6 57.6 56.4 54.4 54.4 54.4 54.1 54.2 57.9 1-15 45 BASELINE 1) & ABOUE PAD GRADE OF HOUSE SOURCE INFO AND TRAFFIC COUNTS: PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBEN OTHER: ROADWAY TYPE: SPEED #2 COUNT **SPEED** TRAFFIC COUNT DURATION: -MN SB/WB NB/EB SB/WB NB/EB NB/E8 \$8/W8 NB/EB SB/WB AUTOS: MED. TRUCKS: HVY TRUCKS: BUSES-MOTORCYCLES: SPEED ESTMATED BY: RADAR / DRIVING / OBSERVER OTHER SOURCES: DIST. AIRGRAFT. RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL DIST, CHILDREN PLAYING / DIST, TRAFFIC / DIST, LANDSCAPING ACTIVITIES / OTHER: DESCRIPTION LSKETCH: HOTO ----4-N 2-5 3-0 OTHER COMMENTS / SKETCH NDI-K 52 C AMPBELL ENCH 2P MAYHEW CANON RP 83 PATIO/ CONCRET & PAD 420M 10 FROM BLK WALL 6"

FI	ELD	NOISE	MEASUREMENT	DATA	

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USTIC MEAS	SURE	MENTS:	10.00							112.4	10
STRUMENT:		LY L	XT				TYPE (0	2	SERIAL #	400	5
ALIBRATION ETTINGS:	CHEC	X PRE-T	SLOW	HQ.0 FAST	BA SPL	POST-TE	ST [13,9]	COBA SPL	OTHER:	INDSCREEM	X
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062	11:521	12:021	61.8	685	65.5	63.7	62.5	61.4	51.4	58-0	56.
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SETTINGS	S: A/WE	SHITED	SCOW	FAST	FRONTAL	RANDO	OM AS	¥31)	OTHER:		-
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	NOISE SC ROADWAY COUNT DI UCKS ICKS VICLES DIST. CHIL NON / SKE COURCES DIST. CHIL SOUWENTS	DIST. AIRC	APPIC A	OTHER	RAIL IN PEED S S8/WB	ADAR / DAY DISTRIAL	AMBIEN #2 C NB / EB ING J GBBER ONG DOGS PING ACTI	VITIES /	INB/EB		6.
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ROJECT: VIFICATIO	J-15 NEST 12 3/17/	EL PS	e wang	cuero.	10, 1019	OBSER	PROJ. #	- 4/17 - 57 K 3/17/1	./4	- 2 gm
LOGICAL C	MPH- CLEAR	HUNIDITY		NR.H. N NE	E SE FOG	WIND: S SW (RAIN	CALM LA W NW	SHT MODER	RATE VARI	ABLE GUSTY
C MEASUR MENT: ATOR ATION CHE GS: A-W	EMENTS:	X 1 AL 100 EST SLOW	114.0 FAST	dBA SPL FRONTAL	POST-TE: RANGO	TYPE ()	dDA SPL	SERIAL #: SERIAL #: WI OTHER:		5 2.4/6 X
START	END	Lug	Leas	L,	Lop	Las	Lat	Las	Lm	Lass
519 10-	3.29	54.4	63.7	12.6	57.4	53.7	51.2	47.1	-181	47.6
3:32	3:420	54.9	64.6	62.9	60.6	57.3	5/3	4/9.1	48.5	47.4
						-				
	ROJECT: TIFICATION 2 201-14 ATE / TIME: LOGICAL C PIED - 2 SURINY C MEASUR MENT: ATOR	ROJECT: 1-15 TIFICATION: 51 12 2.201-14-54 ATE / TIME: 2/12/ LOGICAL CONDITIONS FIED: - 2 MPH SURNY CLEAR C MEASUREMENTS: MENT: 2.17 ATOR 3.17 ATOR 3.17 A	ROJECT: <u>1.15 EL/S</u> TIFICATION: <u>51 12.02</u> ECOLON: <u>51 12.02</u> ECOLON: <u>51 12.02</u> ECOLON: <u>51 12.02</u> ECOLON: <u>51 12.02</u> ATE / TIME: <u>51 12.02</u> ATE / TIME: <u>51 12.02</u> ATE / TIME: <u>51 12.02</u> IOGICAL CONDITIONS: (M. 12 MPH SURINY CLEAR OVROST C MEASUREMENTS: MENT: <u>L.V. L.X.1</u> ATOR <u>C.V. L.X.1</u> ATOR <u>L.V. L.X.1</u> GS: AWEIGHTED SLOW START END L. <u>START END L.</u> <u>START END L.</u> <u>START END L.</u> <u>START STAR 54.9</u>	ROJECT: 1.15 ELPSE ITFICATION: ST 12.02 STATE / THE	ROJECT: 1.15 ELPSE ITFICATION: ST 12.02 STATE / 112.02 STATE / 112.02 ATE / TIME: 3/12 / 11 - 3/14 / PT IOGICAL CONDITIONS: (1 TF HUMDITY: 36 SURM DIR N NE SURMY CLEAR OVROST PRTLY CLOUDY C MEASUREMENTS: MENT: LV LX1 ATION CHECK PRE-TEST 114.00 ATION CHECK PRE-TEST 114.00 GS: A-WEIGHTED SLOW FAST PRONTAL START END L. START END L.	ROJECT: $\underline{1 \cdot 15} \underbrace{12} \underbrace{95} 95$	ROJECT: $\underline{1.15} \underbrace{1.15}_{1.2} \underbrace{1.5}_{1.2}	ROJECT: 1.15 61 66 7 PROJ. 4 VITFICATION: 21.12.02 OBSERVERS): E.() ATE / TIME: 21.12.721 - 31.17 /P END DATE / TIME: ATE / TIME: 21.12.721 - 31.17 /P END DATE / TIME: END DATE / TIME: LOSICAL CONDITIONS: 01.12.721 - 31.17 /P END DATE / TIME: END DATE / TIME: LOSICAL CONDITIONS: 01.12.721 - 31.17 /P END DATE / TIME: END DATE / TIME: LOSICAL CONDITIONS: 01.12.721 - 31.17 /P END DATE / TIME: END DATE / TIME: LOSICAL CONDITIONS: 01.12.71 - 31.17 /P END DATE / TIME: END DATE / TIME: CMEASUREMENTS: MPH DIR N NE E SE S SW W WW CMEASUREMENTS: 11.17.0 08A SPL POST.TEST //4 0 dbA SPL ATOR 10.74.0 200 ATON FAST PRONTAL PANDON AND GS: AWEIGHTED SLOW FAST PRONTAL POST.TEST 1/4 0 dbA SPL START END La La La La La La La START END La La	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	ROJECT: 1-15 EURGE PROJ. # $\frac{1/17}{17}$ INFIGATION: S1 12, 02 OBSERVERSI: SZK CONSERVERSI: SZK DR N NE E SE SERVERSI: OTHER: CONDITIONS: OTHER: CONDITIONS: CONCOLSPANE OVROST PRELY CLOUDY FOG RAIN WIND: CALM UNDERTE VARU SERVALE OTHER: CONCOLSPANE OVROST PRELY CLOUDY FOG RAIN OTHER: CONCOLSPANE OVROST PRELY CLOUDY FOG RAIN WIND: CALM UND: CALM UN

RAFFIC COUNT D	SURATION:	MIN	5P1	EED	#2.0	DUNT	SPE	ED
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N	103.18	11	648	Nr.	
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PROJECT: X-15 Eljse THE IDENTIFICATION: ST 12.03 DORESS: 10419 WWPCCOMA TART DATE / TIME: 4117/20 ETENOLOGICAL CONDITIONS: TEMP. TEMP. 10 YF HUMDITY: SKY: SUMMY SKY: SUMMY COUSTIC MEASUREMENTS: INSTRUMENT: LII CALIBRATOR LII LII LIIT CALIBRATOR LII CALIBRATOR LIII LIII SIGN REC # START STINGS: AWWROHTED SLOW FAST PRONTAL BURNON REC # START SUP LO: 144 GOID CO.0 SUP JO: 41 SUP JO: 41 SUP JO: 41 GI LIII GOID CO.0 GOID CO.0 GOID CO.0 <t< th=""><th>085ER END DA WIND: 5 SW RAIN TYPE: () T 114/0 TYPE: () T T T T T T T T T T T T T T T T T T T</th><th>PROJ. # VER(5): TE / TIME CALM (/ W NW) 2 cBA SPL 2 cBA SPL 2 CALM (/ W NW) 2 cBA SPL 2 cBA SPL 2 cBA SPL</th><th>5094 508 9/17 647 MODER 0THER: SERIAL # SERIAL # WI OTHER: Um 57.6 57.9</th><th>17.19 72.0 RATE VARIU STEADY 0000 24(1) NDSCREEN Lm 55.0 55.0</th><th>BLE GUSTY 54. 54.9</th></t<>	085ER END DA WIND: 5 SW RAIN TYPE: () T 114/0 TYPE: () T T T T T T T T T T T T T T T T T T T	PROJ. # VER(5): TE / TIME CALM (/ W NW) 2 cBA SPL 2 cBA SPL 2 CALM (/ W NW) 2 cBA SPL 2 cBA SPL 2 cBA SPL	5094 508 9/17 647 MODER 0THER: SERIAL # SERIAL # WI OTHER: Um 57.6 57.9	17.19 72.0 RATE VARIU STEADY 0000 24(1) NDSCREEN Lm 55.0 55.0	BLE GUSTY 54. 54.9
TE IDENTIFICATION: $ST 12.03$ DORESS: 10.419 $WV7CCOMACCIC,$ TART DATE / TIME: 411270 ETEROLOGICAL CONDITIONS: TEMP: 00 'F HUMDITY: 17 SRH. WINDSPEED: 2 MPH DIR: N NE E SE SKY: SUMMY CLEAR OVROST PRTLY CLOUDY FOB SKY: SUMMY CLEAR OVROST PRTLY CLOUDY FOB COUSTIC MEASUREMENTS: INSTRUMENT: $UI UIT$ CALIBRATION CHECK: PRE-TEST 1141.0 dBA SPL POST-TES SETTINGS: AWWENTHED SLOW FAST FRONTAL RANDON REC # START END L. L. L. G6V 10:3410:441 60.1 65.0 63.1 61.8 .807 10:147 10:57 60.0 04.4 63.6 61.4 .807 10:147 10:57 60.0 04.4 63.6 61.4	OBSER END DA WIND: S SW RAIN TYPE: () T 114(0) M (A) La (0.8) (0.5)	2 CALM (/ W NW 2 CALM (/ N W NW 2 CALM (/ N M NW 2 CALM (/ N M NW 2 CALM (/ N M NW 2 CALM (/ N M NW 2 CALM (/ N M NW 2 CALM (/ N M NW 2 CALM (/ N M NW 2 CALM (/ N M NW 2 CALM (/ N M NW 2 CALM (/ N M NW 2 CALM (/ N M NW 2 CALM (/ N M NW 2 CALM (/ CALM (/ N M NW 2 CALM (/ CALM (/ N M NW 2 CALM (/ CALM (/	528 9/17 647 MODER 0THER: SERIAL # SERIAL # WI OTHER: Um 57.6 57.9	2.0 RATE VARU STEADY 24(1) 24(1) NDSCREEN 55.6 55.6 56.3	BLE GUSTY 5 5 5 7,9
DORESS: 10-4-19 WINCCOOL CIC, TART DATE / TIME: 4/177/20- ETEROLOGICAL CONDITIONS: TEMP. 40 "F HUMDITY: 17 SR.H. WINDSPEED: 2 MPH DIFC N NE E SE SKY: SUMMY CLEAR OVROST PRTLY CLOUDY FOB COUSTIC MEASUREMENTS: INSTRUMENT: UI ULT CALIBRATOR UI CLT CALIBRATOR UI CLT TARY UI CLT TAR	END DA WIND: 5 SW RAIN TYPE: () 114(0 M () 48 (0.8 (0.5	CALM U W NW 2 CBA SPL 2 CBA SPL 2 CBA SPL 2 CBA SPL 2 CBA SPL 2 CBA SPL 2 CBA SPL 2 CBA SPL	9/17 GUT MODER OTHER: SERIAL # SERIAL # WI OTHER: Um 57.6 57.8	20 RATE VARU STEADY 4/000 24(1)	BLE GUSTY 5 5 5 7 5 7 9
ETEROLOGICAL CONDITIONS: TEMP. IO "F HUMIDITY: 17 %R.H. WINDSPEED: 2 MPH DIP: N NE E E SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY F09 COUSTIC MEASUREMENTS: III LI LXT CALIBRATOR LI LXT CALIBRATION CHECK: PRE-TEIST III4.0 CBA SPL POST-TEST SETTINGS: AWRIGHTED SLOW FAST PRONTAL RANDON REC # START END Lu Lu Lu Lu GGV 10:34 10:44 GO.I C5.0 G3.1 G1.8 .807 10:147 10:57 G0.0 G4.4 G3.6 G1.4 OMMENTS:	WIND: S SW RAIN TYPE: 0 TYPE: 0 TY	CALN U W NW 2 CBA SPL 50 Lo <u>50</u> <u>190</u> <u>190</u>	OTHER: SERIAL # SERIAL # WI OTHER: Loo <u>57.9</u>	Lw 55.6	BLE GUSTY 54. 54.9
TEMP UO TF HUMDITY <u>17</u> SRH. WINDSPEED 2 MPH DIFE N NE E GE SXY: SUMMY CLEAR OVERST PRTLY CLOUDY FOB COUSTIC MEASUREMENTS: INSTRUMENT: <u>11 UXT</u> CALIBRATOR <u>UD 240 200</u> CALIBRATOR <u>UD 240 200</u> CALIBRATOR CHECK PRE-TEST <u>114,0</u> dBA SPL POST-TES SETTINGS: A-WINDHTED SLOW FAST FRONTAL BANDON REC # START END L. L. L. L. <u>GGV 10134 10144</u> <u>GOIL C5.0</u> <u>G3.1</u> <u>G1.8</u> <u>SU7 10147 10.57</u> <u>G0.0</u> <u>G4.4</u> <u>G3.6</u> <u>G1.4</u> <u>SU7 10147 10.57</u> <u>G0.0</u> <u>G4.4</u> <u>G3.6</u> <u>G1.4</u>	WIND: S SW RAIN TYPE: 0 T 1140 M CN LH CO.8 CO.8 CO.5	22 28A SPL 50 50 50 50 50 50 50 50 50 50	OTHER: SERIAL # SERIAL # WI OTHER: L_0 <u>\$7,0</u> <u>\$7,0</u>	Lm <u>55.6</u> <u>55.6</u>	GUSTY GUSTY 54. 54.9
COUSTIC MEASUREMENTS: INSTRUMENT: LIT LIT CALIBRATOR: LD 2 AL 200 CALIBRATOR CHECK PRE-TEST SETTINGS: A-WORDHTED SLOW FAST PRONTAL POST-TES SETTINGS: A-WORDHTED SLOW FAST PRONTAL PANDOR REC # START END L. L. L. L. <u>GGV 10:34 10:44</u> GO.1 C5.0 G3.1 G1.8 <u>367 10:47 10:57 G0.0 G4.4 63.6 61.4</u> <u>867 10:47 10:57 G0.0 G4.4 63.6 61.4</u>	TYPE 0 T 1140 Lu 60.8	2 cBA SPL 50 <u>50</u> <u>50</u> <u>50</u> <u>19</u> <u>19</u> <u>19</u> <u>19</u>	SERIAL # SERIAL # WI OTHER: <u>L_0</u> <u>57.0</u> <u>57.9</u>	4000 24(1) NDSCREEN 55.6 56.3	5 54. 54.9
CALIBRATOR LD 2010 114.0 CBA SPL POST-TES CALIBRATION CHECK: PRE-TEST 114.0 CBA SPL POST-TES SETTINGS: A-WARGHTED SLOW FAST PRONTAL RANDO REC # START END La Las La La La <u>964 10:34 10:44 60.1 65.0 63.1 61.8</u> .867 10:47 10:57 60.0 64.4 63.6 61.4	411410 La 60.8 60.5	68A SPL 50 59 59 59 6 9 6 9 6 9 6 9 6 9 6 9 6 9 6	57.6 57.8	55.6 56.3	× 54.
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METEROLOGICAL TEMP: WINDSPEED: SKY: SUNNY	*F NPH CLEAR	HUMIDITY	DIR: PRTLY C	N NE	E SE FOG	WIND: S SW RAIN	CALM LI W NW	OTHER:	RATE VARIA STEADY	BLE GUSTY
ACOUSTIC MEASU INSTRUMENT: CALIBRATOR: CALIBRATION CH SETTINGS: A-V REC # START		L. TOP	2. / 119,0 FAST Loan		POST-TES RANDO	TYPE: 1 TYPE: 1 TYP	dBA SPL	SERIAL R SERIAL R W OTHER:	<u>6897</u> 247 NDSCREEN	Lain
COMMENTS	TRAFFIC O	OUNTS:							_	
ROADWI TRAFFIC COUNT I AUTOS: MED. TRUCKS:	DURATION: NB/EB		NB / ED	96ED 58/W8		#2 (NB / EB	S8/W8	NB/EB	58/W8	
MOTORCYCLES: OTHER SOURCES DIST. CH	E DIST. AIR	CRAFT / R	SPEED ES USTLING ST. TRAFF	TIMATED BY LEAVES / IC / DIST.	RADAR / DRV DIST. BARK LANDSCAR	ING / CESE	RVER S / BIRDS NVITIES /	/ DIST. IND OTHER:	USTRIAL	
HVY TRUCKS: BUSES: MOTORCYCLES: OTHER SOURCES DIST. CH DESCRIPTION / SK TERRAIN: HARD PHOTOS: OTHER COMMEN	ETCH: SOFT MIX TS/SKETCH	CRAFT / R AVING / DR ED FLAT	OTHER:	TMATED IN LEAVES / IC / DIST.	RADAR / DRM DIST. BARK LANDSCAS	NG COSE	RVER S / BIRDS INVITIES /	/ DIST. IND OTHER:	USTRIAL	1
HVY TRUCKS: BUSES: MOTORCYCLES: OTHER SOURCES DIST. CH DESCRIPTION / SK TERMAIN: HARD PHOTOS OTHER COMMEN	ETCH: SOFT MIX	CRAFT / R AVING / DR ED FLAT	SPEED ES USTLING ST. TRAFF	TMATEO IN LEAVES / IC / DIST.	RADAR / DRW DIST. BARK LANDSCAS	NG / CESE	RVER S / BIRDS INVITIES /	/ DIST. IND OTHER:	USTRIAL	

			FI	ELD NO	ISE ME.	ASURE	MENT D	ATA			
P	ROJECT:	1-15	Ell	SE				PROJ.	004	17.19	
TE IDEN	TIFICATIO	NST/2.0	5				OBSER	VER(8):	TC	X	
ODRESS START DA	TETTINE	4/	120	<u>a ac</u>	10100	x 64 .	END DA	ATE / TIME:	9/15/	20	
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SKY:	SUNNY	CLEAR	OVACST	PHILYC	LOUDY	FOG	RAIN		OTHER	-	_
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ADRESS	IPICATIO	N: STI	2.06	much	_		OBSER	VER(S):	24		
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COUSTIC INSTRUM CALIBRA CALIBRA	MEASUR	EVENTS: LD 87 LD C	AL LO	20 114-0	dBA SPL	POST-TE:	TYPE: ()	2 dBA SPL	SERIAL # SERIAL # W		45
SETTING	IS: A-WI	EGHIED	abow	FAST	FRONTAL	Region	- e	92	OTHER		
NEC#	START LOC P	END 1:1/ m	545	GAS	576	56.3	554	547	52.3	51.0	50.2
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OURCE IN PRIMARY TRAFFIC AUTOS: MED. TRI, MED. TRI,	NOISE SO ROADWA COUNT D	TRAFFIC CO DURCE: TF Y TYPE: URATION: NB / EB	SB/WB	NB / ED	RAIL IN PEED SB/WB	DUSTRIAL	AMBIEN #2 C NB / EB		ER:	EED S8/W8	
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		9/15/1	0 11:	26 /	3/1	Rd.	END DA	TE / TIME:	9/15/2	0 11:44	inn.
ETEROLOG TEMP: 0 WINDSPEE SKY: 84	AL CI	PF MPH CLEAR	HUMDITY		NR.H. N NE	E SE FOG	WIND: S SW RAIN	GAI U W NW	GHT MODER	STEADY	GUSTY
CALIBRATIC CALIBRATIC CALIBRATIC CALIBRATIC SETTINGS	NT: OR: ON CHE A-WE	CO 83 CO 83 CO 83 CK: PRE-TI OK: PRE-TI	AL 7.60 EST SLOW	114.0 FAST	dBA SPL PRONTAL	POST-TE	TYPE	2 dBA SPL	SERIAL # SERIAL # WI OTHER:	3786 664 NDSCREEN	5-
REC# S	START	END	19.0	L	4	L.	Lai SA O	L00	5/2	Lee St. 1	52.3
145 1	:34A	11:44A	59.3	64.3	62.4	61.0	60.1	59.1	57.0	55.1	54.6
	_		_	_	_	_	_	_		_	_
OMMENTS	_		_	_			_	_	_	_	_

	NB/EB	88/W8	NB/EB	\$8/W8	NB/EB	\$8/W8	NB/EB	\$8 / W8
AUTOS:								
MED. TRUCKS:				-		_		
HVY TRUCKS:								
BUSES:								
MOTORCTCLES:				ANTER BY BADAR	DRUNG / CREER	NER		
OTHER SOLIPOSS	DIST AIRC	PART / PI	STUNGL	EAVES / DIST.	LARKING DOGS	/ BIRDS	DIST. INDU	STRIAL
DIST. CHI	DREN PLA	YING / DIS	T. TRAFFIC	C / DIST. LAND	SCAPING ACTI	VITIES / O	OTHER:	

	physical bar	r	012	fence	_	-DP:Ila	~	-	
en's	A	-	Pithr	a'	Inc	lote	~	-	
1		1	-	Find	e Price	/			
1		1/210	nter		728'	16	rousel		-

PROJECT	T:	5 EI	PSE		_	-	PROJ.	004	7.19	
TE IDENTIFICATI	ON: (2.	08	_	_	_	OBSER	VER(S):	500	_	
TART DATE / TIM	E 9/15	120	17.26		_	END DA	TE / TIME:	4/15/	10	-
ETEROLOGICAL TEMP: 43 WINDSPEED: 5- SKY: SUNNY	ONDITIONS	HUMDITY	DIR: PRTLY CL	%R.H. N NE OUDY	E SE FOG	WIND. S SW RAIN	GALM U W NW	OHT MODE	RATE VARI	GUSTY
COUSTIC MEASU INSTRUMENT: CALIBRATOR: CALIBRATION CH SETTINGS: AV REC # START	REMENTS: LUCAL A	XT SCOW	HI4 10 FAST	dBA SPL PRONTAL	POST-TE RAND	_TYPE [] ST 3.4 ST 3.4 ST 3.4 La La	dBA SPL	SERIAL# SERIAL# W OTHER: L ₁₀		2816
152 Nº 19	11:44	G1.8	66.3	25.5	63.5	625	41,9	59,4	576	56:
DWMENTS:	_	_	_	_	_	_	_	=	_	_
AUTOS: WED. TRUCKS: WY TRUCKS:	AY TYPE DURATION: NB / EB	587W8	NB/EB	EED S8/W8	DUSTRIAL	#2 (NB / EB	AT OTH	SI NB / ED	PEED SB / WB	
WTOS: WTOS: WTOS: WTOS: WTRUCKS: SUSES: WOTORCYCLES: DIST. C	NB / EB	SB / WB	SPEED EST USTLING L	EED SB/WB MUTED BY EAVES / I C / DIST.	RADAR / DA	AMBIEN #2 (NB / EB	AT OTH	INB / EB	PEED SB / WB	
INAPPIC COUNT WITOS: WED. TRUCKS: WY TRUCKS: SUSES: MOTORCYCLES: DIST. CP DIST. CP ESCRIPTION / SK TERRAN: HARD HOTOS: STHER COMMENT		BD FLAT	SPEED EST USTLING L	MATED BY EAVES / DIST.	RADAR / DRI DIST. BAR LANDSCA	AMBIEN #2 (NB / EB NB / EB NB / EB	AVER S / DIRDS	I DIST. IND OTHER:	PEED SB / WB	
INCAUTIC COUNT AUTOS: VED. TRUCKS: HVY TRUCKS: BUSES: WOTORCYCLES: DIST. CI DIST. CI	SETCH: SOFT MIX	BD FLAT	SPEED EST USTLING L	EED SB/WB EAVES / I C / DIST.	RADAR / DAI	AMBIEN #2 (NB / EB NING / CERE KING DOG APING ACT	AVER S / BIRDS		PEED SB / WB	
IRAFFIC COUNT WED. TRUCKS: WED. TRUCKS: SUSES WOTORCYCLES: DIMER SOURCE: DIST. CI ESCRUPTION / SK TERMAN: HARD HOTOS: DIMER COMMEN	ANY TYPE DURATION: NB / EB S: DIST AR HILDREN PC		OTHER:	KAIL IN EED SB/WB MUTED BY EAVES / DIST.		AMBIEN #2 (NB / EB NB / EB NB / EB NB / EB			PEED SB / WB	
TRAFFIC COUNT WTOS: VED. TRUCKS: NOTORCYCLES: DIST. CI DIST. CI DIST. CI DIST. CI DIST. CI DIST. CI			SPEED EST USTLING L STLING L ST. TRAFFI	EED SB/WB EAVES / I C / DIST.					PEED SB / WB	

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TART DA	TE / TIME	9/15/3	0 10	SIL AM		_	- END DA	TET TIME:	4/107	20 10.4	U.A.M
TEMP: WINDSP SKY:	SEED O-1	MPH	HUMDITY	DIR: PRTLYC	NRH. N NE LOUDY	E SE FOG	WIND: S SW (RAIN	W NW	OTHER:	RATE VARI STEADY	ABLE GUSTY
COUSTR INSTRUC	MEASURE	LD 8	31	>			TYPE	2	SERIAL #: SERIAL #:	370	6
CALIBRA	ATION CHE	CX PRE-TE	SLOW	FAST	FRONTAL	POST-TE	<u>šт 4-0</u> 0м . 44	dBA SPL	OTHER:	INDSCREEN	4
REC #	START	END	Lee	Lees	L,	Lio	La	Loo	L ₁₀	Lee	Luis
042	10:17A	10:23A	66.0	71.5	70.4	67.9	66.6	65.5	63.7	61.9	60.8
043	10:394	10:40A	66.3	71.8	70.3	67.9	66.9	65.9	63.6	62.1	61.0
	TS:	_	_	_	_	_	Ξ	_	_	_	
OURCE PRIMAR TRAFFIC	NFO AND T Y NOISE SO ROADWAY	TRAFFIC CO DURCE: TR Y TYPE: URATION:	ALBATS: AFPIC A	RCRAFT	RAIL IN Trank You PEED	IDUSTRIAL	AMBIEN #2 C			EED SR / WR	-
OURCE I PRIMAR' TRAFFIC AUTOS: MED. TR HVY TRI, BUSES MOTORS OTHER S	NFO AND T Y NOISE SO ROADWAY COUNT DI UCKS: JCKS: JCKS: CYCLES: SOURCES: DIST. CHIL	DIST. AIRC	SUNTS: AFPIC A SB/WB SB/WB	IRCRAFT N SI NB / EB SPEED ES USTLING I ST. TRAFF	RAIL IN TRIME YOU PEED SB/WB	RADAR/DRI LANDSCA	AMBIEN #2 C NB / EB	AT OTH	ER: SP NB/EB	USTRIAL	
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OURCE I PRIMAR' TRAFFIC AUTOS: MED. TR HVY TRI, BUSES MOTORX OTHER S DESCRIP TERRAIN PHOTOS OTHER S	NFO AND T Y NOISE SC ROADWAY COUNT DO LUCKS JCKS CYCLES: SOURCES: DIST. CHI TION / SKE N HARD S. LUCKS	DIST. AIRC	ALINITS: AFFIC A SB/WB SB/WB SB/WB SB/WB SB/WB SB/WB SB/WB SB/WB SB/WB	ADD	RAIL IN TRIMICION SB/WB				ER: SP ND / ED / DIST. IND OTHER:	USTRIAL	
OURCE I PRIMAR' TRAFFIC AUTOS: MED. TR HVY TRI, BUSES MOTORX OTHER S ESCRIP PHOTOS OTHER S	NFO AND T Y NOISE SC ROADWAY COUNT DO LUCKS JCKS CYCLES: DIST. CHI TION / SKE N HARD S DIST. CHI		ALINITS: AFFIC A SB/WB SB/WB SB/WB SB/WB SB/WB	ADD	RAIL IN TRIMICION SB/WB				ER: SP ND / ED / DIST. IND OTHER:	USTRIAL	
OURCE I PRIMAR' TRAFFIC AUTOS: MED. TR HVY TRI. BUSES MOTORX OTHER S ESCRIP TERRAIN PHOTOS OTHER S	NFO AND T Y NOISE SC ROADWAY COUNT DO LUCKS JCKS CYCLES: SOURCES: DIST. CHI TION / SKE N HARD S LONIENTS		ALINITS: AFFIC A SB/WB SB/WB SB/WB SB/WB SB/WB SB/WB	ADD	RAIL IN TRIMICION SB/WB				ER: SP ND / ED / DIST. IND OTHER:	USTRIAL	

TE IDENTIFIC ORESS 2-3 ART DATE / 1	ATION: 57 52.55 124 TIME: 0/2	13.01								
TEROLOGIC	and the second second	1/20	ten 63	, Cartan	14 94	OBSER	VER(S): C // (TE / TIME:	- 4729	120	
EMP: SS WNDSPEED XY: SUN	AL CONDITIO	NS: HUMDITY OVRCST		NRH. N NE LOUDY	e se Fog	WIND: S SW RAIN	QUI U W NW	GHT MODE OTHER:	RATE VARI	GUST
OUSTIC MEANSTRUMENT ALIBRATOR ALIBRATION ALIBRATION ALIBRATION		C LX1 LTEST 26 SLOW	TINIO FAST	dBA SPL FRONTAL	POSTATE	TYPE OF	dBA SPL	SERIAL # SERIAL # W OTHER:		5 76 X
EC# ST.	ART END	L.,	Los	L,	L.0	La	Loo	Loo	L.0	Lea
196 9:1	3.Am 9:23	34m 65,0	72.2	71.1	68.6	65.9	63.6	54.5	56,5	55.8
M7. 922	7 Am 19:37	em 64.6	73.8	72.4	67.9	45.4	62.4	57.9	55.4	54,
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AMAENTO										
UTOS: ED. TRUCKS: USES: OTORCYCLI THER SOUR DIST	NB / E	NRCRAFT / R	SPEED EST USTLING I ST. TRAFF	SB / WB	LADAR / DIV	VING / OBSER	SB / WB	/ DIST, IND OTHER:	USTRIAL	
HOTOS:	ARD SOFT A	WIXED FLAT	OTHER:							
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p	ROJECT	1-	FII	L PSE	ISE ME/	ASUREN	IENT D	ATA PROJ. #	417	- 19	
SITE IDEN ADDRESS START D		NE ST	13.02 Lanac 1710	23100	Rocual	Cyn Rd	OBSER	VER(S):	J.H 9/29	12.0	
METERON TEMP: WINDSI SKY:	OGICAL O	ONDITIONS "F MPH CLEAR	HUMIDITY		%R.H. N NE	E st	WIND: S SW RAIN	CALM LIN W NW	OTHER:	RATE VARI STEADY	ABLE GUSTY
ACOUSTI INSTRU CALIER CALIER SETTIN	C MEASUR MENT: ATOR: ATION CHE GS: A-W	CD CA	L EST SKOW	114-0 FAST 1	dBA SPL FRONTAL	POST-TES	TYPE(1) ST 114.04	2 HobA SPL	SERIAL # SERIAL # W OTHER	3786	645
RECA	START	END	Les	Lines	L,	Lio	Las	Las	Lap	Lm	Lunia
082	10:244	10:34A	63.1	74.7	73.1	67.0	62.6	59.0	55.2	52.8	51.1
083	10:37A	10:474	62.5	77.6	73.8	65.5	61.7	58.1	54.8	52.8	52.2
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COMMEN	rs:	_	_	_	_	_	_		-	_	_
				_							

TRAFFIC COUNT D	URATION:	-MIN	SP	EED	#2 C4	OUNT	SPE	ED
	NB/ED	58/WB	NBIEB	88/WB	NB/EB	\$8/WB	NB/EB	\$8/W8
UTOS:								_
ED. TRUCKS			_					
VY TRUCKS:								
USES:								
OTORCYCLES:			-					
			SPEED EST	MATEO BY: RADAR	/ DRIVING / OBSER/	VER.		

COMMENTS/ SKET	1-1	5 Above	brade			1
	100	ore down				
	Temescal	Cyn	_		-	
		6	adh canofy	,	10	stall
	DD	(×)	N		640	\$5.5

l come up

ADDRESS START D	TE/TIME	** <u>51 /3</u> 51 440 q/24/	1200 Acres	Г сялул	n 42,0	esse, 1A	US3 END DA	VER(S): TE / TIME:	- JUE 9/29	120	
VETEROO TEMP: WINDSP SKY:	OGICAL C	ONDITIONS F MPH CLEAR	HUMIDITY OVRCST	PRTLY CI	NR.H. N NE (E)SE FOG	WIND: S SW RAIN	CALM LI	OTHER:	RATE VARU STEADY	GUSTY
COUSTI INSTRU CALIBR CALIBR SETTIN	C MEASUR MENT: ATOR: ATION CHE GS: A-W	EMENTS:	XT AL 240 EST SLOW	114(1) FAST	dBA SPL FRONTAL	POST-TE RANDO	TYPE () BT // 3-1 M AN	2 dBA SPL BI	SERIAL #: SERIAL #: WI OTHER:	4005 NDSCREEN	2416 X
REC #	START 3:28 3:4/	end 3:38 <u>3:51</u>	(4.) (6.)	715 71.2	ц (4.7 <u>70.1</u>	67.7 68.5	67.1 67.4	4.2 64.5	ца 642 <u>(4,8</u>	Lan (3.2 (3.7	<u>Q.5</u> (3,3
and Kinks						_					

TRAFFIC COUNT D	URATION:	-MIN	8P	EED	#2 O	OUNT	SPE	ED
10110000000000	NB/EB	58/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	\$8/W8
UTOS:								_
IED. TRUCKS:								
MY TRUCKS:								
USES:								
OTORCYCLES:		_	secon esn	MATER BY BARAR	Dening (Daste	010		
IUSES: NOTORCYCLES:	_	=	SPEED EST	MATED BY RADAR	DRIVING / OBSER	VER	=	=

COMMENTS	/SKETCH			
		15-1-	-0-	
	TUrescol	(southe		

ADDRESS	ACL2	Pather A/29	3.04 Gauss				OBSER	TE / TIME:	- J.H - 4/20	1/20	
TEMP: WINDSP SKY:	10 2 FEED: 5-6 SUNNY	ONDITIONS *F MPH CLEAR	HUMDITY OVRCST	13 DIR: PRTLY C	N NE	E) SE FOG	WIND: \$ \$W RAIN	CALM LK	OTHER:	RATE VARIA	GUSTY
CAUBR CAUBR CAUBR	C MEASUR MENT: ATOR: ATION CHE 3S: A-W	EMENTS:	31 AL 200 SLOW	FAST	JOBA SPL FRONTAL	POST-TES RØDO	TYPE C	dBA SPL	SERIAL # SERIAL # W OTHER:	378 NDSCREEN	6
REC #	START	END	Lee	Los	٤,	L.	La	Lu	40	Lee	Lain
090	3:232	3:382	61.8	71.9	70.5	69.2	68.5	67.6	06.0	64:2	633
	3:410	3:511	68.0	74.5	71.0	61.4	68.8	67.9	65.7	64.2	63.5
091											
091					_						

TRAFFIC COUNT D	URATION:		SP:	033	#2.00	CUNT	SPE	ED
	NB/EB	50 / WB	NB/EB	SB/WB	NB/EB	88/WB	NB/EB	\$8/WB
UTOS								
IED. TRUCKS:								
MY TRUCKS:								
USES:								
OTORCYCLES:								_
			SPEED EST	MATED BY: RADAR (DRIVING / OBSERS	NER .		

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	Ten	rescal	Cyn	nbm	e st	loshin	- Vek	well	-
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in Hame		Tè		-ix?	E	A	Ada	27	

SITE IDEN	TIFICATIO	NE GT 1	3.05				COSER	VER(S):	_Dek		_
ADDRESS START DV	ATE / TIME	3/18	121-	2:010	2E3	_	END DA	TE / TIME:	2/18/	21 - 2:	39
METEROU TEMP: WINDSF SKY:	70 PEED, 1-1 SUMAY	ONDITIONS	HUMIDIT	r.50 DIR PRTLYC	N NE	E SE FOG	WIND S SW RAIN	CALM LE W NW	SHT MODE OTHER:	ERATE VARI	AB
ACOUSTI INSTRU CALIBR CALIBR SETTIN	C MEASUR MENT: ATOR: ATION CHE GS: A-W	EVENTS:	1 1 100 EST. SLOW	119.0 FAST	dBA SPL FRONTAL	POSTATE	TYPE: 0	dBA SPL	SERIAL # SERIAL # V OTHER:		5
REC#	START	END 2:11	582	Laux 714	4 65.2	59.7	583	57.1	55.7 (2.7	54/2	-
171	1.12pm	2:34	57.1	66.9	67.4	<u>19.2</u>	2,76	56.4	54.0	522	41.000
COMMEN	T\$:	_	_	_	_	-	_				-
PRIMAR	INFO AND Y NOISE S ROADWA	TRAFFIC O	ATRC A	IRCRAFT	RAIL IN 7 1700	IDUSTRIAL	AMBIEN	T OTH	ER:	PEED	_
SOURCE PRIMAR TRAFFIC AUTOS: MED. TR HVY TRU BUSES: MOTORI OTHER	INFO AND Y NOISE S ROADWA COUNT D IUCKS: UCKS: CYCLES: SOURCES: DIST. CHI	DIST. AIR	CRAFT / P	IRCRAFT	RAIL IN PEED S8/W8 INATED IN: LEAVES /	RADAR / DRY LANDSCA	AMBIEN #2 0 NB / EB	AT OTH SB/WB SB/WB	ER:SI NB / EB	PEED \$ 88/WB	-
SOURCE PRIMAR TRAFFIC AUTOS: MED. TR HVY TRU BUSES: MOTORI OTHER I DESCRIP TERRAR PHOTOS OTHER I	INFO AND Y NOISE S ROADWA COUNT D UCKS: UCKS: UCKS: CYCLES: SOURCES: DIST. CHI TION / SKE N: HARD S COMMENT	TRAFFIC OURCE TR Y TYPE URATION: NB / EB DIST. AIR LOREN PLA	CRAFT / R	IRCRAFT	RAIL IN PEED S8/W8	RADAR / DRY DIST. BAR9 LANDSCA	AMBIEN #2 0 NB / EB		ER:SI	PEED \$ 88/WB	
SOURCE PRIMAR TRAFFIC AUTOS: MED. TR HVY TRU BUSES: MOTOR OTHER DESCRIP TERRAR PHOTOS OTHER	INFO AND Y NOISE SP ROADWA COUNT D IUCKS: UCKS: CYCLES: SOURCES: DIST. CHI TION / SKE N: HARD S COMMENT	TRAFFIC OURCE TI Y TYPE URATION: NB / EB DIST. AIRI LOREN PLA	CRAFT / PLAT	IRCRAFT	RAIL IN PEED S8/WB INATED IN: LEAVES / INC / DIST.	RADAR / DRY DIST. BARY LANDSCA		AT OTHI SB/WB WER S / BIROS WITES /		PEED 5 88/WB	

IDENTIFI	CATION	1.511	2.06	_	10.000		OBSER	VER(B)	JEK	-	-
ADDRESS	TIME	8/201	1/30	76	12882		END DA	TE / TIME:	1/3	0/20	7
TEMP: 10 S	CAL CO	PF MPH CLEAR	E HUMIDIT		N NE	E SE FOS	WIND: S SW RAIN	CALM-10	GHT MODE OTHER:	RATE VAR STEADY	QUSTY
COUSTIC ME INSTRUMEN CALIBRATO CALIBRATIC SETTIN35:	ASURI R N CHP	CAC PRE-1	LAT SLOW	FAST	dBA SPL FIRONTAL	POST-TI	TYPE	2 dBA SPL VB()	SERIAL #: SERIAL #: W OTHER:		05 ***
REC # 5	51	END 2:01 2:13	<u>C2.6</u> <u>C1.0</u>	<u></u>	71.5	15.7 (3.7	62.5	60.3 54.1	57.5 55.3	6.5 5./	54,0
COMMENTS	_	_	_	_	_	_	_	_	_	_	_
SOURCE INFO PRIMARY NO RO TRAFFIC CO AUTOS: MED. TRUCK	D AND T	IRAFFIC C SURCE: T Y TYPE: URATION: NB / EB	CUINTS: RAFIC A T (3 -M SB / WB	NB/EB	RAIL IN PEED 3 SB/WB	iDUSTRIA City of	L AMBIE NB/ER	VT OTH	ER:	PEED SB/WO	-
SOURCE INFO PRIMARY NO RO TRAFFIC CO AUTOS: MED. TRUCK BUSES: MOTORCYC OTHER SOU DB	D AND T DISE SC MADWAY SUNT DI SC LES IRCES ST. CHIL	DIST. AIF	CUNTS: RAFIC A 	IRCRAFT , 12.49 N S NB / EE SPEED ES RUSTLING IST. TRAFF	RAIL IN PEED S SB / WB SB / WB	RADAR / DR DIST. BAR LANDSC	AMBIE NB / ER	VT OTH SB/WB SB/WB RVIR S/BIRDS TVITIES /	ER:	PEED SB/W	
SOURCE INFO PRIMARY NO RO TRAFFIC CO AUTOS: MED. TRUCK BUSES: MOTORCYC OTHER SOU DESCRIPTION TERRAIN: M PHOTOS OTHER COM	O AND TO DISE SC ADWAT SUNT OF SUNT OF ST. CHI N/ SKE MARD	DIST. AIF	CUNTS: RAFIC A T (S SB/WB SB/WB SB/WB AYING / D	IRCRAFT , T2 49 N 5 NB / EB SPEED ES SPEED ES SPEED ES SPEED ES SPEED ES	RAIL IN PEED S SB/IWB	RADAR / DP DIST. BAP LANDSC	AMBIE NB / EB	VT OTH SB/WB SB/WB RVER S/BIRDS TVITIES /	ER:	PEED SB/W	
SOURCE INFO PRIMARY NO RO TRAFFIC CO AUTOS: MED. TRUCK BUSES: MOTORCYC OTHER SOU DESCRIPTION TERRAIN: I PHOTOS OTHER COM	O AND TO DISE SC ADWAT OUNT DO KS: S: LES: IRCES: ST. CHIL N/ SKE MARD	DIST. AIF	CUNTS: RAFIC A T (3 SB/WS SB/WS SB/WS AVING / D	IRCRAFT	RAIL M PEED S SB/IWB	ANDIR / DR	AMBIE	VT OTH		PEED SB/W	
SOURCE INFO PRIMARY NO RO TRAFFIC CO AUTOS: MED. TRUCK BUSES: MOTORCYC OTHER SOU DESCRIPTION TERRAIN M PHOTOS OTHER COM	AND TO DISE SC ADWAT SUNT OF SE LES FRCES ST. CHI MENTS	DIST. AIP	COUNTS: RAFIC A T (3 SB/WB SB/WB CRAFT / J AVING / D	IRCRAFT	RAIL IN PEED SIB / WB SIB / WB CIMATED BY LEAVES / FIC / DIST.	ANDAR / DR DIST. BAN LANDSC	AMBIE				-Junt Such

PROJEC	T: 1-15	ELI	SE	_			PROJ. #	40	19	
TE DENTIFICATI	ION: STI	3.07			_	OBSER	VER(S):	. S.H		
TART DATE / TIN	E 9/32	05 Tem 120	escal Cyn	Nd	_	END DA	TE / TIME:	9/30,	12.6	-
TEMP: 10 8 WINDSPEED: SKY: SUNNY	ONDITIONS	HUMDITY	DIR: PRTLYCL	MR.H. N NE OUDY	E SE FOG	WIND: S SW RAIN	CARAN LA W NW	GHT MODE	RATE VARIA	GUSTY
COUSTIC MEASU INSTRUMENT: CALIBRATOR CALIBRATION CI SETTINGS A/	HECK PRE-T	SI ALLOS EST SOW	FAST F	dBA SPL FRONTAL	POST-TE RANDO	TYPE.	2 dba spl	SERIAL R SERIAL R W OTHER:	378	5
REC # STAR	T END	Les	Less	L.	L ₁₀	La	La	L.00	Lee	Lais
098 1:51P	2:019	64.5	69.4	68.4	66.4	65.5	64.2	61.5	58.5	57.5
099 2:03	p 2:37	63.9	69.4	68.2	66.3	64.8	632	60.5	58.8	525
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INVEDITION / SHETCH: TERRAIN: HARD SOFT MIXED FLAT OTHER HOTOS: WOTORCYCLES: DIST. AIRCRAFT / RUSTLIP DIST. CHILDREN PLAYING / DIST. TR/ DIST. CHILDREN PLAYING / DIST. TR/ HOTOS: DTHER COMMENTS / SKETCH: TERRAIN: HARD SOFT MIXED FLAT OTHER HOTOS: DTHER COMMENTS / SKETCH	SPEED VEB SB / WB DESTMATED BY: RADAR / DR NG LEAVES / DIST. BAR AFFIC / DIST. LANDSC/										
TE IDEN	TIEICATIO	N: STI	4.02				OBSER	VER(S):	- J.H		
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ART DA	TE/TIME	3/20	1720	Kend			END DA	TE / TIME:	- 9/3	1/20	-
ETEROL TEMP: WINDSP SKY:	OGICAL C	ONDITIONS *F MPH CLEAR	HUMIDITY		N NE (E SE	WIND: S SW RAIN	CALM (OHT MODE	RATE VARI	GUSTY
COUSTIC INSTRUM CALIBRA CALIBRA SETTING	MEASUR	EMENTS: LD 8 LD C ICK: PRE-T	3 AL 2 03 EST \$29W	114+-0 FAST) dBA SPL FRONTAL	POST-TE	TYPE() St 114-01	2) oba spl (SI	SERIAL # SERIAL # W OTHER:	3786	6645
RECI	START	END	Lee	Low	L,	L	Lo	Loo	Lse	Lss	L _{min}
084	11:45A	11:55A	62.3	66.4	66.1	64.5	63.5	61.9	58.7	44.2	45.0
085	11:584	12:081	67.4	70.7	68.1	64.8	63.4	61.8	58.3	55.6	53.2
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ABIEN	NO: 44		01 0	14.12	14.47		_		_	_	
		22200	- e		- and the second			_			
RAFFIC UTOS: NED. TR	COUNT D	URATION NB/EB	SB/WB	RCRAFT 5 NB/EB	RAIL IN REED SB/WB	IDUSTRIAL	AMBIEN #2 C NB / EB		57 NB / 60	SB / WB	
IRAFFIC NUTOS: MED. TR NUTOS: MOTORC DTHER S	V NOISE S ROADWA COUNT D UCKS: JCKS CYCLES: DIST. CH <u>HVAC</u>	DIST. AIR	SB/WB	RCRAFT 5 NB / EB SPEED EST USTLING I ST. TRAFF	RAIL IN SB/WB SB/WB	MADAR / CRA DIST. BARA LANDSCA	AMBIEN NS / EB		IR:	PEED SB / WB	
IRAFFIC AUTOS: MED. TR HVY TRU BUSES MOTORC OTHER S	COUNT D UCKS: ICKS: ICKS: DIST. CH IVAC	DIST. AIR LOREN PU	CRAFT / R SB / WB	RCRAFT S NB / EB SPEED EST USTLING (ST. TRAFF	RAIL IN SB/WB	RADAR / DRI DIST. BARI LANDSCA	AMBIEN NB / EB	NUNT SB/WB	IR:	PEED SB / WB	
ESCRUPTION	COUNT D UCKS COUNT D UCKS CYCLES DIST. CH HVAC		CRAFT / R SB / WB	RCRAFT S NB / EB SPEED EST USTLING (ST. TRAFF	RAIL IN SB/WB	RADAR / DRI DIST. BARI LANDSCA	AMBIEN NB / EB		IR:	SB / WB	-
IRAFFIC AUTOS: MED. TR HVY TRU BUSES MOTORC DTHER S ESCRIPT FERRAN PHOTOS DTHER C	COUNT D UCKS COUNT D UCKS CYCLES DIST. CH HVAC		CRAFT / R SB / WB	RCRAFT SPEED EST USTLING I ST. TRAFF	RAIL IN SB/WB	RADAR / CRA DIST. BARA LANDSCA	AMBIEN NB / EB		IR:		tal Aures
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IRAFFIC AUTOS MED. TR HVY TRU BUSES MOTORC OTHER S DTHER S	COUNT D UCKS: ICKS	DIST. AIR LOREN PLATION SISKETCH	SB/WB SB/WB SB/WB SB/WB SB/WB CRAFT / R SYNG / DE QUICE	NB / EB		MOAR/CRA DIST. BARA	AMBIEN NE / EB				tai Rensa
	ICKS: COUNT D COUNT D COUNT D COUNT D COUNCES: DIST. CH HV AC	DIST. AIR LOREN PU	SB / WB	NB / EB	RAIL IN SB/WB	MADAR / CRA DIST. BARA LANDSCA	AMBIEN NB / EB				tal Runse
	COUNT D UCKS: JCKS: JCKS: DIST. CH HV AC	DIST. AIR LOREN PL	CRAFT / R ANNG / DE Quict	ACRAFT	RAIL IN	RADAR / CRA DIST. BARA LANDSCA	AMBIEN #2 C NB / EB		IR:		tar Rense
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	ICKS COUNT D UCKS ICKS CYCLES DIST. CH HVAC		CRAFT / R SB/WB SB/WB CRAFT / R Quict RD FLAT	NB / EB	RAIL IN		AMBIEN NB / EB				tai Rensa
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	ROJECT:	1-15	ELI	PSE	ISE ME/	SUREN	MENT D	PROJ. A	417	11	
SITE IDEN	TIFICATION	N: 5714	1.03				COSER	/ER(5):	-2-H		
ADDRESS START DA	TE/TIME	35720	720				END DA	TE / TIME:	9/8390	29/20	
TEMP: WINDSP SKY:	OGICAL CO	가다TIONS 약 MPH GLEAR	HUMDITY	UR DIR: PRTLY CL	SRH. N NE (E SE FOG	WIND: S SW RAIN	CALM LÉ W NW	OTHER:	RATE VARIA STEADY	BLE GUSTY
ACOUSTRUI INSTRUI CALIBR/ CALIBR/ SETTIN	C MEASURI MENT: ATOR: ATION CHE GS: A-WT	CK PRE-TI	ST SECTO	114.0 PAST	dBA SPL PRONTAL	POST-TEI RA/SDC	TYPE () ST [13.43	2 dBA SPL	SERIAL # SERIAL # WI OTHER:	3786 NDSCREEN	6645
REC #	START	END	L	Low	L.	L10	Las	Lao	L.00	Lee	Lass
088	2:230	2:331	53.7	\$6.6	55.8	54.9	543	\$3.6	52.4	51.8	51.4
089	2:35p	2:451	53.8	62.4	60.2	54.1	54.0	53.2	52.0	51.5	57.2
COMMEN	TS	_	_	_	_	_	_	_	_	_	_
AUTOS: MED. TR HVY TRU BUSES: MOTORI	UCKS JCKS JYCLES	\equiv		SPEED EST		ADAR / DRI			\equiv	\equiv	
OTHER	DIST. CHIL	DIST. AIRC	YING / DIS	USTURIQL IT. TRAFFI	C / DIST.	LANDSCA	ING DOGS	VITIES /	/ DIST. IND OTHER:	USTRIAL	
OTHER S	TION / SKE	DIST. AIRC DREN PLA	RAFT / RI YING / DIS	OTHER:	C / DIST.	LANDSCA	UNG DOGS	VITIES /	/ DIST. IND OTHER:	USTRIAL	
OTHER S	TION / SKE	DIST. AIRC DREN PLA	RAFT / RI	OTHER:	15	LANDSCA		VITIES /	/ DIST. IND OTHER:		
OTHER S	TION / SKE	DIST. AIRO LOREN PLA	RAFT / RI	OTHER:	-15 1 ³⁵ rou Hanna	haves	UNG DOGS	vittes /) DIST. IND OTHER:		

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VETERO TEMP: WINDSI SKY:	LOGICAL C 27 PEED, <u>7</u> - SUNNY	ONDITIONS "F MPB., QUEAR	HUMIDITY OVRCST	DIR: PRTLY CI	%R.H. N NE (OUDY	E SE FOG	WIND: S SW RAIN	CALM LE	OTHER:	STEADY	ABLE GUSTY
INSTRU CALIBR CALIBR SETTIN	C MEASUR IMENT: ATION CHE GS: A-WI	EMENTS: L.V CK: PRE-T CK: PRE-T	1 X1 . (40 20 EST SCOV	114 0 FAST	dBA SPL PRONTAL	POSTATES	TYPE:0) it 113.1 M 48	2 dia Spl S)	SERIAL # SERIAL # WI OTHER:	400 NDSCREEN	5
REC #	START	END	Las	Les	L,	La	La	Los	Lee	L.	Less
200	11.5344	1642	54.9	62.0	54.7	58.2	57.6	362	53.5	513	50,7
	1045	1655	57.5	6419	646	19.5	18.3	57.1	54/5	34.9	41.7
100											
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RAFFIC COUNT D	URATION:	-MIN	881	EED	#2 0	OUNT	SPE	ED
	NB/EB	\$8/WB	NB/EB	SB/WB	NB/EB	88/WB	NB/EB	88/WB
UTOS:								
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	and		\$ 6.52				
1	1.0	1440				_	

CONTRES LAULEN, 4(3) 4 4(4) 4 Lapit Cault END DATE/ TIME: 3/17/71 END DATE/ TIME: 1/17/71 END DATE/ TIME: 1/17/71 END DATE/ TIME: 3/17/71 ENTERDATION: 1/17/71 END DATE/ TIME: 1/17/71 END DATE/ TIME: 3/17/71 ETERDALOGICAL CONDITIONS: TYPE: 0/2 SERVAL # STEADY GUE SKY: SUMMY CLEAR CVIRCET PREFYCLOUDY FOG RAIN OTHER: 37/86 COURTOR MEASUREMENTS: LD CAL TOO TYPE: 0/2 SERVAL # 65 COURTOR MEASUREMENTS: LD CAL TOO TYPE: 0/2 SERVAL # 65 SETTINGS: AWEIGHTED SLOW FAST PROVINGL POSTYTEST III.11, 00 BASEL WINDOCREENT WINDOCREENT WINDOCREENT SETTINGS: AWEIGHTED SLOW FAST FRONTAL PANDON AMER UNICOCREENT WINDOCREENT WINDOCREENT SETTINGS: AWEIGHTED SLOW FAST FRONTAL FLUCT LD CAL TOO WINDOCREENT WINDOCREENT WINDOCREENT WINDOCREENT SETTINGS: AWEIGHTED SLOW FAST STONTAL LD CAL TOO WINDOCREENT STONTAL STONTAL WINDOCREENT SETTINGS: ATT FIND LA LD CAL TOO STONTAL STONTAL STONTAL STONTAL STONTAL	EIDENTIFICATIO	N: STIG	.05			_	OBSER	VER(\$):	-5.H.	_	
STEROLOGICAL CONDITIONS: IEMP 67 P HUMDITY 45 SIRH. WIND: CALM (LIGHT MODERATE VARIABLE MINDSPEED, 2 MPH DIRE N NE E SE (S SW W NW STELDY GU OTHER SOUSTIC MEASUREMENTS: SOUSTIC MEASUREMENTS: SOUSTIC MEASUREMENTS: SUBJECT 100 CAL 100 FRAFT FRONTAL SUBJECT STELLY (J GBA SPL D CAL 100 CHC PRE-TEST ILL.O GBA SPL POSTTEST ILL.S G GBA SPL OTHER: SERVAL # 37.86 SERVAL # 37.86 SERVAL # 10 CHC PRE-TEST ILL.O GBA SPL POSTTEST ILL.S GBA SPL OTHER: SERVAL # 10 CHC PRE-TEST ILL.O GBA SPL POSTTEST ILL.S GBA SPL OTHER: SERVAL # 10 CHC PRE-TEST ILL.O GBA SPL POSTTEST ILL.S G GBA SPL OTHER: SEC # START END Ls Las L: L: L: L: L: L: L: L: L: L: L: L: L:	ART DATE / TIME	= 3/15/1	-1 94	24 1	April Cen	et	END DA	TE / TIME:	37177	71	
Strill Description Official Point Other SOUSTIC MEASUREMENTS: ID CALL CALL TYPE 2 SERVAL \$37.86 SUBSTIC MEASUREMENTS: ID CAL TO Gal SERVAL \$37.86 SEC # STAT END La La Li La	TEROLOGICAL C EMP: 67 (NDSPEED: 0-	°F ≧MPH	HUMIDITY	-45 DIR:	NRH.	E SE	WIND:	CALM () W NW	GHT MODE	RATE VARIA	BLE
OUDSTRUMENTS: LD CALL CAL TYPE(f) 2 SERUL # 37.86 ALIBRATOR LD CAL TOOL OBA SPECAL # SERUL # 37.86 ALIBRATOR LD CAL TOOL TOOL OBA SPECAL # SERUL # 37.86 ALIBRATOR LD CAL TOOL TOOL SERUL #		CALCARS .	VYRUST	PROLING	20001	100	RAIN	_	OTHERE		
SALERANDON CHECK PRE-TEST ILL_J_G dia SPL OST-TEST IL_J_G dia SPL OTHER: SEC # START END Lux Li Lio Lin OTHER: OTHER: ILL_H_GOM OTHER: ILL_H_GOM OTHER: ILL_H_GOM OTHER: ILL_H_GOM OTHER: ILL_H_GOM ILL	STRUMENT: ALIBRATOR	LD 8	31 AL 20	0			TYPE ()	2	SERIAL #	3786	6645
BEC # START END Las Las <thlas< th=""> Las <thlas< th=""> <thlas< t<="" td=""><td>ALIBRATION CH ETTINGS: A-W</td><td>ECK PRE-TI</td><td>SLOW</td><td>FAST</td><td>FRONTAL</td><td>POST-TE RANDO</td><td>ST US.43</td><td>dBA SPL</td><td>OTHER:</td><td>INDSCREEN</td><td>8</td></thlas<></thlas<></thlas<>	ALIBRATION CH ETTINGS: A-W	ECK PRE-TI	SLOW	FAST	FRONTAL	POST-TE RANDO	ST US.43	dBA SPL	OTHER:	INDSCREEN	8
33 123R4 2:324 2:324 61.1 59.1 52.5 57.8 55.9 53.2 57 34 1:356h 1:416h 36.2 61.4 60.7 58.2 57.2 55.6 57.7 52.4 57 344 1:356h 1:416h 36.2 61.4 60.7 58.2 57.2 55.6 57.7 52.4 57 MARENTS:	EC# START	END	Les	Louis	L,	L10	Las	Lat	Lee	Lee	Loss
34 1:35@ 2:41@ \$6.2 61.4 CO.7 58.2 57.2 55.6 57.7 52.4 57.8 MMENTS:	33 223PA	2:33BN	57.8	62.4	61.1	59.1	58.5	57.8	\$5.8	53.2	52.3
AWVENTS	34 2:35 PM	2:41Am	56.2	63.4	60.7	58.2	\$7.2	55.6	53.7	52.1	52.1
AWVENTS:											
AWVENTS:						-					
AURCE INFO AND TRAFFIC COUNTE: BUMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER: ICADWAY TYPE: III SPEED RAFFIC COUNT DURATION MB / EB 38 / WB NB / EB 38 / WB NB / EB 3	VIVENTS:										_
AUGURA TILE PLAT OTHER AUGURA TILE PLATE AND STORE S' Block Wall ver SLM AUGURA TILE Planter Parent THERE	ROADW AFFIC COUNT (JTOS: ED. TRUCKS:	AY TYPE: DURATION: NB / EB	88/WB	NB/EB	RAIL IN PEED SB/WB	DUSTRIAL	AMBIEN #2 C NB / EB		ER:	SB / WB	
AURAN THE Planter Pares # 963	ROADW AFFIC COUNT (JTOS: ED. TRUCKS: JSES: DTORCYCLES: THER SOURCES DIST. CH	DURATION NB/EB	RAFT / R YING / DR	RCRAFT 15 NB / EB SPEED ES USTLING ST. TRAFF	RAIL IN PEED SB/WB SB/WB	NADAR / DRA DIST. BARP LANDSCA	AMBIEN #2 C NB / EB	VITIES /	ER:	GED SB / WB	
auren Tree Opinter Princes # 9457	ROADW/ WAFFIC COUNT (JTOS: ED. TRUCKS: JSES: OTORCYCLES: THER SOURCES DIST. CH SCRIPTION / SKE RRAIN: HARD IOTOS:	DURATION NB/EB	RAFT / R YING / DE	RCRAFT 15 NB / EB SPEED ES USTLING / ST. TRAFF	RAIL IN PEED SB/WB	MADAR / DRA DIST. BARA LANDSCA	AMBIEN #2 C NB / EB	VITIES /	ER:	GEO SB / WB	
AURE OPPArter Pares #967	INDADIWU WAFFIC COUNT (JTOS: ED. TRUCKS: JSES: OTORCYCLES: THER SOURCES DIST. CH SCRIPTION / SKE SCRIPTION / SKE SCRIPTION / SKE SCRIPTION / SKE	DURATION NB/EB DURATION NB/EB DURATION NB/EB DURATION NB/EB DURATION NB/EB	RAFT / R YING / DE	NB / EB	RAIL IN PEED SB/WB SB/WB TMATED BY: LEAVES / I IC / DIST.	NADAR / DRA DIST. BARA LANDSCA	AMBIEN NB / EB	VER / BIRDS	ER:	GED SB / WB	
40	NDADW/ WAFFIC COUNT (JTOS: ED. TRUCKS: JSES: OTORCYCLES: THER SOURCES DIST. CH SCRIPTION / SKE SCRIPTION / SKE IRRAIN: HARD (OTOS: U	DURATION NB/EB	RAFT / R YING / DE	RCRAFT 15 NB / EB SPEED ES UISTLING / ST. TRAFF	RAIL IN PEED SB/WB SB/WB LEAVES / DIST.	ADAM / DRA DIST. BARP LANIDSCA	AMBIEN #2 C NB / EB	VITIES /	ER:		M
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	NDADWJ AAFFIC COUNT (JTOS: ED. TRUCKS: JSES: OTORCYCLES: THER SOURCES DIST. CH SCRIPTION / SKI SCRIPTION / SKI SCRIPTION / SKI SCRIPTION / SKI	DURATION NB/EB DURATION NB/EB DIST. AIRO ILDREN PLA ETCH: SOFT MOD	RAFT / R YING / DE	RCRAFT 15 NB / EB SPEED ES UISTLING / ST. TRAFF	RAIL IN	RADAR / DRA DIST. BARP LANDSCA	AMBIEN NB / EB	VITIES /	ER:	GED SB / WB	M.

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KY:	SUNNY	CLEAR	OVRCST	PRTLY	LOUDY	FOG	RAIN	n (ejo	OTHER:	STEADT	GOST
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STRUN	MENT:	404	XI	0			TYPE)2	SERIAL #	400	3
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SITE IDEN	TIFICATIO	N: 3779	.07	7.5	_		OBSER	VER(S)	-368	2	
START D	ATE / TIME	9/21	1/20	41	_	_	END D	TE / TIME:	4/2	9/26	
TEMP: WINDSP SKY:	LOGICAL C	PF MPH QLEAR	S: HUMIDIT OVROST		N NE	E SE	WIND: S SW RAIN	CALN (OTHER:	RATE VARIJ STEADY	GUSTY
ACOUST	C MEASUR	EMENTS:	10 1.87							1.00	~
CALIBR	ATOR:	- Le	CAL 10	Quelo		BOLT TE	TYPE (1)	2	SERIAL #	4 00	3/4
SETTIN	GS: AW	ECHTED	slow	FAST	FRONTAL	RAND	M A	TELA SPL	OTHER	MOSCHEEN	
REC	START	END	Leo	Low	L,	Lo	Los	Lu	Lee	Lee	Less
,904	2.23	2:32	60.1	64.3	63.2	61.5	60,8	40.0	57.9	56.4	56.7
105	2:35	2:5	60.1	67.5	66.0	0.9	61.5	60.3	58.5	57.6	36.3
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TRAFFIC AUTOS MED. TR	Y NOISE S ROADWY COUNT D	VY TYPE: VI TYPE: URATION: NB / EB	-MI 587WB	N S NB/E	RAIL P	NDUSTRIAL	#2 C NB / EB	OUNT SB/WB	ER:	SE / WB	
TRAFFIC AUTOS MED. TR HVY TRU BUSES: MOTORIO OTHER S	V NOISE S ROADWY COUNT D COUNT D UCKS: UCKS: UCKS: DUCKS:	DIST. AIR	CRAFT / R	SPEED ES	RAIL P PEED 3 S8 / W8 3 S8 / W8 4 C C C C C C C C C C C C C C C C C C C	AADAR/DRA DIST. BAR	AMBIEN 92 C NB / EB 000 / C0560 0NG DOGS PING ACT	AT OTH	ER:	VEED SB / WB	
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TRAFFIC AUTOS MED. TR HVY TRU BUSES MOTORIO OTHER S OTHER S	V NOISE S ROADWY COUNT D COUNT D UCKS: UCKS: UCKS: DIST. CH TICN / SKE N HARD COMMENT	DIST. AIR	CRAFT / R AVING / DI	SPEED ES	RAIL P	ANDAR / DRA DIST. BARD LANDSCA	AMBIEN #2 C NB / EB MB / CBSD AMB / CB	NER SURDS VITIES /	ER:	EED SO / WO	
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TRAFFIC AUTOS MED TR HVY TRU BUSES: MOTORIO OTHER S OTHER S OTHER S		DIST. AIR	RAPTC A	OTHER:	RAIL P PEED 3 SB/WB SB/WB IMATED DY LEAVES / FIG / DIST	ANDAR/DRA DIST. BARD LANDSCA LANDSCA	AMBIEN 92 C NB / EB 0NG / COSED ONG DOGS PING ACT	WER VITES /	ER:		200
		DIST. AIR	RAPING A	OTHER:	RAIL P PEED 3 SB/WB SB/WB IMATED DY LEAVES / FIG / DIST.	ANDAR/DRA DIST. BARD LANDSCA	AMBIEN 92 C NB / EB 0NG DOGS PING ACT	WER S / BIRDS /	I DIST. IND OTHER:		200

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P	ROJECT:	1-15	EL	PS E	ISE ME	ASURE	VENT D	PROJ. #	417	. 19	
TE IDEN	TIFICATIO	NE STIC	8.08		_	_	OBSER	/ER(S):	J.H.	_	-
TART DA	TE/TIME	9/20	120	76 %			END DA	TE / TIME:	9/20	0/20	-
IETEROL TEVP: WINDSP SKY:	SUNNY	ONDITIONS OF MPH GLEAR	HUMDITY	DIR: PRTLY CI	NR.H. N NE LOUDY	E SE FOG	WIND: 8 SW RAIN	CALM LÉ	OTHER:	STEADY	GUSTY
COUSTR	MEASUR	EMENTS:	1				TYPE (1)	2	SERIAL #	3786	5
CALIBRA CALIBRA SETTING	ATOR: ATION CHE	LD CA	EST. SKOW	114. D FAST	dBA SPL FRONTAL	POST-TE	ST 114.00	dBA SPL	SERIAL # WI OTHER:	NDSCREEN	6645
REC #	START	END	Les	Les	٤,	L.,0	Las	L.50	L.60	L.,,	Lais
192	9:034	9:13A	48.	53.4	51.7	50.2	44.3	48.3	46.5	45.6	45.3
93	9:15A	9:25A	48.9	60.7	51.9	50.0	49.5	48.9	47.4	46.1	45.3
OMMENT	Tes Tes	flix noi	14 mg	Aniat	- Kalinda	tia miy	y he have	the s	Tev rigo	a <u> </u>	_
RIMARY	NFO AND NOISE SI ROADWA	TRAFFIC C OURCE: TI Y TYPE: URATION:	OUNTS: RAGERIC AN 1-15 43	RCRAFT	RAIL IN	NOUSTRIAL	AMBER R2 C	IT OTHE	IR:	EED	-
UTOS: AED. TRU AVY TRU USES:	UCKS:	NB/EB	serwa	NB / EB	58/W8		NB / EB	\$8/W8	NB/EB	\$87W8	

OTHER SOURCES: DIST. BACRAFT / RUSTLING LEAVES / DIST. BASKING DOGS / BIRDS / DIST. INDUSTRIAL DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

THER COMMENTS / SKETCH	1.11	1		1	1	1
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		1000	LEWING AND			1

PF	OJECT:	1-	15 E	ELD NO	ISE ME	ASURE	MENT D	ATA PROJ. #	004	17.19	
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VETEROLO TEMP: WINDSPE SKY:	SUMAL C	NPH CLEAR	HUMIDITY	DR PRTLYCL	%R.H. N NE OUDY	E SE FOG	WIND: S SW RAIN		GHT MODE	RATE VARI STEADY	ABLE GUSTY
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REC # .912 .113	5TART 10:40 10:53	END 10:50 11:03	<u>51,6</u> 52.3	<u>60.7</u> 59.5	57.0 57.0	53.0 54.6	52.2. 53.0	6 51.2 51.5	41.) 48.9	ц <u>ия</u> <u>47.3</u> <u>47.9</u>	<u>46.9</u> <u>47.1</u>
CARLEDO		_	_	_	_	_	_	_	_	_	_

TRAFFIC COUNT D	URATION:	MIN	\$P	EED	#2.0	OUNT	SPE	ED
1.200	NB/EB	58/WB	NB/EB	SB/WB	NB/EB	\$8/WB	NB/EB	\$8/W8
AUTOS:								
AED. TRUCKS.								_
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HER COMMENTS / SKETCH			
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METEROLOGICAL CONDITIONS: TEMP: 0 °F HUMIDITY: 1/7 %R.H. WIND: WINDSPEED: 0-1 MRH DIR N NE E SE SW SKY: SUNWY CEAR OVRCST PRTLY CLOUDY FOG RAIN ACOUSTIC MEASUREMENTS: INSTRUMENT: LO LO TYPE: 2 CALIBRATOR LO LO 114.0 dBA SPL POST-TEST 1/4.0 calibration check: PRE-TEST 114.0 dBA SPL POST-TEST 1/4.0 calibration calibration calibration 1/4.0 calibration cal	CALM LIGHT MODERATE VARIABLE W NW OTHER: 2 SERIAL # 1005
COUSTIC MEASUREMENTS: INSTRUMENT: LOLXÍ CALIBRATOR LOIX 200 CALIBRATOR HETEST JIYO dBA SPL POST-TEST //9.0	2 SERIAL # 1005
SETTINGS: A WEIGHTED SLOW FAST FRONTAL RANDON ANS	dBA SPL WINDSCREEN
1908 9103 913 607 6516 6463 62.3 61.3	60.4 58.8 57:1 56.
409 \$18 4:25 60.3 66.5 64.5 61.7 60.9 1	60.1 58.4 57.1 54.2
OMMENTS:	

TRAFFIC COUNT D	URATION:	MIN	SPI	EED	#2 Ci	DUNT	898	ED
	NB/EB	SB/WB	NB/EB	88/WB	NB/EB	\$8/WB	NB/EB	88 / W8
UTOS:								
ED. TRUCKS:								
MY TRUCKS:	_							
USES:								
IOTORCYCLES:					-			
			SPEED EST	MATEO BY: RADAS	/ DRVING / OBSER	VER		
		DALL I DI	SPEED EST	MATED BY: RADAS	DRVING / OBSER	ARR I BURTHE I	DIST INDU	STRIAL

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TE IDENTIFICATION: ST/ 4.	11			OBSER	VERISI	Ter	K	_
DDRESS: 224 30 57	0 301125	51		END DA	TE / TIME:	9/30	no	
ETEROLOGICAL CONDITIONS: TEMP: 44 "F WINDSPEED: 5-1 MPH. SKY: SUNNY CLEAR	HUMDITY: 17 DIR: OVRCST PRTLY C	N NE	E SE FOG	WIND: S SW RAIN	GUÌ UI W NW	OTHER:	RATE VARI STEADY	ABLE
COUSTIC MEASUREMENTS: INSTRUMENT: L/ L/ CALIBRATION CHECK, PRE-TE SETTINGS: AWEIGHTED	(<i>T</i> 300 <u>114.0</u> 300 FAST	dBA SPL FRONTAL	POST-JE RAND	_TYPE:07 St/1400 M AP	dBA SPL	SERIAL # SERIAL # WI OTHER:		2714
$\frac{\text{REC} * \text{ START} \text{ END}}{4[0]} \frac{q!47}{(0!00)} \frac{q!.57}{(0!00)}$	61.9 67.3 61.6 68.2	<u>66.5</u>	63,6 63,4	ца <u>(2.7</u> <u>(2.5</u>	41.5 <u>61.2</u>	59.4 58.7	68.2. 57.0	57.9
CAMAENTS-								
DURCE INFO AND TRAFFIC COL	UNTS:							
DURCE INFO AND TRAFFIC COU PRIMARY NOISE SOURCE: THE ROADWAY TYPE: IRAFFIC COUNT DURATION NB / EB NUTOS: MED. TRUCKS: MOTORCYCLES: DTHER SOURCES: DIST. AIRCH DIST. CHILDREN PLAY	UNTS: EFIC AIRCRAFT SE/WB NB/EB SFEED ES RAFT / RUSTLING ING / DIST. TRAFF	RAIL IN PEED SB/WB	NADAR / DR/ DIST. BARM	AMBIEN #2 C NB / EB		IR:SP NB / EB 	EED SB / WB	
DURCE INFO AND TRAFFIC COU ROADWAY TYPE: RAFFIC COUNT DURATION NB / EB NUTOS: NED. TRUCKS: NY TRUCKS: NOTORCYCLES: DTHER SOURCES: DIST. AIRCH DIST. CHILDREN PLAY ESCRIPTION / SKETCH: TERRAIN: HARD SOFT MIXE HOTOS DTHER COMMENTS / SKETCH:	UNTS: Pric AIRCRAFT 	RAIL IN PEED SB/WB TIMATED BY LEAVES / DIST.	RADAR / DR/ DIST. BAR/ LANDSCA	AMBIEN #2 C NB / EB		IR:SP NB / EB / DIST. IND OTHER:	EED SB / WB	
DURCE INFO AND TRAFFIC COU RIMARY NOISE SOURCE: THE ROADWAY TYPE: RAFFIC COUNT DURATION NB / EB UTOS: MED. TRUCKS: MED. TRUCKS: MOTORCYCLES: DTHER SOURCES: DIST. AIRCI DIST. CHILDREN PLAY ESCRIPTION / SKETCH: TERRAIN HARD SOFT MIXE HOTOS DTHER COMMENTS / SKETCH: COMMENTS	UNTS: Pric AIRCRAFT 		NADAR / DR/ DIST. BARM	AMBIEN #2 C NB / EB		IR:	EED SB/WB	

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SITE IDE	NTIFICATIO	N: 511	4.12	C 12			OBSER	VER(S):	3.11		
START D	ATE / TIME:	3/18/	El 10	1.0947		_	END DA	TE / TIME:	VIII	21	
METERON TEMP: WINDSI SKY:	DORICAL C	ONDITIONS ^{OF} MPH CLEAR	HUMIDITY OVRCST	DIR: PRTLYC	N NE	E SE FOG	WIND: s św RAIN	CALM LE W NW	GHT MODE OTHER:	RATE VARU STEADY	GUST
ACOUSTI INSTRU CALIBR CALIBR SETTIN	C MEASUR MENT: ATOR: ATION CHE IGS: A-WE	EMENTS:	AL 13	114-D FAST	dBA SPL FRONTAL	POST-TE RANDO	_TYPE: () 8 <u>T (14: 1</u> 201 A	2 dBA SPL	SERIAL # SERIAL # W OTHER:	3786 INDSCREEN	664
REC#	START	END	Les	Linex	L,	L	Las	La	L.00	L.,	L,
341	7:01 EM	2:11 10	62.9	68.2	66.4	64.0	63.4	61.7	61.3	60.0	28
342	1:12pm	2:22 M	60.8	64.4	63.6	62.4	61.8	60.6	584	57.1	56
343	1:24m	2:34 pm	(2.7	69.6	66.9	64.2	63.2	62.2	61.0	59.8	58
SOURCE PRIMAR TRAFFIC AUTOS: MED. TR HVY TRI BUSES: MOTOR OTHER	INFO AND Y NOISE SO ROADWA' COUNT DI RUCKS: UCKS: UCKS: CYCLES: SOURCES: DIST. CHIL	DIST. AIRC	SUNTS: GFFIC A 	RCRAFT NB / EB SPEED EST USTLING I	RAIL IN PEED SB/WB	DUSTRIAL RADAR / DRJ DIST. BARH LANDSCAJ	AMBIEN #2 C NB / EB		ER:SP NB / EB / DIST. IND OTHER:	GED SB/WB	

ITE IDEN	TIFICATION	1: ST 14	13				OBSER	VER(S):	J.H.		
TART D	ATE / TIME:	2/16/	11010	Readle	h.A.		END DA	TE / TIME:	3/16/1	1	
IETEROL TEMP: WINDSP SKY:	OGICAL CO	ONDITIONS "F MPH TOLEAR	HUMDITY	50 DIR: PRTLY CL	%R.H. N NE OUDY	E SE POG	WIND: S SW RAIN	CALM LI	OTHER:	STEADY	GUSTY
COUST	O MEASURE	EMENTS:	1				TYPE (1)	2	SERVAL #	3786	
CALIBR CALIBR SETTIN	ATOR: ATION CHE 35: A-WE	CK: PRE-TI	SLOW	6 114-0 PAST 1	dBA SPL RONTAL	POST-TE: RAMO	ST 113.90	dBA SPL	SERIAL #: WI OTHER:	6 64	5
REC#	START	END	Lag	Low	L.,	La	Los	Loo	Loo	Loo	Loin
320	1:1300	1:2304	67.4	72.0	713	69.6	63.4	67.1	64.2	62.3	61.4
1	1:266	1:3600	66.6	72.4	70.3	637	67.6	66.2	63.8	62.2	61.)
OWMEN	TS	_	_	_	_	_	_	_	_	_	-
OURCE PRIMAR TRAFFIC	NFO AND Y NOISE SC ROADWAY	IRAFFIC CO DURCE: TR Y TYPE: URATION:	NUNTS: MÉFIC AI		RAIL IN	DUSTRIAL	AMBIEN	T OTH	ER:	EED	
NUTOS		NB/EB	SB/WB	NB/EB	\$8/W8		NB/EB	SB/WB	NB/EB	88 / WB	
VED. TR	UCKS:				_			_			
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SKY: St	5 D: <u>5-3</u> MBY	°F MPH QCEAN	NUMBITY	DIR: PRTLYC	N NE	E SE POG	WIND: \$ \$W RAIN	CALNF LE	OTHER:	STEADY	GL
ACOUSTIC M	EASURE	MENTS:	T			1	TYPE/F	2	SERIAL #	4005	
CALIBRATO CALIBRATIO SETTINGS:	ON CHE	CK: PRE-TI	EST SLOW	FAST	dBA SPL FRONTAL	POST-TE RANDO	ST UNLO	dBA SPL	SERIAL # WI	NOSCREEN	24
REC # 8	START	END	Lee	Less	L,	L	La	Lee	L.90	L.,,	
151 1	1300	1:23/4	47.5	71.6	70.8	61.4	68.4	69.3	64.6	61.5	6
152 L	2600	1:36.14	60.8	74.5	70.9	68.5	67.8	64.5	63.8	62.4	4
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SOURCE INF PRIMARY N	O AND 1 OISE SO		ALTER A	RCRAFT	RAIL IN	DUSTRIAL	AMBIEN	т отн	ER		_
SOURCE INF PRIMARY N RC TRAFFIC CC	O AND 1 OISE SC DADWAY DUNT DU	TYPE		IRCRAFT	RAIL IN	DUSTRIAL	AMBIEN #2 C		ER:SP	EED SR IWR	
SOURCE INF PRIMARY N TRAFFIC CC AUTOS:	O AND 1 OISE SC DADWAY DUNT DU	RAFFIC CO URCE: TR THPE: JRATION: NB / EB	00578) 007510 AU 	N SI NB/EB	RAIL IN (SB/WB	DUSTRIAL	AMBIEN #2 C NB / EB	OUNT SB/WB	ER:	EED \$0/WD	
SOURCE INF PRIMARY N RC TRAFFIC CC AUTOS: MED. TRUC HVY TRUCK	O AND 1 CISE SC DADWAY DUNT DU KS: IS:	NB / EB	SUNTS) AFFIC AL 	NB/EB	RAIL IN / *EED 88/W8	DUSTRIAL	AMBIEN #2 C NB / EB		ER:	EED \$0/WD	
SOURCE INF PRIMARY N RC TRAFFIC CC AUTOS: MED. TRUC HVY TRUCH BUSES: MOTORCY	O AND 1 OISE SC DADWAY DUNT DU KS: (5:	RAFFIC CO URCE: TO TYPE: JRATION: NB / EB	SUNTO AFRC AU -MII SB/WB	N SI N NB / EB	RAIL IN	DUSTRIAL	AMBIEN #2 C NB / EB	OUNT SB/WB	ER:	EED \$0/WD	
SOURCE INF PRIMARY N RX TRAFFIC CC AUTOS: MED. TRUC HVY TRUCK BUSES: MOTORCYC	COAND 1 CISE SC DADWAY DUNT DU KS: CS: 2LES:	RAFFIC CO URCE: TO TYPE: URATION: NB / EB	SB/WB	IRCRAFT	RAIL IN	DUSTRIAL	AMBIEN #2 C NB / EB		ER:SP ND / ED	50 / WD	
SOURCE INF PRIMARY N RX TRAFFIC CC AUTOS: MED. TRUCK BUSES: MOTORCYC OTHER SOL DI	O AND 1 OISE SC DADWAY DUNT DU KS: US: XLES: JRCES: ST. CHIL	DIST. AIRC	SUNTSI ATTRC AU SB/WB SB/WB	IRCRAFT NB / EB SPEC ES USTLING I	RAIL IN 2 2 2 38 / WB 38 / WB 2 2 2 2 2 2 2 2 2 2 2 2 2	DUSTRIAL	AMBIEN #2 C NB / EB	OUNT SB/WB	ER:SP NB / EB / DIST, IND/ OTHER:	EED 50 / WD	
SOURCE INF PRIMARY N TRAFFIC CC AUTOS: MED. TRUC HVY TRUCH BUSES: MOTORCYC OTHER SOL DI	O AND 1 OISE SC DADWAY DUNT DU KS: CS: 2LES: JRCES: ST. CHIL	DIST. AIRC	SB / WB	IRCRAFT NB / EB NB / EB SPEED EE USTLING I ST. TRAFF	RAIL IN HEED SB / WB HEAVES / IN LEAVES / IN IC / DIST.	NADAR / DRY LANDSCA	AMBIEN NB / EB NB / EB GNG / CEBEP GNG DOGS PING ACTI	VIR VINT SS / WB	ER:SP ND / ED / DIST. INDI OTHER:	EED SØ/WØ	
SOURCE INF PRIMARY N RX TRAFFIC CC AUTOS: MED. TRUC HVY TRUCK BUSES: MOTORCYC OTHER SOL DI	O AND 1 OISE SC DADWAY DUNT DU KS: CS: 2LES: JRCES: ST. CHIL	DIST. AIRC	SUNTER AL	IRCRAFT PASE NB / EB SPEID ES USTLING I ST. TRAFF	RAIL IN A BED SB/WB INATED BY J LEAVES / DIST.	DUSTRIAL RIDAR / DRV DIST. BARP LANDSCA	AMBIEN #2 C NB / EB	NUNT SB/WB	ER:SP ND / ED / DIST. INDI OTHER:	EED SØ/WØ	
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TRAFFIC C AUTOS: MED. TRU HVY TRUC BUSES: MOTORCY OTHER SC C ESCRIPTIC TERRAIN: PHOTOS_ OTHER CC	CADWAY COUNT DU CKS: CLES: XST. CHILI DN / SKET HARD S	TYPE: RATION NB/EB DIST. AIRO DREN PLA	SB / WB	SPEED EST	WATED BY: NO EAVES / DE C / DEST. L	ADAR / DRV IST. BARK ANDSCAF	#2 O NB / EB	VER VER VER	SP NB / EB	SB / WB	
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ACOUSTRU INSTRUI CALIBR/ CALIBR/ SETTIN	C MEASUR MENT: ATION CHE 38: A-WE		831 CAL 2 ST SCOW	D TILL. D FAST	68A SPL FRONTAL	POSTITE	_TYPE () 51 113.4 M A	2 Toba spl. Bl	SERIAL #: SERIAL #: WI OTHER:	378	6
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SOURCE I PRIMARY TRAFFIC AUTOS: MED. TR HVY TRL BUSES: MOTORO OTHER S OTHER S	INFO AND Y NOISE SO ROADWAY COUNT DO UCKS: JCKS: JCKS: DVCLES: SOURCES: DIST. CHI TION / SKE Y HARD	DIST. AIRO	SUNTS: 1-15 -AIN SB/WB SB/WB 	IRCRAFT NB / EB SMBED ES USTLING ST. TRAFF OTHER:	RAIL IN PEED SB/WB MATED BY LEAVES / DIST.	NDUSTRIAL NADAR / DRD DIST. BAR LANDSCA	AND / COSEP	AT OTH	ER:SPI NB / EB / DIST. INDO OTHER:	JSTRIAL	-
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FIELD NOISE MEASURE	MENT	UAIA
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129	10:01	10119	53.2	64.5	58.1	54.5	52,4	52.6	50.8	44.2	46
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OURCE PRIMAR TRAFFIC NUTOS WED. TR WY TRU SUSES	INFO AND Y NOISE S ROADWA COUNT D UCKS JCKS	TRAFFIC C OURCE: T Y TYPE: URATION: NB / EB	SUNTS: RAEPSC A	NB / EB	RAJL IN EED S8/WB	DUSTRIAL	AMBIE/ #2 (NB / EB	NT OTH	ER:	eed \$8/WB	-
OURCE PRIMAR TRAFFIC AUTOS MED. TR HVY TRL BUSES: MOTORIO OTHER S	INFO AND NOISE S ROADWA COUNT D UCKS JCKS CYCLES SOURCES DIST. CHI TION / SKE	DIST. AIR	CRAFT / R	SPEED EST USTLING L	RAIL IN SB/WB	DUSTRIAL RADAR / DRV DIST. BARS LANDSCA	AMBIE/ #2 (NB / EB ung / OBBE UNG / OBBE UNG DOGG	VT OTH	ER:	PEED S8/1W8	
OURCE PRIMAR TRAFFIC AUTOS MED. TR HVY TRL BUSES MOTOR OTHER S COTHER S	INFO AND NOISE S ROADWA COUNT D UCKS JCKS CYCLES SOURCES DIST. CHI TION / SKE SCHARD S	DIST. AIR	CRAFT / R	SPEED EST USTLING L ST. TRAFFI	RAIL IN SB/WB	DUSTRIAL RADAR / DRV DIST. RAR9 LANDSCA	AMBIE/ #2 (NB / EB	VT OTH S8/WE S8/WE	ER:	PEED S8/WB	
OURCE PRIMAR TRAFFIC AUTOS MED. TR HVY TRL BUSES MOTOR OTHER S OTHER S OTHER S OTHER S	INFO AND Y NOISE S ROADWA COUNT D UCKS: JCKS: CYCLES: SOURCES: DIST. CHI TION / SKE SOURCES: DIST. CHI TION / SKE SOURCES: DIST. CHI COMMENT	TRAFFIC C OURCE: T Y TYPE: URATION: NB / EB DIST. AIR LOREN PL	CRAFT / R	OTHER:	RAIL IN SB/WB	DUSTRIAL RADAR / DRY DIST. BAR LANDSCA	AMBIE/ #2 (NB / EB UNG / OBBEI GNG DOGG PING ACT	VT OTH	ER:	PEED S8/1W8	
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DORESS TART D	NTIFICATION S: 2708 ATE / TIME:	8: STI Blue 10/6/	5.05 Spring 120	Devis			COSER!	ADR(S): TE / TIME:	- JO/61	120	
ETERO TEMP. WINDS SKY:	NUMBER OF SUMMY	*F MPH CLEAR	HUMIDITY		SRH N NE OUDY	E GO	WIND: 9 SW RAIN	CALM LÉ	OTHER:	STEADY	GUST
COUSTI INSTRU CALIBR CALIBR SETTIN	IC MEASUR JMENT: UATOR: UATION CHE IGS: A/WI	LD C	31 AL 200 IST SLOW	HG.D PAST I	CBA SPL RONTAL	POST-TES	TYPE ()	2 Sella SPL SI	SERIAL # SERIAL # WI OTHER:	378	664
REC#	START 4:51a	END	51.0	61.7	57.8	53.1	51.6	50.0	47.5	46.6	46.3
109	ICY.DA	10:14 A	50.0	56.8	54.5	51.9	50.9	41.5	47.2	45.0	44.3
U D	10:27A	10:374	521	58.3	200	8800	-18%	MARCH	4986	48.6	47.
	(a citt	10			551	57.9	0.52	51.6	1.97		-

RAFFIC COUNT D	URATION:	-MiN	SP	EED	#2.0	DUNT	SPE	ED
	NB/EB	\$8/W8	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	88/W8
UTOS:								
ED. TRUCKS								
VY TRUCKS:						_		
JSES:								
DTORCYCLES:								_

Laberhore Drive / Blue Springs	Laberhore Drive / Blue Springs		1-15	1				_		-
wide planter Handupping	Wide Planter Handingany		La	ashr	e Dyi	ve 1	Blue	Spring	5	-
wate planter landespring	Winde Planter Handersoning		5	~	7'040	c				
0 40 10		5 years	4	planter	/landes	equinicy.				

DORESS START DA	L701	BLUE ST	06 mus (/20	rive			END DA	TER(S): TE / TIME:	J0/6/	120	
TEMP: WINDSPI SKY:	GICAL C	ONDITIONS OF MPH CLEAR	HUMDITY		N NE	E SE FOG	WIND: S SW RAIN	CALM LE	OTHER:	STEADY	GUSTY
COUSTIC INSTRUM CALIBRA CALIBRA SETTINO	TOR TOR SON CHE	EMENTS:	2) AL 200 EST SLOW	114+ D FAST	cBA SPL FRONTAL	POST-TE RANDO	TYPE (1)	2 dBA SPL SI	SERIAL # SERIAL # WI OTHER:	37 36	6645
REC #	START 10:054 11:074	END 11:23A 11:24A	54:6	<u>62 A</u> 58 5	60.7 58.0	56.6 57.1	54.9 56.4	53.6 55.6	52.2 54.0	5).3 53.2	50.6
OMVENT	is Me	Rup	Agerta	int.	319 50	5 V.	Kany .	Apt	# 201	ाण्ट्रम	2723
OURCE I PRIMARY TRAFFIC AUTOS: MED. TRU HVY TRU BUSES:	NFO AND NOISE SI ROADWA COUNT D UCKS	TRAFFIC CO OURCE: TF Y TYPE: URATION: NB / EB	SB/WB	IRCRAFT 5 and N SP NB / EB	RAIL IN Plus Sp PEED SB/WB	oustruu. mgs/Le	AMBIEN 12 C ND / EB		IR:	88/W8	-

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

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 844	springs	inctal	fance w	/ bach	cs	
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L	landscopi	-			244	

TE IDENTIFIC	ADON	51 15.0	7-				ODSER	VERIS	TOK		
TART DATE /	7.5/ 8 TIME:	10/2/1	500	corena	111 1	2893	END DA	TE / TIME	10/6/2	0	-
ETEROLOGK TEMP: (() WINDSPEED SKY: SDY	CAL CO	NDITIONS F MPH CLEAR	HUMIDIT		NRH N NE	E) se Fog	WIND: S SW RAIN	CALM (2 W NW	OTHER:	RATE VARI STEADY	ABLE GUSTY
COUSTIC ME INSTRUMENT CALIBRATION CALIBRATION SETTINGS	ASURE	MENTS:	1 100	小可⑦ FAST	dBA SPL FRONTAL	POST-TE: RANDO	THE C)2 dBA SPL	SERIAL # SERIAL # W OTHER		05 2478 X
REC: ST .431 111 .437 111	05	end <u>11:15</u> 11:29	51.3 52.8	<u>58.7</u> 55.7	55.5 54.9	57.0 67.8	57.4 57.4 57.3	50.9 52.5	10.3 514	49.9 51.2	<u>2/9.7</u> 51.0
OMMENTS	_	_	_	_	_	_	_	_	_	_	_
OURCE INFO PRIMARY NO ROA TRAFFIC COU NUTOS: WED, TRUCK	AND T ISE SC ADWAY UNT DU	RAFFIC C URCE: TI TYPE: IBATION: NB / EB	SBIWE	NRCRAFT	RAIL IN PEED 1 SOJWO	IDUSTRIAL	AMBIEN NB / EB	NT OTH	IER:	NEED SB / WB	-
DURCE INFO PRIMARY NO ROAFFIC COU NUTOS: MED. TRUCKS BUSES: MOTORCYCI. DTHER SOUR DIS	AND T ISE SC ADWAY UNT DU S: .ES: .ES: .RCES: T. CHIL	RAFFIC C URCE: TI TYPE:	SB / WE	URCRAFT -1 5 N 8 NB / ED SPEED E3 RUSTLING IST. TRAFF	RAIL IN PEED SID / WD SID / WD	RADAR / DRI DIST. BARI LANDSCA	AMBIEN NB / EB	NT OTH SB/WE SB/WE S/BIRDS TVITIES /	IER:SI NB / EB	*EED SB / WB	-
CURCE INFO PRIMARY NO BO/ RAFFIC COU WTOS: WED. TRUCKS SUSES: WOTORCYCL DTHER SOUR DIS ESCRIPTION FERRAIN: H PHOTOS: DTHER COM	AND T ISE SC ADWAY UNT DU S: .ES: .ES: .CHIL 	CH:		OTHER:	RAIL IN PEED SID/WD ISID/WD INATED IN LEAVES / FIC / DIST.	RADAR / DRI DIST. BARI LANDSCA	AMBIEN NB / EB	NT OTH	IER:	NUISTRIAL	
CURCE INFO PRUMARY NO BO/ TRAFFIC COU AUTOS: MED. TRUCKS BUSES: MOTORCYCL OTHER SOUR DIS ESCRIPTION TERRAIN: H PHOTOS: OTHER COM	AND T ISE SC ADWAY UNT DU S: ES: RCES: T. CHIL MENTS	CH:		OTHER:	RAIL IN PEED SID/WD INANTED BY LEAVES / FIC / DIST.	RADAR / DR	AMBIEN NB / EB				- ne

TILLD NOISE MENSOREMENT DATA	FIELD	NOISE	MEASUREMENT	DATA
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0000000 17/01/7	and the second s	1.X.				OBSER	VER(S):	_ 200	2	
TART DATE / TIME	20012	- 10	42 1.4-2			END DA	TE / TIME:	3//4/7	1 - 11:00	EAM
ETEROLOGICAL C	CONDITION OF									1.
TEMP: L.1.	*F	HUMDITY	151	4.8 H		WND	CALM 16	AT MODE	DATE VADIA	
WINDSPEED: 1-1	MPH		DIR:	N NE	E SE	8 SW	W NW	gent mode	STEADY	GUST
SKY: SONNY	CLEAR	OVROST	PRTLYCL	OUDY	FOG	RAIN		OTHER:		
COUSTIC MEASUR	EMENTS:			_		-		_		_
INSTRUMENT:	10	LXT	_			TYPE/S	2	SERIAL #	400	S.
CALIBRATOR:	CV- 005.T	AL 2.01	0000	4DA 001	DAGY.YE	b. Torys		SERIAL #		29
SETTINGS: A-W	EIGHTED	BLOW	FAST I	FRONTAL	RANDO	AN AN	ISI)	OTHER:		
REC# START	END	Leg	Loss	L	Lo	La	Loo	Leo	L.00	L,
N7 10-124	In 10%5	156	75.2	208	122	161	1.60	4.8	100	59
10 100	10.00	4.2	14.1	100	<u></u>	(per la		1.1.1	Sect	-
1019 10:56,10	M ILOGAW	66.5	69.6	6.8.9	677	67.1	66.5	64.8	63.8	63.
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OMMENTS:						_				
AUTOS: MED. TRUCKS: HVY TRUCKS: BUSES: MOTORCYCLES: DTHER SOURCES: DIST. CHI	DIST. AIRC	TRAFT / R	SPEED EST USTLING L ST. TRAFFI	EAVES / C / DIST.	RADAR / DRI DIST. BAR9 LANDSCA	UNG / OBSER	WER 5 / BIRDS WITHES /	/ DIST, IND OTHER:	USTRIAL	
AUTOS: MED. TRUCKS: HVY TRUCKS: BUSES: MOTORCYCLES: DTHER SOURCES: DIST. CHI DIST. CHI ESCRIPTION / SKE TERRAIN: MARD (PHOTOS: DTHER COMMENT	DIST. AIRC ILDREN PLA	TRAFT / R YING / DR	SPEED EST USTLING L ST. TRAFFI OTHER:	EAVES / DIST.	RADAR / DRI DIST. BAR9 LANDSCA	VING / OBSER	WER 5 / BIRDS WITTES /	/ DIST, IND OTHER:		
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AUTOS: MED. TRUCKS: HVY TRUCKS: BUSES: MOTORCYCLES: DTHER SOURCES: DIST. CHI ESCRIPTION / SKE TERRAIN: MARD (PHOTOS: OTHER COMMENT	DIST. AIRC ILDREN PLA		SPEED EST USTLING L ST. TRAFFI	MATED BY: EAVES / C / DIST.	RADAR / DRI DIST. BAR9 LANDSCA		WER 5 / BIRDS WITTES /	/ DIST. IND OTHER:		
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AUTOS: MED. TRUCKS: HVY TRUCKS: BUSES: MOTORCYCLES: DTHER SOURCES: DIST. CHI ESCRIPTION / SKE TERRAIN HURD (PHOTOS: OTHER COMMENT	TOR NIXI		SPEED EST USTLING L ST. TRAFFY	EAVES / C / DIST.	RADAR / DRI DIST. BAR9 LANDSCA					
AUTOS: MED. TRUCKS: HVY TRUCKS: BUSES: MOTORCYCLES: DTHER SOURCES: DIST. CHI ESCRIPTION / SKE TERRAIN: HARD (PHOTOS: OTHER COMMENT	DIST. AIRC ILDREN PLA		SPEED EST USTLING L ST. TRAFFI	ANTED BY: EAVES / C / DIST.	RADAR / DRI DIST. BANG LANDSCA		WER / BIRDS VITIES /			
AUTOS: MED. TRUCKS: HVY TRUCKS: BUSES: MOTORCYCLES: DTHER SOURCES: DIST. CHI ESCRIPTION / SKE TERRAIN: MARD / PHOTOS: OTHER COMMENT	DIST. AIRC ILDREN PLA		SPEED EST USTLING L ST. TRAFFI	MATED BY: EAVES / C / DIST.	RADAR / DRI					
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AUTOS: MED. TRUCKS: HVY TRUCKS: BUSES: MOTORCYCLES: DTHER SOURCES: DIST. CHI ESCRIPTION / SKE TERRAIN: MARD (PHOTOS: OTHER COMMENT	DIST. AIRC ILDREN PLA		SPEED EST USTLING L ST. TRAFFN OTHER:	ANTED BY: EAVES / C / DIST.	RADAR / DRI					

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TART DATE / TIME 1/2 6/	27- 1	1: 10 A	n	anay 21	ENDIDA	TE/TIME.	1/26/	22 - 11	301
ETEROLOGICAL CONDITIONS TEMP: 7/ 17 WINDSPEED: 0 MPH SKY: SUNNY CLEAR	HUMIDITY	DR. PRTLYC	NRH. N NE	E SE FOS	WIND: S SW RAIN	GALM LI	OTHER:	ATE VARI	GUSTY
COUSTIC MEASUREMENTS: INSTRUMENT: L.U. CALIBRATOR: L.D.C.A.L. CALIBRATION CHECK, BRE-T SETTINGS: A-WEISHTED	200 5100	INCLO FAST	dBA SPL	POST-TE RANDO	TYPE D	dBA SPL	SERIAL #: SERIAL #: W	370	6 66 45 56 45
REC # START END	Lee	Law	٤.	La	La	La	Las	Lu	Lun
402 11: 101M 11:204	1 55.2	62.4	60.7	\$7.4	55.8	544	52.3	512	502
402 11:2011 11:30H	1.55.2	630	59.4	56.6	55.9	5418	53.0	517	50,4
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OWMENTS:		_							-
IRAFFIC COUNT DURATION ROADWAY TYPE: IRAFFIC COUNT DURATION: MB / EB UTOS: MED. TRUCKS: IVY TRUCKS: USES: U	AND SE / WE	RCRAFT	RAIL IN BB/WD	DUSTRIAL	AMBIEN #2 C NB / ED	OUNT SEL/WE	5P: ND/EB	EED SB/WB	
DURCE INFO AND TRAFFIC CO REMARY NOISE SOURCE: 6 ROADWAY TYPE: IRAFFIC COUNT DURATION: MB / EB NUTOS: MED. TRUCKS: MOTORCYCLES: DTHER SOURCES: DIST. AIR DIST. CHILDREN PLA	CRAFT / R	RCRAFT NB / EB USTLING I ST. TRAFF	RAIL IN SB/WD SB/WD CANES/ IC / DIST.	DUSTRIAL RADAR / DRY DIST. BARK LANDSCA	AMBIEN #2 C NB / EB WING / OBSER KING DOGS PING AGTT	VTTES /	ER:	EED SB/WB	
ESCRIPTION / SKETCH:	CRAFT / R	RCRAFT NB / EB PRED EST USTLING I ST. TRAFF	RAIL IN SB/WD SB/WD CANTED IN: EAVES / DIST.	RADAR / DRY DIST. BARJ	AMBIEN #2 C NB / EB WNG / OBSER KING DOGS PING AGTT	VER VITTES /	I DIST, IND	EED SB/WB	
ESCRIPTION / SKETCHI TERRARY COMMENTS / SKETCHI	CRAFT / R	RCRAFT NB / EB USTLING I ST. TRAFFI	RAIL IN BED SB / WD BATTLD IV: EAVES / DIST.	DUSTRIAL RADAR / DR/ DIST. BARI LANDSCA	AMBIEN #2 C NB / EB WING / OBSER KING DOGS PING AGTT	VTTES /	SP:		
ESCRIPTION / SKETCHI TENDARY NOISE SOURCE: 6 ROADWAY TYPE: IRAFFIC COUNT DURATION NUTOR: MED. TRUCKS: MUTOR: MUTOR: MUTOR: MUTORCYCLIE: DTHER SOURCES: DIST. AIR DIST. CHILOREN PLA ESCRIPTION / SKETCHI TENDAR: HARD SOFT MIX PHOTOS: DTHER COMMENTS / SKETCHI	SID / WB	RCRAFT NB / EB SPEED EST USTLING I ST, TRAFF	RAIL IN BD / WD BD / WD C / DIST.	RADAR/OPP DIST. BARJ LANDSCA	AMBIEN #2 C NB / EB WNO / OBSER KING DOGS PING AGTT	VITES /	SP:		
ESCRIPTION / SKETCH	CRAFT / R	RCRAFT NB / EB SPEED EST USTLING I ST. TRAFF	RAIL IN BB/WB BB/WB CAVES / DIST.	DUSTRIAL	AMBIEN #2 C NB / EB WNO / OBSER KING DOGS PING ACTT		SP:		
CURCE INFO AND TRAFFIC CO REMARY NOISE SOURCE: 6 ROADWAY TYPE: IRAFFIC COUNT DURATION NUTOS:	CRAFT / R	RCRAFT NB / EB	RAIL IN BB/WB BB/WB C/DIST.	DUSTRIAL	AMBIEN #2 C NB / EB WNO / OBSER KING DOGS PING ACTI		I DIST, IND OTHER:		
SURCE INFO AND TRAFFIC CO RIMARY NOISE SOURCE: 69 ROADWAY TYPE: IRAFFIC COUNT DURATION: MB / EB NUTOS: MED. TRUCKS: SUSES: NOTORCYCLES: DTHER SOURCES: DIST. AIR DIST. CHILDREN PLA ESCRIPTION / SKETCH TERRAN: HARD SOFT MIX PHOTOS DTHER COMMENTS / SKETCH	CRAFT / R	OTHER:	RAIL IN BB/WB BB/WB C/DIST.	DUSTRIAL	AMBIEN #2 C NB / EB WHO / OBSER KING DOGS PING ACTI		I DIST. INDI OTHER:		
ESCRIPTION / SKETCH	CRAFT / R	RCRAFT NB / EB USTLING I ST. TRAFFI	RAIL IN BB/WB	DUSTRIAL	AMBIEN #2 C NB / EB WNG / OBSER KING DOGS PING ACTT		I DIST, INDO		
ESCRIPTION / SKETCHI TENRARY NOISE SOURCE: 6 ROADWAY TYPE: IRAFFIC COUNT DURATION: NUTOS: WED. TRUCKS: WY TRUCKS: UNIT RUCKS: UNIT RUCKS:	CRAFT / R	RCRAFT NB / EB USTLING I STELLING I ST. TRAFF	RAIL IN BD /WD DAATID IY: EAVES / I C / DIST.	BADAR/ OF	AMBIEN NB / EB		I DIST. INDO		
CURCE INFO AND TRAFFIC CO PRIMARY NOISE SOURCE: 6 ROADWAY TYPE IRAFFIC COUNT DURATION NUTOS: NUTOS: NUTOS: NUTOS: NUTOS: SUSSES NOTORCYCLES: DTHER SOURCES: DIST. AIR DIST. CHILOREN PLA ESCREPTION / SKETCHI TENDAN: HARD SOFT MIX PHOTOS: DTHER COMMENTS / SKETCHI	CRAFT / R	RCRAFT NB / EB	RAIL IN BB/WB BB/WB C/ DIST.	DUSTRIAL	AMBIEN NB / EB		I DIST. IND OTHER:		
CURCE INFO AND TRAFFIC CO PRIMARY NOISE SOURCE: 6 ROADWAY TYPE: IRAFFIC COUNT DURATION MUTOS: MED. TRUCKS: SUSES: MOTORCYCLES: DTHER SOURCES: DIST. AIR DIST. CHILDREN PLA ESCRIPTION / SKETCH: TEMPAIN: HARD SOFT MEX PHOTOS: DTHER COMMENTS / SKETCH: ALL ALL ALL ALL ALL ALL ALL AL	CRAFT / R	RCRAFT NB / EB	RAIL IN BB/WB BB/WB C / DIST.	DUSTRIAL			I DIST, IND OTHER		

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TART D	ATE / TIME	1/261	22 -	11:10	6.6-5	2.04.00 34	END D	ATE / TIME:	1/261	22-11	30 A
ETERO TEMP: WINDS SKY:	PEED: 10	ONDITIONS: *F MPH CLEAR	HUMIDITY		N NE	E SE FOG	WIND: S SW RAIN	CALM LU W NW	GHT MODE OTHER:	RATE VARI STEADY	GUST
COUST INSTRU CALIER GALIER SETTIN	IC MEASUR	EMENTS:	LXT IL 2.02 ST	2 <u>114.0</u> FAST	dRA SPL FRONTAL	POST-TE RANDO	TYPE (1)	CBA SPL	SERIAL # SERIAL # W OTHER:	<u>40c</u>	5 664
REC #	START	END	Lee	Louis	L	La	Las	L _H	L ₉₀	Lm	Los
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207	11:2-944	15.3934	56.6	63.7	660	58.2	57.3	56.2	54.2	52.8	5.2
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FIELD NOISE MEASUREMENT DATA

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	C MEASUR	EMENTS:	ii ii				TYPE:	2	SERIAL #	3786	6
CALIBR	ATOR:	LDCA	1200						SERIAL #		664
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BUSES: MOTORCYC OTHER SOU DK	ILES:	T. AIRCRAFT / I IN PLAYING / D	SPEED ESTIMA RUSTLING LEA IST. TRAFFIC	TED BY RADAR / C VES / DIST. B/ / DIST. LANDS	DRIVING / OBSER ARKING DOGS CAPING ACTIV	VER / BIRDS VITIES /	/ DIST. INDU OTHER:	ISTRIAL	
	ARD SOFT	MIXED FLAT	OTHER:						
TERRAIN: I PHOTOS:									
TERRAIN: I PHOTOS: OTHER COM	MENTS / SK	ETCH:	1 1	1 5 -	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~				
DESCRIPTION TERRAIN: I PHOTOS: OTHER CON		ETCH:		N	12 perce	1.1	1	1	
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		ATRUNC A		8580	pool	3. 1			
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PROJECT:	-15 EI	LIDE	PR	DJ.#[17.19
EIDENTIFICATION ST /6	24		OBSERVER	st _ 32	K
ART DATE / TIME _ 10/6/	20 1000	, 14	END DATE / 1	WE: 10/6	120
TEROLOGICAL CONDITIONS: EMP: グリー *F VINDSPEED: <u>1-3</u> MPH		NR.H.	WIND CAL	N GAT NODER	ATE VARIABLE
KY: SLAND CLEAR	OVRCST PRILYC	LOUDY FOG	RAIN	OTHER:	
OUSTIC MEASUREMENTS: VSTRUMENT: 201 ALIBRATOR 201 ALIBRATION CHECK: PRE-TT ETTINGS: A-WEIGHTED	P LXT 100 100 100 100 100 100 100 10	dBA SPL POSLI FRONTAL JOAN	TYPE() 2 EST_113.4 dBA GOM ARSI	SERIAL # SERIAL # SPL WP OTHER;	
EC# START END	Las Loss	L, L,	La I	-10 Las	L _{as} L
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134 2101 2111	45.0 68.2	633 66.1	655 64	8 63.5	62.5 62
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RAFFIC COUNT DURATION: NB / EB UTOS: ED. TRUCKS: VY TRUCKS: USES: IOTORCYCLES: THER SOURCES: DIST. AIRC DIST. CHILDREN PLAY	MIN SF SB / WB NB / EB SPEED EST SPEED EST SPE	TMATED BY: RADAR/D	RVING / CEBERVER RVING / CEBERVER RKING DOGS / BI	RDS / DIST. INDU	SB / WB
RAFFIC COUNT DURATION: NB / EB UTOS: ED. TRUCKS: USES: OTORCYCLES: THER SOURCES: DIST. AIRC DIST. CHILDREN PLAY SCRIPTION / SKETCH: ERRAIN: HARD SOFT MIXE HOTOS: THER COMMENTS / SKETCH:	AMIN SF SD / WD ND / ED SPEED EST SPEED EST SP	TMATED BY: RADAR/D	#2 COUNT NB / EB SB	RDS / DIST. INDU	ED SB/WB
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COURCE INFO AND TRAFFIC COUNTS: TYPE (5 2 SERVALE 37.96 CALIBRATOR: LD. COL CLO.	TEMP: WINDSP SKY:	14 PEED: 1-3 SUNNY	ONDITIONS OF MPH CUEAR	HUMIDITY OVRCST	DIR: PRTLYC	N NE LOUDY	E SE FOG	WIND: s (SW RAIN	CALM LÉ	OHT MODE	RATE VARI STEADY	GUSTY
SETTINGS AWEGNTED SLOW FAST PRONTAL REGON AUE OTHER INS 14432 1:532 45.7 71.2 68.7 67.2 66.5 65.5 63.4 C2.1 4 IIS 14432 1:532 45.7 71.2 68.7 67.2 66.5 65.5 63.4 C2.1 4 IIS 14432 1:532 45.7 71.2 68.7 66.4 66.2 65.7 63.6 62.2 4 IIG 2016 3:116 65.7 75.4 67.7 66.4 66.7 65.7 63.6 62.2 4 COMMENTS:	COUSTN INSTRU CALIBR	C MEABUR MENT: ATOR: ATION CHE	LD C	31 CAL 20	0	dBA SPL	POST-TE	TYPE G	2 dRA SPL	SERIAL # SERIAL #	3780	५ हह.५३
REC.# START END Lm	SETTIN	35. A-W	ENGHTED	staw	FAST	FRONTAL	RANDO	M AN	51	OTHER		-
116 2012 2:112 65.4 75.4 62.2 65.7 63.6 62.2 6 OURCE INFO AND TRAFFIC COUNTS: PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER: ROUWENTS:	RECA	START 1:487	END 1:5%2	4 S.7	71.2	68.7	67.2	66.5	65.5	63.4	CZ.1	612
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OURCE INFO AND TRAFFIC COUNTS: PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER: ROADWAY TYPE: -1.5 TRAFFIC COUNT DURATION: MB / EB SB / WB NB / EB SB / WB NB / EB SB / WB NB / EB SB / WB NB / EB SB / WB NB / EB SB / WB NB / EB SB / WB NB / EB SB / W	OMVEN	T\$:		_	_	_					_	
ESCRIPTION / SKETCH: TERRAN HAND BOFT MIXED PLAT OTHER: PHOTOS OTHER COMMENTS / SKETCH	OURCE PRIMAR TRAFFIC AUTOS:	INFO AND Y NOISE SO ROADWA COUNT D	TRAFFIC CO DURCE: TF Y TYPE: URATION: NB / EB		NB/EB	RAIL IN PEED SB/WB	DUSTRIAL	AMBIEN #2 O NB / EB	T OTHI OUNT SB/WB	IR:SP NB / EB	EED SB/WB	
1-15 Biller downit	OURCE PRIMARY TRAFFIC AUTOS MED. TR HVY TRU BUSES MOTORX OTHER S	INFO AND Y NOISE SO ROADWA COUNT D IUCKS: JCKS: JCKS: CYCLES: SOURCES: DIST. CHI G	DIST. AIR	SB/WB	IRCIRALIT NB / EB SPEED ES USTLING I ST. TRAFF	RAIL IN PEED SB/WB TRIATED DV: 1 LEAVES / 0 IC / DIST. wd.701c	DUSTRIAL RADAR / ORI DIST. BARM LANDSCAJ	AMBIEN #2 O NB / EB	T OTHI SB/WB SB/WB	IR:SP NB / EB 	USTRIAL	
Biller downit	OURCE PRIMARY TRAFFIC AUTOS: MED. TRI BUSES WOTORX OTHER S COTHER S	INFO AND Y NOISE SO ROADWA COUNT D IUCKS: JCKS: JCKS: CYCLES: SOURCES: DIST. CHI G TION / SKE X: HARD	DIST. AIR	SB / WB	SPEED ES USTLING I STHER:	RAIL IN SB / WB SB / WB	DUSTRIAL RADAR / DRA DIST. BARA LANDSCA	AMBIEN #2 O NB / EB		IR:	GED SB / WB	
	ESCRIPT THERE	INFO AND Y NOISE SO ROADWA COUNT D IUCKS JCKS CYCLES SOURCES DIST. CHI G TION / SKE X HARD	TRAFFIC CO DURCE: TR Y TYPE: URATION: NB / EB DIST. AIRO LOREN PLA FAILING O	SB / WB	SPEED ES USTLING I STHER:	RAIL IN PEED SB / WB TRIATED BY: 1 LEAVES / 0 IC / DIST.	RADAR / DRM DIST. BARP LANDSCA	AMBIEN #2 O NB / EB		IR:	GSTRIAL	
St 1000 St from top of store	OURCE PRIMARY TRAFFIC AUTOS: WED. TR HVY TRU BUSES WOTORS OTHER S DTHER S	INFO AND Y NOISE SO ROADWA COUNT D IUCKS JCKS CYCLES SOURCES DIST. CHI G TION / SKE N HARD	TRAFFIC CO DURCE: TF Y TYPE: URATION: NB / EB DIST. AIR LOREN PLA SOFT MIX SOFT MIX	SB/WB	IRCIRALITY NB / EB SPEED ES USTLING I ST. TRAFF	RAIL IN SB/WB SB/WB TRIATED DY (LEAVES / 0 IC / DIST.	Patrial	AMBIEN #2 O NB / EB	T OTHI	IR:	GED SB / WB	

TE IDEN	TIFICATION	N: STI	5.66				OBSER	/ER(\$):	- 3.H		
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TEMP: WINDSP SKY:	AI PEED: 6-3 SUNNY	ONDITIONS ^o F MPH CLEAR	HUMDITY	DIR: PRTLYC	NRH. N NE LOUDY	E SE FOG	WIND: S SW RAIN	CALM IS	отнея:	RATE VARIA	ABLE
COUSTRU INSTRUI CALIBR/ CALIBR/ SETTIN	C MEASURI MENT: ATOR: ATION CHE GS: A-WE	CX PRE-T	71 ALTON EST SLOW	II4-0 FAST	dBA SPL FRONTAL	POSTATE	TYPE () ST (13 - 9	2 dBA SPL SI	SERIAL # SERIAL # W OTHER:	3780	6645
113 114	START 12:30P 12:43P	END <u>12:409</u> <u>12:534</u>	73.8	80.0 78.2	ц. <u>76.6</u> <u>76.1</u>	<u>751</u> 751	744 745	<u>73.7</u> 73.1	L* 720 72.4	L. 76.6 71.6	70.0
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OURCE PRIMARC TRAFFIC AUTOS: MED. TR HVY TRU BUISES	INFO AND T Y NOISE SC ROADWAY COUNT DI IUCKS	IRAFFIC CO DURCE: TF Y TYPE: URATION: NB / EB	00NTS: AU	NB/EB	RAIL IN BEED SB/WB	IOUSTRIAL	AMBIEN #2 C NB / EB	OUNT SB/WB	5R:	EED \$8/WB	
ESCRIP TERRAN OTHER S OTHER S	INFO AND T Y NOISE SC ROADWAY COUNT DO UCKS UCKS CYCLES: SOURCES: DIST. CHIL GTOM	DIST. AIRS	CRAFT / R	SPEED EST USTLING I ST. TRAFF	RAIL IN SB/WB BANTED BY: LEAVES / IC / DIST.	ANDAR / DRA DIST. BAR9 LANDSCAU	AMBIEN #2 C NB / EB	VER	ER:	EED SB/WB	

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PROJEC	r: I-15	5 ELPSE						v	ENGIN		Sha	.ιρ	DATE: 10/27/21
MEASUR 85	EMENTAL	DDRESS: Vob F	1:11 A	d		CITY:	ronq	۰.	Single-Family Recreation Multi-Family Commerci School Church			□ Recreational □ Commercial □ Church	SITE NO:: LT16.01
SOUND L LD-87 LD-82 LD-29	EVEL ME	TER: 820 🗆 LD- 812 🗆 B&I	LxT K-2250	MICROP D NON- D 1/2-1 D 1-INC P	HONE: POLAR NCH CH WIND S	D POLA FREE RANI CREEN	RIZED FIELD DOM	PRE AN	IP: 00	D-LxT C-0032	NOTES SYSTE	: M PWR: BAT ations during measu	□ AC rement)
SERIAL #:	063	9		SERIAL	#: 319	55		SERIAL	** j9 0	1	TEMP:	74 °F R.H.:	25 %
CALIBRAT	ror: 250 □ L 231 □ 2127 ETTINGS:	LD CA200	Freq 25 10 84 	, Hz. 0 00	CALIBR Before After	ATION RE Input, d <u>114.0</u> <u>114.0</u>	CORD: B / Readil _//14 _//13.	ng, dB / Oi . ວຸ ຮີ. <u>ຮິ , ຮີ.</u>	fset, dB / 7 / 10 7 _ / _/	/Time 5:69 3:39	WIND S TOWAF SKIES: CAMER	PPEED: <u>3</u> RD (DIR): <u>W</u> <u>Cka</u> RA <u>Madl phon</u>	мрн
□ C-W	ידס דס וים חדו	LINEAR	ZÍ SLO □ FAS	w o r o	1/1 OCT 1/3 OCT	ا کر ۱ کر	NTERVA _∿ PERCE	LS <u>60</u> NTILE V	MIN ALUES	UTE			ADAR
DATE 10/27	start time /d:2/	STOP TIME	L _{MIN}	L ₉₉	L ₉₀	L ₅₀	L ₂₅	L ₁₀	L ₀₁	LMAX	L _{EQ}	NOTI	ES:
10/29	-	13:34											
SKETCH	, 5 , 5 , 5 , 5 , 7 , 7 , 7 , 7 , 7 , 7 , 7 , 7 , 7 , 7				 			*	Neb	++:11	RJ		
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		FIE	LD NO	SE MEA	ASUREN		ATA			
PROJ	ЕСТ:	15 E	LPSE		_		PROJ. #	417.	19	0
SITE IDENTIFIC	ATION: ST	17·01			_	OBSERV	ER(S):	J.H		
START DATE /	19 Engle TIME: <u>[0/7/</u>	<u>Colen Pp</u> 20	rung			END DAT	E / TIME:	10/7	120	
METEROLOGIC	AL CONDITIONS	:	-							
TEMP: 79 WINDSPEED:	2-3 MPH	HUMIDITY:	35 DIR:	%R.H. N NE	ESE	WIND:		HT MODER	ATE VARIA	BLE GUSTY
SKY: SUM	NY CLEAR	OVRCST	PRTLY CL	OUDY	FOG	RAIN		OTHER:		
	ASUREMENTS:					TYPE:	2	SERIAL #	3786	
CALIBRATOR	LO CA	1200	11/11 6		POST TES	57 117 .99		SERIAL #:		6645
SETTINGS:	A-WEIGHTED	słów i	FAST F	RONTAL	RANDO	M AN	S S S S S S S S S S S S S S S S S S S	OTHER:		
REC # ST	ART END	L_{eq}	Lmax	L1	L ₁₀	L ₂₅	L ₅₀	L ₉₀	L ₉₉	L _{min}
119 9:4	SA 9:55A	65.2	69.3	67.6	66.4	65.8	65.0	63.5	62.3	61.7
120 100	DOA 10:10A	64.9	68.0	67.2	66.2	65.5	64.9	63.1	62.3	62.0
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COMMENTS:	The Buc	her Co	4 8	Compil	h Shit	27unit	01			
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SOURCE INFO	AND TRAFFIC CO	ADFIC AIR	CRAFT	RAIL IN	DUSTRIAL		ОТНЕ	:R:		
TRAFFIC COU	NT DURATION: NB / EB		SPI	EED SB/WB		#2 C0	SB/WB	SPE NB / EB	ED SB/WB	
AUTOS: MED. TRUCKS HVY TRUCKS:		_		_			_			
MOTORCYCLE	ES:									
OTHER SOUR	CES DIST. AIR	CRAFT / RU	SPEED ESTI	EAVES / E	DIST. BARK	ING DOGS	/ BIRDS	/ DIST. INDU	ISTRIAL	

DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

3 / UKLIU	- 1-13	<u></u>									
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DORESS TART D	TIFICATIO	NIST 17.	02.	-ti,	macsí Pienu,	£.	OBSER	VER(S): TE / TIME:	- JC 0 - 10/-2	120	
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COUSTI INSTRU CALIBR CALIBR SETTIN	C MEASUR MENT: ATOR ATON CHE GS: A-W	EMENTS:	XT 41 201	2 1141.0 FAST	dBA SPL FRONTAL	POST-TE	TYPE (1) 57 (13.9 M &	2 dBA SPL	SERIAL # SERIAL # WI OTHER:	Y00	5 2870 X
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,140	10.00	10:10	63.1	68.6	67.2	64.6	63.1	67.7	0.1	54.5	58.4
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OMMEN	TS:	_	_	_	_	_	_	_	_	_	_

RAFFIC COUNT D	URATION:	-MIN	8P	EED	#2 C	CUNT	SPE	ED
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UTOS:								
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OTORCYCLES:				-	-			
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HER SOURCES		BAFT / BL	SPEED ESTI	MATED BY RADAR	DRIVING / DESER	/ BIRDS	DIST. INDU	STRIAL

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TE IDENTIFICATIO	N: ST 17.	03				OBSER	ER(S):	30	2	
ART DATE / TIME	9 81460	3 (Any 20	en fa			END DA	TE / TIME:	10/2	120	_
TEROLOGICAL C TEMP: SL MINDSPEED: 1/3 KY: SUNNY	TF MPH- CLEAR	HUMIDITY	38 DIR PRTLY CL	SR.H. N NE OUDY	E SE FOG	WIND S SW C RAIN	CALM UN	OTHER:	STEADY	GUST
OUSTIC MEASUR NSTRUMENT: ALIBRATOR ALIBRATION CHI RETTINGS: A-W REC # START	EMENTS		IM.O PAST P	CBA SPL RONTAL	POST-TES RANDO	TIPE T 117.9 117.9 14 14 14 14	eBA SPL By Lss	SERIAL #: SERIAL #: WI OTHER: L_H 5.3.6		5 2410 X
112 11:37	11:47	56.3	63.6	60.5	58.0	\$7.1	55.9	53.4	52.5	52
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WWENTS:				-				_	_	-
IOTORCYCLES:		RAFT / R	SPEED EST	ATED BY: R	ADAR / DRIV	ING / COSER	VER	/ DIST. IND	USTRIAL	
DTHER SOURCES DIST. CH	LOREN PLA	YING / DIS				ING AUT		OTHER		
SCRIPTION / SKI	SOFT ME	PING / DIS		1.5° - 13 Freuril	r Kengun	-7				
SCRIPTION / SKI ERRAIN: HARD HOTOS THER COMMENT	SOFT MIX	PING / DI	OTHER:	1.5' - 1. Kerd	r <u>censes</u>	-7			V	

DORESS	IRANOS	E ST	7.04 # Crey	on head		_	OBSERV END DA	ER(S):	3.M.	12.0	
ETEROL TEMP: WINDSP SKY:	EED: 2-3	TE MPH CLEAR	HUMIDITY	3 g DIR PRTLY C	N NE	E SE FOG	WIND: 8 SW (RAIN	CALLY LOS	OTHER:	ATE VARU STEADY	ABLE GUSTY
COUSTIC INSTRUM CALIBRA CALIBRA SETTING	MEASUR MENT: MOR: MON CHE SS: A-WE	EMENTS: L.D. 83 CX. PRE-T	1 AL 1.00 EST SKOW	TAST	dBA SPL FRONTAL	POST-TES RANDO	TYPE	2 dBA SPL	SERIAL #: SERIAL #: WI OTHER:	3786	664
REC #	START	END	Let	Lones	L,	L.10	Las	L	Leo	Lee	Less
121	11:24	11:34A	60.4	66.3	64.2	62.2	61.2	60.0	57.6	56.5	22.3
122	11:37A	11:4299	60.1	66.2	64.3	62.1	61.0	59.7	57.4	56.1	55.3
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	NB/EB	58/WB	NB/EB	SB/WB		AB / EB	SB/WB	NB/EB	\$8/W8
AUTOS:									
MED. TRUCKS:					-			-	_
HVY TRUCKS:					-	_	-	-	-
BUSES:					-				_
MOTORCYCLES:						-	_		_
			SPEEC EST	MATED EX: RADA	R / DRIVING	/ OBSER	VER		

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IN TERMI	DOICH C	Anterna		24				CIEL INVE	10/ 4/	202 4	69
TEMP:	CONTRACT OF	*F	HUMDITY	r:	SRH.		WIND:	CHAU	OHT MODE	ATE VAD	ADIE
WINDSP SKY:	SUNNY	OLEAR	OVROST	DIR: PRTLY CI	N NE	E SE FOG	S SW RAIN	W NW	OTHER	STEADY	GUSTY
INSTRU	MEASURE	MENTS:	2				TYPE: 1	2	SERIAL #	323	2
CALIBRA	TON CHE	CK PRE-T	EST SLOW	TAST FAST	dBA SPL	POST-TE	ST 1/4/ C	dBA SPL	SERIAL E. WI	NDSCREEN	X
REC #	START	END	L.,	Laur	4	L.,	Lis	La	La	Lo	Las
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OMVEN	8 61	here to	9 13	3 pm	1120	sed.	Sile	a l'	37.00	*7	
	Ac	check 1	2 43	26 AM	, Sto	OPL 5	a a	084	m		
TRAFFIC AUTOS MED. TRI HVY TRU BUSES	NOISE SO ROADWAY COUNT DU UCKS: CKS:	IRATION: NB / EB	64/FIC AI	NB/EB	RAIL IND SB / WD	USTRIAL	AMBIEN #2:0 NB / EB		SPE MB/EQ	SB /WB	
TRAFFIC AUTOS MED. TRU HVY TRU BUSES: MOTORC OTHER S	VICISE SO ROADWAY COUNT DU UCKS: CKS: YCLES: OURCES: DIST. CHIL	DIST. AIRC	SB / WB	SPEED EST UST. TRAFFN	RAIL IND SB / WB SB / WB MATED BY RU EAVES / DI C / DIST. L	ILISTRIAL ILIAR I DRIN ST. BARX ANDSCAP	AMBIEN #2.0 NB / EB		R:	SB / WB	
TRAFFIC AUTOS MED. TRU HVY TRU BUSES: MOTORC OTHER S OTHER S ESCRIPT TERRAIN PHOTOS:	NOISE SO ROADWAY COUNT DU UCKS: CKS: YCLES OURCES DIST. CHIL	DIST. AIRC DIST. AIRC DIST. AIRC DIST. MIXE	SRAFT / RI	SPEEDEST USTLING L STREP:	RAIL IND SB / WB	ILISTRIAL IDAR I ORIN ST. BARK AND/SCAP	AMBIEN #2 C NB / EB	VER	IR:SPE MB / EB	SED SE /WR	
TRAFFIC AUTOS MED. TRU HVY TRU BUSES: MOTORC OTHER S OTHER S ESCRIPT TERRAN PHOTOS: OTHER C	NOISE SO ROADWAY COUNT DU UCKS: CKS: YCLES: OURCES: DIST. CHIL KON / SKET HARD S	DIST. AIRX DIST. AIRX DIST. AIRX DIST. MIXE	SRAFT / RU	SPEED EST DISTLING L OTHER:	RAIL IND	ILISTRIAL ICAR / DRM ST. BARX ANDSCAP	AMBIEN #2.0 NB / EB	VIR VIR	R:	SB / WB	
TRAFFIC AUTOS MED. TRU HVY TRU BUSES: MOTORC OTHER S OTHER S ESCRIPT TERRAIN PHOTOS: OTHER O	NOISE SO ROADWAY COUNT DU UCKS: CKS: YCLES OURCES DIST. CHIL NON / SKET HARD S	DIST. AIRX DIST. AIRX DIST. AIRX DREN PLA	SRAFT / RI	SPEEDEST USTLING L STHER:	RAIL IND	ILISTRIAL IDAR I ORM ST. BARK ANDSCAP	AMBIEN #2 C NB / EB	VER	IR:SPE	ISTRIAL	
TRAFFIC AUTOS MED. TRU BUSES: MOTORC OTHER S ESCRIPT TERRAN PHOTOS: OTHER O	NOISE SO ROADWAY COUNT DU UCKS: CKS: YCLES OURCES DIST. CHIL KON / SKET HARD S	DIST. AIRX DIST. AIRX DIST. AIRX DIST. AIRX DREN PLA	SRAFT / RI	SPEED EST USTLING L STEED EST USTLING L ST. TRAFFN OTHER:	RAIL IND	ILISTRIAL ILIAR / DRIN ST. BARK ANDSCAP	AMBIEN #2.0 NB / EB 	VER	R:	SED SB / WB	
TRAFFIC AUTOS MED. TRU HVY TRU BUSES: MOTORC OTHER S OTHER S OTHER O	NOISE SO ROADWAY COUNT DU UCKS: CKS: YCLES OURCES DIST. CHIL KON / SKET HARD S	DIST. AIRX DIST. AIRX DIST. AIRX DIST. AIRX DREN PLA	SRAFT / RE	SPEED EST UST. TRAFFN OTHER:	RAIL IND	CAR / DRM ST. BARX ANDSCAP	AMBIEN #2.0 NB / EB HO / OBMIN ING COGS HNG ACTIV		R:		
TRAFFIC AUTOS MED. TRU HVY TRU BUSES: MOTORC OTHER S COTHER S OTHER O	NOISE SO ROADWAY COUNT DU UCKS: CKS: YCLES DIST. CHIL NON / SKET HARD S	DIST. AIRX DIST. AIRX	SRAFT / RI	SPEEDEST JSTILING L T. TRAFFN OTHER:	RAIL IND		AMBIEN #2 C NB / EB ING / OBSER ING / OBSER ING ACTIV				
TRAFFIC AUTOS MED. TRU HVY TRU BUSES: MOTORC OTHER S COTHER S OTHER O	NOISE SO ROADWAY COUNT DU UCKS: CKS: YCLES DIST. CHIL NON / SKET HARD S	DIST. AIRX DIST. AIRX	SRAFT / RI	BPELDEST JSTLING L T. TRAFFY OTHER:	RAIL IND		AMBIEN NB / EB	VER J BIRDS WITES /		STRIAL	
TRAFFIC AUTOS MED. TRU BUSES MOTORC OTHER S ESCRIPT TERRAIN PHOTOS: O THER O	NOISE SO ROADWAY COUNT DU UCKS: CKS: YCLES OURCES DIST. CHIL	DIST. AIRX DIST. AIRX DIST. AIRX DIST. AIRX DREN PLA	SRAFT / RI	SPEED EST USTLING L STEED EST USTLING L T. TRAFFN OTHER:	RAIL IND	MAR / DRM ST. BARX ANDSCAP	AMBIEN #2.0 NB / EB			STRIAL	1

SITE IDEN	TIFICATIO	N: ST	18.01				ODSERV	ER(5):	-2'H'		
ADDRESS START DA	TE/TIME	10/5/2	t Gran	Mall	_	_	END DA	TE / TIME:	10/7/	10	•
TEMP: WINDSP SKY:	OGICAL C 72 EED: 0-1 SUNNY	°F MPH CLEAR	HUMIDITY	LE-I DIR PRTLY CL	SR.H. N NE OUDY	E SE FOG	WIND (§ SW RAIN	CADM LIK W NW	GHT MODER OTHER:	STEADY	GUS
ACOUSTIC INSTRUM CALIBRA CALIBRA	MEASUR		831 CAL-2.04 EST SCOW	IN4-0	dBA SPL	POST-TE	TYPE (2 dBA SPL	SERIAL # SERIAL # WI OTHER:	17 80 NDSCREEN	660
REC#	START	END	L.,	Loss	L,	L.,	Las	Lst	L _{sc}	Lee	L
כוו	8:424	8:52A	57.2	64.7	63.3	61.2	58.0	55.5	51.4	S0.2	40
118	8:55A	9:05A	57.2	66.5	64:0	60.6	58.3	55.2	51.0	44.1	43
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COMMEN	TS OPP	DICH4 8	idg 2	470	, Snits	140					_
TRAFFIC AUTOS MED. TR HVY TRI, BUSES: MOTORO	Y NOISE S ROADWA COUNT D UCKS: JCKS: CYCLES		50/W18: 1-1 5 	NB / EB	RAIL IN TEED 38/WB	DUSTRIAL	AMBIEN #2 C NB / EB	T OTH	ER:	EED SB/WB	-
PRIMARY TRAFFIC AUTOS MED. TR HVY TRL BUSES: MOTORO OTHER S	V NOISE S ROADWA COUNT D UCKS: JCKS: JCKS: DVCLES: SOURCES: DIST. CHI	DIST. AIR	CRAFT / R	SPEED EST	RAIL IN EED 38/WB	RADAR / DRI DIST. BARD LANDSCA	AMBIEN #2 C NB / EB	VER	ER:	EED SB / WB	
DESCRIP TERRAP OTHER S OTHER S	V NOISE S ROADWA COUNT D UCKS: JCKS: JCKS: DIST. CHI DIST. CHI DIST. CHI TION / SKE N HARD		CRAFT / R	NB / EB	RAIL IN EED 38/W8	RADAR / DRI DIST. BARD LANDSCA	AMBIEN #2 C NB / EB	T OTHI SB/WB	ER:	EED SB/WB	
DESCRIP TERRAP OTHER S OTHER S	V NOISE S ROADWA COUNT D UCKS: JCKS: JCKS: DIST. CHI DIST. CHI DIST. CHI TION / SKII X HARD COMMENT	DIST. AIR	CRAFT / R	ACRAFT Prim NB / EB SPEED EST USTLING L ST. TRAFFI	RAIL IN EED S8/W8	RADAR / DRI DIST. BAR LANDSCA	AMBIEN #2 C NB / EB	VER	ER:	EED SB/WB	
DESCRIP TERRAD BUSES: MOTORO OTHER S DESCRIP TERRAD PHOTOS OTHER O	V NOISE S ROADWA COUNT D UCKS: JCKS: JCKS: DIST. CHI DIST. CHI DIST. CHI DIST. CHI E HARD COMMENT	DIST. AIR	CRAFT / R	ACRAFT Prime SPEED EST USTLING L ST. TRAFFI	RAIL IN EED 38 / WB	RADAR / DRI DIST. BAR LANDSCA	AMBIEN #2 C NB / EB	VER	ER:	EED SB/WB	
DESCRIP TERRATE OTHER S	V NOISE S ROADWA COUNT D UCKS: JCKS: JCKS: DVCLES: DIST. CHI DIST. CHI DIST. CHI E HARD COMMENT	DIST. AIR	CRAFT / R	ACRAFT Prime SPEED EST USTLING L ST. TRAFFI	RAIL IN EED 38/WB BAVES / DIST.	RADAR / DRI DIST. BAR LANDSCA	AMBIEN #2 C NB / EB	VER	ER:	EED SB/WB	
DESCRIPT TERRAP PHOTOS OTHER S	VINCISE S ROADWA COUNT D UCKS: JCKS: DIST. CHI SOURCES: DIST. CHI TION / SKI NARD	DIST. AIR	CRAFT / R	ACRAFT Prime NB / EB SPEED EST USTLING L ST. TRAFFI	RAIL IN EED SB/WB MATEO IN: EAVES / I IC / DIST.	RADAR / DRI	AMBIEN #2 C NB / EB	VER	ER:		
DESCRIPT TERRAP PHOTOS OTHER S	V NOISE S ROADWA COUNT D UCKS: JCKS: DYCLES BOURCES DIST. CHI NON / SKI NON / SKI	DIST. AIR	CRAFT / R	ACRAFT Prime SPEED EST USTLING L ST. TRAFFI	RAIL IN EED 38/WB	RADAR / DRI	AMBIEN #2 C NB / EB WNG / OBSER ONG DOGS PING ACTI	VER	ER:		
DESCRIPTION	VINCISE S ROADWA COUNT D UCKS: JCKS: DIST. CHI SOURCES DIST. CHI COMMENT	DIST. AIRO	CRAFT / R	OTHER:	RAIL IN EED 38/WB	RADAR / DRI DIST. BARB LANDSCA	AMBIEN #2 C NB / EB WNG / OBSER ONG DOGS PING ACTI		ER:		
DESCRIPT TRAFFIC AUTOS MED. TR HVY TRL BUSES MOTORO OTHER S OTHER S	V NOISE S ROADWA COUNT D UCKS: JCKS: DYCLES BOURCES DIST. CHI NON / SKE NOURCES COMMENT	DIST. AIR)	CRAFT / R	OTHER:	RAIL IN EED 38/WB MATEO BY: EAVES / I C / DIST.	RADAR / DRI	AMBIEN #2 C NB / EB WNG / OBSER ONG DOGS PING ACTI	VER VITIES /			
DESCRIP TERRAP OTHER S OTHER S	VINCISE S ROADWA COUNT D UCKS: JCKS: DVCLES: DIST. CHI SOURCES: DIST. CHI E HARD COMMENT	DIST. AIR	CRAFT / R	OTHER:	RAIL IN EED 38/WB RAIL D EED 38/WB RAIL D EED 38/WB RAIL D EED 38/WB RAIL D EED 38/WB RAIL D EED 38/WB	RADAR / DRI DIST. BAR LANDSCA	AMBIEN R2 C NB / EB ING / OBSER ONG DOGS PING ACTI				

ODRESS TART DA	TIFICATION	\$ ST 18 2415 1077	12800	y 34, 2	mona,	64 92	OBSER	/ER(8): TE / TIME:	3CR 10/7/	120	
TEVP: WINDSP SKY:	OGICAL O	ONDITIONS OF MPH CUTER	HUMIDITY		NR.H. N NE	E SE FOG	WIND:	GARA LA W NW	OTHER:	STEADY	ABLE GUSTY
COUSTRUI CALIER/ CALIER/ SETTING	MEASUR MENT: ATOR: ATION CHE 35: A-WE	EVENTS:	X T AL 200 SCON	114.0 FAST	dBA SPL FRONTAL	POST-TEL	TYPE()	2 dBA SPL	SERIAL # SERIAL # WI OTHER	400 NDSCREEN	5 2416
REC#	START	END	Las	Lnes	L	Lio	La (Lac	Lee	Lo	Las
420	8.96	7.56	58,4	70.9	69.9	60.5	59.1	501 -01	56.7	340	27.6
417	8:35	4:05	58.4	48.9	<u>ç3.6</u>	27,5	28.4	58.1	30.8	53.5	15.7
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NR/FR SR/WR
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SITE IDENTIFICATION	e 6+	16.01	STI8	.03)		OBSER	SER(5):	67	71	
NDDRESS: #/Self 14	167 04	10 -	1253	3 ct.	12.89	END D	TE/TIME	_10/	9/20-3	1.65
WETEROLOGICAL CO TEMP: WINDSPEED: SKY: SUNNY	MPH CLEAR	HUMIDITY OVIRCIST	DIR. PRTLY CL	NRH. NNE.	E SE FOG	WIND: S SW RAIN	CALM LI	GHT MODEL OTHER:	RATE VARIA	BLE
ACOUSTIC MEASUR INSTRUMENT: CALIBRATOR: CALIBRATOR:	CK RE	WL-21 200 EST	114.0	CEA SPL	POST-TE	TYPE: 1	O OBA SPL	SERIAL F. SERIAL F. W		1 916
REC # START	END	4	Law	L,	Lu	La	Læ	Lm	La	Loin
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COMMENTS:	where a	@ 0	2639	a , (120082 5700 R	a ju	8:0	10 her	12:58	6
ROADWA TRAFFIC COUNT D AUTOS: MED TRUCKS:	URATION: NB/EB	-Mi 88/W8	NB / EB	SB / WO		#2 N8 / E	COUNT 8 88/WB	NB/EB	SB/WB	
AUTOS: MED. TRUCKS: MVY TRUCKS: BUSES: MOTORCYCLES: OTHER BOURCES: DIST. CHI	V TYPE	AVING / DI	N SI NB / EB SPEED ES RUSTLING I ST. TRAFF	TMATED BY	ANDAR I DR DIST, BAR LANDSCA	#2 NB / EI	COUNT 8 88/WE 8 / WE 9 / DE 10	A DIST. WO	DUSTRIAL	
DESCRIPTION / SKO	DIST. AF	AYING / DI	N SI NB / EB SPEED US RUSTLING I IST, TRAFF	TIMATED BY	ANDAR I DR DIST, BAR LANDSCA	#2 NB / El	COUNT 8 SB / WE 8 SB / WE 10 SB / BIRDS 10 SB / BIRDS 10 SB / BIRDS	SI NB / EB	DUSTRIAL	
DESCRIPTION / SKO	DIST. AP	AYING / DI	OTHER:		RADAR IDR DIST. BAR LANDSCA	M2 NB / El	COUNT 8 88 / WB DRVDR AS / BIRDS TWITIES /	A NB / EB	DUSTRIAL	
DESCRIPTION / SKO	DIST. AP	AYING / DI	OTHER:		RADAR IDR DIST. BAR LANDSCA	MING / CBS	COUNT 8 88/W8 DRVDR AS / BIRDS TWITTES /	A NB / EB	DUSTRIAL	
DESCRIPTION / SKI TERRAIN: HARD PHOTOS: OTHER COMMENT	DIST. AIF	AVING / DI	SPEED ES SPEED ES BUSTLING I BT. TRAFF	TIMATED BY	ANDAR IDR DIST. BAR LANDSCA	MINO / OBSI SONG DOX SONG DOX SONG DOX		A DIST. INC	DUSTRIAL	
DESCRIPTION / SKO	DIST. AIF		OTHER:		ANDAR I DR DIST. BAR LANDSCA	MR / El			DUSTRIAL	

ETEROL TEMP: WINDSP SKY:	OGICAL O	ONDITIONS OF MPH CLEAR	HUMIDITY	36 DIR PRILY CI	%R.H. N NE LOUDY	E SE FOG	WIND S SW/ RAIN	CALM L	OHT MODE	STEADY	GUSTY
CALIBRA CALIBRA CALIBRA CALIBRA	MEASUR		LAT CAL 20 EST SCOP	00 114.0 FAST	dBA SPL FRONTAL	POST-TE	TYPE (1) 371(3,9) 9M (2)	(BA SPL	SERIAL # SERIAL # WI OTHER:	<u>YOO</u>	2412 X
1193 1193 11914	START 12:13 12:36	END 12:33 12:46	<u>66.0</u> <u>65.4</u>	<u>73.3</u> <u>74.2</u>	70.5 71.1	67.8 67.4	66.7 66.5	46.5 66.5 66.5	ι» <u>63.3</u> <u>63.5</u>	Lu 61.8 61.8	0.5
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HVY TRUCKS:		_						
BUSES:								
MOTORCYCLES:				NALTED BY BA	AR / DRIVING (ORSER	VER		
OTHER SOURCES:	DIST. AIR	RAFT / R	USTLINGL	EAVES / DIS	T. BARKING DOGS	/ BIRDS	DIST. IND	USTRIAL
DIST. CHI	DREN PLA	YING / DR	ST. TRAFFI	C / DIST. LA	NDSCAPING ACT	WITES /	OTHER:	

OMMENTS / SKETCH	F-18-9	1
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epv2/de MMD		

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DDRESS TART DA	TE/TIME	3/18/21	982 10	ethill 9	key		END D/	TE / TIME:	371872		-
ETEROL TEMP: WINDSP SKY:	GRAL CO	ONDITIONS: OF MPH CLEAR		RE PRIETO	NRH. N NE	E SB FOG	WIND: S SW RAIN	W NW	GHT MODES OTHER:	RATE VARI STEADY	GUSTY
CALIBRA CALIBRA CALIBRA SETTING	MEASURE MENT: ATOR: ATION CHE 35: A-WE		CAL 1 ST SLOW	0-0 11(4+10 FAST	dBA SPL FRONTAL	POST-TE RANGO	TYPE:	2 dBA SPL NSI	SERIAL ¢ SERIAL ¢ W OTHER:	378 NDSCREEN	6 664 3
RECA	START	END	Leg	Loss	L	L10	Las	Leo	L.,.	L.,,	Luis
,35	5:850m	8:15m	70.6	73.1	73.2	71.4	71.2	76.5	68.1	67.5	67.0
36	8. Daw	8:22m	10.4	73.7	73.3	72.4	71.6	70.8	64.0	66.4	65.1
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NURCE I RIMARY RAFFIC UTOS: NOT TRU USES: NOT OR CO THER S	NFO AND T NOISE SO ROADWAY COUNT DO UCKS: ICKS:	DIST. AIRC	UNTS: APFIC AL SB/WB SB/WB RAFT / R YING / DIS LLD DIS	RCRAFT 15 NB / ED SPEED ES USTLING ST. TRAFF	RAIL IN PEED SB/WB MATED BY: LEAVES / IC / DIST.	ADAR/DRIAL	AMBIE NB / EB NB / EB NB / EB NB / CB NB / CB	NT OTH COUNT SB/WB S/ BIRDS WITHES /	ER:SP NB / EB / DIST. IND OTHER:	EED SØ/WØ	-
SURCE I RAFFIC UTOS: MED. TRU USES: NOTORIC OTHER S SCRIPT ERRAIN HOTOS OTHER O	NFO AND T NOISE SC ROADWAY COUNT DO LICKS: KCKS: VICLES: DIST. CHIL LS NON/SRET HARD	DIST. AIRCO	APFIC AU APFIC AU SB/WB SB/S SB	SPEED ES	RAIL IN SECO SE/WE MATED BY: LEAVES / IC / DIST.	ADAR / DRI DIST. BAR LANDSCA	AMBIE NB / EB NB / EB NB / EB NB / EB NB / EB NB / EB	NT OTH	ER:SP NB / EB / DIST. IND OTHER:	EED SID / WB	
SURCE I RAFFIC UTOS: MED. TRU USES: NOTORIC OTHER S SCRIPT ERRAIN HOTOS OTHER C	NFO AND T NOISE SC ROADWAY COUNT DO UCKS KCKS VOLES DIST. CHIL LS NON / SKET	DIST. AIRCO	UNTS: APFIC AU SB/WB SB/WB SB/WB SB/WB SB/WB SB/WB SB/WB SB/WB SB/WB SB/WB	SPEED ES	RAIL IN SEED SB/WB LEAVES / IC / DIST.	AADAR / DRI DIST. BAR9 LANDSCA	AMBIE NB / EB WING / OBSE KING DOG PING ACT	NT OTH	ER:SP NB / EB / DIST. IND OTHER:	EED SID / WB	
SURCE I RAFFIC WTOS MED. TRU WY TRU USES MOTORC STHER S SCRIPT ERRAIN HOTOS STHER C	INFO AND T NOISE SC ROADWAY COUNT DO UCKS ICKS DIST. CHIL LIS NON / SKE HARD	DIST. AIRC DIST. AIRC	RAFT / RUNTS:	SPEED ES	RAIL IN PEED SB/WB MATED BY: LEAVES / IC / DIST.	AADAR / DRV DIST. BARP LANDSCA	AMBIE NB / EB	NT OTH	ER:		
DURCE I PRIMARY IRAFFIC UTOS MED. TRU VY TRU USES: MOTORC DTHER S ESCRIPT FRRAIN PHOTOS DTHER C	NFO AND T NOISE SC ROADWAY COUNT DU UCKS NCKS VICLES DIST. CHIL LS NON / SKE NON / SKE	DIST. AIRC DIST. AIRC	RAFT / R	RCRAFT 15 NB / EB SPEED ES USTLING ST. TRAFF	RAIL IN SECO SE/WE MAATED BY: LEAVES / IC / DIST.	ADAR / DRV DIST. BARS	AMBIE NB / EB	NT OTH COUNT SID / WB	ER:		

The Annual Annual Annual

	10/20	120 0	:34Am	_	-	END DA	TE / TIME:	10/20	120 9	SSAA
10 0-1	NDITIONS F MPH CLEAR	HUMIDITY	DIR PRTLY CI	NRH N 60	E SE FOG	WIND: S SW RAIN	QUAN LX W NW	OTHER:	STEADY	ABLE GUSTY
IEASURE NT: XR: CN CHEC A-WE	MENTS: LD 83 LD C/ X: PRE-TO IGRIED	1 A C 100 EST SKOW	HLGE OF	dBA SPL FRONTAL	POST-TE RANGE	_TYPE () 51 114-03	2 dBA SPL	SERIAL # SERIAL # WI OTHER:	3786 NDSCREEN	6645
START	END	Lee	Loax	L,	L.,,	Los	Lse	Lao	Ln	Lais
:34%	9:44A	62.5	66.5	65.3	64.1	63.3	62.4	60.3	58.4	26.8
:45,	9:55A	62.7	66.8	66.2	64.5	63.6	62.6	60.0	\$7.7	\$6.1
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- 100 F	B16D0 27				_	_	_	_	_	
	A-WE	8 "F D: 0-1 MPH MNY CLEAR EASUREMENTS: NT: LD 83 PC LD C/ DN CHECK: PRE-TO AWEIGRTED START END :34A 0:44A :45A 9:53A	8 1F HUMIDITY D: Q-1 MPH MNY CLEAR OVRCST EASUREMENTS: NT: LD 831 M: LD CAL 100 M: M: MEIORITED SUDW START END La 61.5 :45A 9:55A 62.7	8 *F HUMIDITY: 74 D: 0-1 MPH DIRE MNY CLEAR OVRCST EASUREMENTS: NT: LD NT: LD 831 PR: LD CAL DN CHECK: PRE-TEST 114.0 AWEIGRTED SKOW FAST START END Lm :34.a 0:44.a 61.5 66.5 :45.a 9:55.a 62.7 66.8	8 "F HUMIDITY: 14 NR.H. DIR NPH DIR N. MP NNY CLEAR OVRCST PRTLYCLOUDY EASUREMENTS: NT: LD 831 NT: LD 831 PR LD CAL 100 DN CHECX: PRE-TEST II.4.0 0BA SPL AWEIGRIED SKOW FAST FRONTAL START END L., L., L, :34.4 Q:44.4 61.5 66.5 65.3 :45.4 9:55.4 62.7 66.8 66.2	8 "F HUMIDITY: 1/2 NR.H. D. Q-1 MPH DIR: N MD E SE NNY CLEAR OVROST PRTLYCLOUDY FOG EASUREMENTS: NT: LD 831 PR: LD CAL TUDO DN CHECX: PRE-TEST 114.0 dBA SPL POST-TE AWEIGRIED SKOW FAST FRONTAL RANGE START END L., L., L., L., L., :34.4 0:44.4 :34.5 9:55.4 :45.4 9:55.4	8 *F HUMIDITY: 12 NR.H. WIND: D. 0-1 MPH DIR: N 60 E SE S SW NNY CLEAR OVRCST PRILYCLOUDY FOG RAIN EASUREMENTS: TYPE 0 TYPE 0 TYPE 0 N: LD CAL 1000 TYPE 0 TYPE 0 N: LD CAL 1000 TYPE 0 TYPE 0 ON CHECX: REFERST II (4, 0 dBA SPL POST-TEST 114.03 AWEIGRTED SUOW FAST FRONTAL AWEIGRTED SUOW FAST FRONTAL START END La La La :14.5 9:55A 62.7 66.5 65.3 64.1 63.6 :14.5 9:55A 62.7 66.8 66.2 64.5 63.6	8 "F HUMIDITY: 14 NR.H WIND: GAVA LK DIR N KD E SE S SW W NW EASUREMENTS: NT: <u>LD 831</u> TYPE: D 2 REAL TOO N CHECK PRE-TEST <u>II(4.0</u> dBA SPL POST-TEST <u>II(4.0</u>] dBA SPL AWEIGRIED SYOW FAST FRONTAL RANGOM ACSU START END L., L., L., L., L., L., L., L., L., L.,	8 "F HUMIDITY: 14 WR.H. WIND: QUALLIGHT MODER D:Q-1 MPH DIR: N. ND: ES S.SW. W.NW MAY CLEAR OVRCST PRTLYCLOUDY FOG RAIN OTHER: MAY CLEAR OVRCST PRTLYCLOUDY FOG RAIN OTHER: EASUREMENTS: TYPE: 0:2 SERUL #: SERUL #: SERUL #: N: L.D. C.A.C. 1000 II.4.0 OBA SPL POST-TEST [NL-0] OBA SPL WI ON CHECX: REFISION II.4.0 OBA SPL POST-TEST [NL-0] OTHER: WI AWEIGRTED SUGW FAST FRONTAL RANDOM AVEI OTHER: START END La, Lau L; Ls Ls Ls Ls START END La, Lau L; Ls Ls Ls Ls Ls Ls START END La, Lau L; Ls Ls	8 1F HUMDITY: $\frac{1}{2}$ NR.H. WIND: QUAL LIGHT MODERATE WARD D.Q-1 MPH DIR: N. $\frac{1}{100}$ E. SE S. SW. W.NW. STEADY MNY CLBAR OVRCST PRTLYCLOUDY FOG RAIN OTHER: OTHER: EASUREMENTS: ILD. C.A.C. TUPE D.2 SERUL :: $3.7.86$ VI: L.D. 831 TYPE: $\frac{1}{0.2}$ SERUL :: $3.7.86$ SR L.D. C.A.C. TUPE D.2 SERUL :: $3.7.86$ N: L.D. C.A.C. TUPE D.2 SERUL :: $3.7.86$ ON CHECK PRE-TEST II.4.0 dBA SPL POST-TEST II.4.03 dBA SPL WINDSCREEN AWEIGRTED SUGW FAST FRONTAL RANDOM ARGIN OTHER:

MED. TRUCKS: HVY TRUCKS: BUSES: MOTORCYCLES: OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

THERO	OMMENTS /	SKETCH:	-	1-15		1	1	1	1	-
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DDRESS: /// 4 7	E POVE	yeh-	120	14.03) 1-1, 21	5	END DA	TE / TIME:	10/2	2170	- 31
TEMP: WINDSPEED:	ONDITIONS OF MPH	HUMIDITY	DIR	%R.H. N NE	E 545	WIND: s sw	CALM LI	GHT MODE	RATE VARU STEADY	GUSTY
SKY: SUMNY	CLEAR	OVRCST	PRTLYC	LOUDY	rog	RAIN	-	OTHER		_
INSTRUMENT:	REMENTS:	-22				TYPE: 1	D	SERIAL F.	323	32
CALIBRATOR: CALIBRATION CHI	ECK-PRE-T	L LOC	7140	dBA SPL	POST-TE	ST 113,9	dilla SPL	SERIAL #:	NOSCREEN	310
SETTINGS: AW	EGINTED	SCOW	FAST	FRONTAL	RANDO	M C	BI)	OTHER		-
REC # START	END	Lee	Louis	L	L.0	Lm	Los	Lo	Les	Loss
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TRAFFIC COUNT (OURCE: TR AY TYPE: DURATION: NB / ED	SD/WB	NB / EE	PEED 58/WB	OUSTRIAL	#2 C N8 / E8	SB/WB	SP NB/EB	\$8/WB	
AUTOS: MED. TRUCKS MED. TRUCKS HWY TRUCKS: BUSES MOTORCYCLES: OTHER SOURCES	OURCE: TR AY TYPE DURATION: NB / EB	SD/WD	IRCRAFT NB / EE SPEED ES	RAIL N PEED 3 SB / WB	ANDAR / DRI	NB / EB	S / BIRDS	SP NB/EB	SB/WB	
AUTOS: MED. TRUCKS: MED. TRUCKS: MVY TRUCKS: BUSES: MOTORCYCLES: OTHER SOURCES: DIST. CH	DURATION: NB / ED	SD / WD	IRCRAFT N S NB / EE SPEED ES USTILING ST. TRAFI	RAIL N PEED 3 SB / WB 1 MATED DY: 1 LEAVES / 1 FIG / DIST.	ANDAR / ORF	NB / EB	VIT OTH	NB / EB	SB / WB	
AUTOS: MED. TRUCKS: HWY TRUCKS: BUSES: MOTOROYCLES: OTHER SOURCES DIST. CH	DURCE: TR AY TYPE DURATION: NB / EB	SD / WD	IRCRAFT N S NB / EE SPEED ES USTLING ST. TRAFI	RAIL N PEED 3 SB / WB 3 SB / WB 4 SB	ANDAR / ORF	IZ C N8 / E8	NIT OTH	NB / EB	SB / WB	
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SITE IDEN ADORESS START DA		10/21	0.01 012 P.	12 750	IS EL CL	nite fil	OBSERV END DA	TE / TIME:	3H. 10/20	120	
VETEROL TEMP: WINDSP SKY:	SUNNA SUNNA SUNNA	ONDITIONS: °F MPH CLEAR	HUMIDITY	99 DIR PRTLY CL	NR.H. N NE (E BE FOS	WIND: S SW RAIN	CALM LI	OTHER:	STEADY	GUSTY
CALIBR SETTIN	C MEASUR MENT: ATOR: ATION CHE 35: A-WI	UD 83	srGM st ar	116-8 FAST 1	dBA SPL FRONTAL	POST-TES RANDO	TYPE ()	2 dBA SPL 81	SERIAL #: SERIAL #: WI OTHER:	3786	<u>664</u> 5
	START	END	Lee	Louis	L	Lio	Lo	Lee	Lee	Lee	Lusia
HEC W		8.484	61.3	644	64.0	62.7	621	61.2	59.2	\$7.5	57.1
151	8:38A				101	12.0	120	61.0	600	596	59.3
151	8:38A 8:30A	9:004	62.3	663	63.4	63.9	63.0	01.1	00.7	2.60	
152	<u>8:384</u> 8:304	9:004	62.3	663	<u>c.v.4</u>	63.9	63.0	<u> </u>	00.7	- 10	

VAFFIC COUNT D	URATION:	-MIN	SP	EED	#2 C0	OUNT	SPE	ED
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SITE IDEN	TIFICATIO	N: 51 7	0,01				CBSER	VER(B):	- TCK	2	
ADDRESS START DA	TE/TIME	70/2	5/200	(194	177		END DA	TE / TIME:	10/70	120	_
METEROL TEMP: WINDSP SKY	ogical c टुब् EED <u>उ</u> टा SUNNY	ONDITIONS ^o F MPH CLEAR	HUMDITY	PRTLY CI	SIR H. N NE LOUDY	É (80) 100	WIND: S SW RAIN	CALM () W NW	OTHER:	RATE VARD STEADY	GUST
ACOUSTIC INSTRUI CALIBRA CALIBRA SETTING	C MEASUR MENT: ATION: ATION CHE 38: A-W	EMENTS:	XT AL 200 EST SLOW	1141.02 FAST	dBA SPL FIRONTAL	POST-IE RAND	_ТҮРЕ: () Зт //Ч-0 БМ ро	2 dDA SPL	SERIAL # SERIAL # W OTHER:	NDSCREEN	5 -176
REC # .447 .468	START \$:38 1:50	END 2:48 1:00	59.1	<u>64.1</u> 64.1	62.5 62.6	60,4 61,0	59.8 60.2	<u>59.4</u>	573 57.1	56.2	55.
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COMMENT		_						_			_
SOURCE I PRIMARY TRAFFIC AUTOS MED. TR	NFO AND Y NOISE S ROADWA COUNT D	TRAFFIC C OURCE T Y TYPE URATION: NB / EB	OUNTS: RAFPIC A 5-1 	IRCRAFT C N SP NB / EB	RAJL IN EEO SB/WB		AMBIEN #2 C NB / EB	OUNT SB/WB	ER:	EED \$8/W8	
SOURCE I PRIMARY TRAFFIC AUTOS MED. TRI HVY TRU BUSES: MOTORC OTHER S	NFO AND POADWA COUNT D UCKS: JCKS: CYCLES: DIST. CHI TION / SKE	TRAFFIC C OURCE T Y TYPE URATION: NB / EB DIST. AIR LOREN PL	CRAFT / R	IRCRAFT	RAIL IN SB / WB	RADAR / DR DIST. BAR LANDSCA	AMBIEN #2 C NB / EB	AT OTHE	ER:	EED \$8/W8	
SCURCE I PRIMARY TRAFFIC AUTOS MED. TRA HVY TRU BUSES: MOTORO OTHER S OESCRIPT TERMAIN PHOTOS OTHER O	NFO AND Y NOISE 9 ROADWA COUNT D UCKS: JCK	TRAFFIC C OURCE T Y TYPE URATION: NB / EB DIST. AIR LOREN PL	CRAFT / R	IRCRAFT SPEED EST USTLING L ST. TRAFFI	RAIL IN SB/WB	RADAR / DR DIST. BAR LANDSCA	AMBIEN #2 C NB / EB	VUNT S8/WB	ER:SP NB / EB 	EED \$8/WB	
SOURCE I PRIMARY TRAFFIC AUTOS MED. TRA HVY TRU BUSES: MOTORIC OTHER S	NFO AND Y NOISE S ROADWA COUNT D UCKS: JCKS: JCKS: DIST. CHI TION / SKE & HARD COMMENT	TRAFFIC C OURCE T Y TYPE URATION NB / EB DIST. AIR LOREN PL	CRAFT / R	IRCRAFT	RAIL IN SB / WB	RADAR / DRI DIST. BAR	AMBIEN #2 C NB / EB	VIT OTHE	ER:	EED SB/WB	
SCURCE I PRIMARY TRAFFIC AUTOS: MED. TRI HVY TRU BUSES: MOTORO OTHER S OTHER S	NFO AND Y NOISE 9 ROADWA COUNT D UCKS: JCKS: CYCLES: DIST. CHI TION / SNO 2 HARD COMMENT	TRAFFIC C OURCE T Y TYPE URATION: NB / EB DIST. AIR LOREN PL	CRAFT / R	OTHER:	RAIL IN SB / WB	RADAR / DR	AMBIEN #2 C NB / EB WING / OBSER KING DOGS PING ACTI			EED S8/W8	

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TEROLO	OGICAL	ONDITION	6					-			
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WINDSPE		MPH		DIR	N NE	E 8E	5 SW	W NW		STEADY	GUSTY
SIO: :	SUNNY	CLEAR	OVRCST	PRILYC	LOUDY	FOG	RAIN		OTHER:		0000
COUSTIC	MEASUR	EMENTS:				_	_				
INSTRUM	ENT:	P	10000	B			TYPE 1	D	SERIAL #:	1200	1
CALIBRA	TOR:		1 44 20	20			71	-	SERIAL #:	2416	
SETTING	TION CH	EXHIBIT	SLOW	EAST	EPONTAL	POST-TE	STQ 2.5	dBA SPL	onur.	NDSCREEN	X
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TRAFFIC (AUTOS: MED. TRU HVY TRU BUSES: MOTORCY OTHER SE	COUNT C ICKS: CKS: YCLES: OURCES: DIST. CHI	DIST. AIR	CRAFT / R	N SP NB / ED SPEED EST NISTLING U ST. TRAFFI	MUTED BY /	MADAR / DRI NST. BARI LANDSCA	NB / EB	SOUNT SB/WB	SP NB/EB	EED SB / WB	
TRAFFIC (AUTOS: MED. TRU HVY TRUS BUSES: MOTORCY OTHER SC	COUNT C COUNT C CKS: CKS: YCLES: OURCES: DIST. CH	DIST, AIR	CRAFT / R	N SP ND / ED SPEED EST USTLING U	MUTED BY I	MDAR / DRI XST. BARI LANDSCA	IZ (NB / EB	SOUNT SB / WB	SP NB/EB	EED SB / WB	
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TRAFFIC (AUTOS: MED. TRU BUSES: MOTORCY OTHER SC DTHER SC ESCREPTI TERRAIN PHOTOS	COUNT C COUNT C CRS: CRS: YOLES: OURCES: DIST. CHI NON / SRE HARD	DIST. AIR LOREN PLJ	CRAFT / R AYING / DR	N SP ND / ED SPEED EST NISTLING E ST, TRAFFE	EED S0 / WD	ADAR / DR/	NB / EB	SOUNT SB / WB	SP NB/EB	EED SB / WB	
TRAFFIC (AUTOS: MED. TRU HVY TRU BUSES: MOTORCY OTHER SC DESCRIPTIN TERRAIN PHOTOS OTHER CO	COUNT C COUNT C CKS: CKS: YCLES: OURCES: DIST. CHI NON / SKE HARD	DIST. AIR LOREN PL	CRAFT / R	N SPEED AST	EED S0 / WD	MOAR / DRI XST. BARI LANDSCA	IZ (NB / EB	SOUNT SB / WB	SP NB/EB	EED SB / WB	
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TRAFFIC (AUTOS: MED. TRU HVY TRUE BUSES: MOTORCY OTHER SE OTHER SE ESCREPTI TERRAIN PHOTOS: OTHER CO	COUNT C COUNT C CRS: YOLES: OURCES: DIST. CHI NON / SKE HARD	DIST. AIR LOREN PLJ	CRAFT / R AYING / DR	N SP ND / ED SPEED EST NS TLING E ST, TRAFFE	EED S0 / WD	ADAR / DR		SOUNT SB/WB	SP NB/EB	EED SB / WB	
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TRAFFIC (AUTOS: MED. TRU HVY TRUS BUSES: MOTORCY OTHER SE ESCREPTI TERRAIN PHOTOS OTHER CO	COUNT C COUNT C CRS: YOLES: OURCES: DIST. CHI HARD	DIST. AIR LOREN PL	ED FLAT	N SP ND / ED SPEED EST NSTLING E ST. TRAFFE	EED S0 / WD	ANDSCA		SOUNT SB/WB	SP NB/EB	EED SB / WB	
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TRAFFIC (AUTOS: MED. TRU HVY TRUS BUSES: MOTORCY OTHER SC DESCRIPTI TERRAIN PHOTOS OTHER CO	COUNT C ACKS: CKS: YCLES: OURCES: DIST. CHI NON / SKE HARD	DIST. AIR LOREN PLJ	ED FLAT	N SP ND / ED SPEED EST USTLING E ST. TRAFFI OTHER:	EED S0 / WD MOTEO BY / DEAVES / C	ANDSCA		SOUNT SB / WB SB / WB SB / BIRDS WITHES /	SP NB/EB	EED SB / WB	
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TRAFFIC (AUTOS: MED. TRU BUSES: MOTORCY OTHER SE DESCRIPTIN TERRAIN PHOTOS OTHER CO	COUNT C ACKS: CKS: YOLES: OURCES: DIST. CHI NON / SKE HARD COMMENT	DIST. AIR LOREN PL	ED FLAT	N SP ND / ED SPEED EST USTLING E ST. TRAFFI		ANDSCA		SOUNT SB/WB	SP NB/EB	EED SB / WB	
TRAFFIC (AUTOS: MED. TRU HVY TRUE BUSES: MOTORCY OTHER SE DESCRIPTIN TERRAIN PHOTOS OTHER CO	COUNT C ACKS: CKS: YOLES: OURCES: DIST. CHI NON / SKE HARD COMMENT	DIST. AIR DIST. AIR LOREN PL	ED FLAT	N SP ND / ED SPEED EST USTLING E ST. TRAFFI		ANDSCA		SOUNT SB / WB	SP NB/EB		
TRAFFIC (AUTOS: MED. TRU HVY TRUS BUSES: MOTORCY OTHER SC DESCRIPTIN TERRAIN PHOTOS OTHER CO	COUNT C ACKS: CKS: YCLES: OURCES: DIST. CHI NON / SKE HARD CMMENT	DIST. AIR LOREN PLJ	ED FLAT	N SP ND / ED SPEED ESIT NISTLING L ST, TRAFFI OTHER:		ANDSCA		SOUNT SB/WB	SP NB/EB		

PINK Greek Dr

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ST01.01 Looking Southwest



ST01.01 Looking Northeast



ST01.01 Looking Northwest



ST01.01 Looking Southeast



ST01.02 Looking Southwest



ST01.02 Looking Northeast



ST01.02 Looking Northwest



ST01.02 Looking Southeast



ST01.03 Looking Southwest



ST01.03 Looking Northeast



ST01.03 Looking Northwest



ST01.03 Looking Southeast



ST01.04 Looking Southwest



ST01.04 Looking Northeast



ST01.04 Looking Northwest



ST01.04 Looking Southeast



ST01.05 Looking Southwest



ST01.05 Looking Northeast



ST01.05 Looking Northwest



ST01.05 Looking Southeast



LT01.01 Looking Southwest



LT01.01 Looking Northeast



LT01.01 Looking Northwest



LT01.01 Looking Southeast



ST02.01 Looking Northeast



ST02.01 Looking Southwest



ST02.01 Looking Southeast



ST02.01 Looking Northwest



ST02.02 Looking Northeast



ST02.02 Looking Southwest



ST02.02 Looking Southeast



ST02.02 Looking Northwest



ST02.03 Looking Northeast



ST02.03 Looking Southwest



ST02.03 Looking Southeast



ST02.03 Looking Northwest



ST02.04 Looking Northeast



ST02.04 Looking Southwest



ST02.04 Looking Southeast



ST02.04 Looking Northwest



ST02.05 Looking Northeast



ST02.05 Looking Southwest



ST02.05 Looking Southeast



ST02.05 Looking Northwest



LT02.01 Looking Northeast



LT02.01 Looking Southwest



LT02.01 Looking Southeast



LT02.01 Looking Northwest



ST03.01 Looking Southwest



ST03.01 Looking Northeast



ST03.01 Looking Northwest



ST03.01 Looking Southeast



ST03.02 Looking Southwest



ST03.02 Looking Northeast



ST03.02 Looking Northwest



ST03.02 Looking Southeast



ST03.03 Looking Southeast



ST03.03 Looking Northeast



ST03.03 Looking East



ST03.04 Looking Southwest



ST03.04 Looking Northeast



ST03.04 Looking Northwest



ST03.04 Looking Southeast



ST03.05 (LT03.01) Looking Southwest



ST03.05 (LT03.01) Looking Northeast



ST03.05 (LT03.01) Looking Northwest



ST03.05 (LT03.01) Looking Southeast



ST03.06 Looking Southwest



ST03.06 Looking Northeast



ST03.06 Looking Northwest



ST03.06 Looking Southeast



ST03.07 Looking Southwest



ST03.07 Looking Northeast



ST03.07 Looking Northwest



ST03.07 Looking Southeast



ST03.08 Looking Southwest



ST03.08 Looking Northeast



ST03.08 Looking Northwest



ST03.08 Looking Southeast


ST03.09 Looking West



ST03.09 Looking East



ST03.09 Looking North



ST03.09 Looking South



ST04.01 Looking Northeast



ST04.01 Looking Southwest



ST04.01 Looking Southeast



ST04.01 Looking Northwest



ST04.02 Looking Northeast



ST04.02 Looking Southwest



ST04.02 Looking Southeast



ST04.02 Looking Northwest



ST04.03 Looking Northeast



ST04.03 Looking Southwest



ST04.03 Looking Southeast



ST04.03 Looking Northwest



ST04.04 Looking Northeast



ST04.04 Looking Southwest



ST04.04 Looking Southeast



ST04.04 Looking Northwest



ST04.05 Looking Northeast



ST04.05 Looking Southwest



ST04.05 Looking Southeast



ST04.05 Looking Northwest



ST04.06 Looking Northeast



ST04.06 Looking Southwest



ST04.06 Looking Southeast



ST04.06 Looking Northwest



LT04.01 Looking North



LT04.01 Looking South



LT04.01 Looking East



LT04.01 Looking West



ST05.01 Looking Southwest



ST05.01 Looking Northeast



ST05.01 Looking Northwest



ST05.01 Looking Southeast



ST05.02 (LT05.01) Looking Southwest



ST05.02 (LT05.01) Looking Northeast



ST05.02 (LT05.01) Looking Northwest



ST05.02 (LT05.01) Looking Southeast



ST05.03 Looking South



ST05.03 Looking North



ST05.03 Looking West



ST05.03 Looking East



ST05.04 Looking South



ST05.04 Looking North



ST05.04 Looking West



ST05.04 Looking East



ST06.01 Looking East



ST06.01 Looking West



ST06.01 Looking South



ST06.01 Looking North



ST06.02 Looking Northeast



ST06.02 Looking Southwest



ST06.02 Looking Southeast



ST06.02 Looking Northwest



ST06.03 (LT06.01) Looking Northeast



ST06.03 (LT06.01) Looking Southwest



ST06.03 (LT06.01) Looking Southeast



ST06.03 (LT06.01) Looking Northwest



ST06.04 Looking North



ST06.04 Looking South



ST06.04 Looking East



ST06.04 Looking West



ST07.01 Looking Southwest



ST07.01 Looking Northeast



ST07.01 Looking Northwest



ST07.01 Looking Southeast



ST07.02 Looking South



ST07.02 Looking North



ST07.02 Looking West



ST07.02 Looking East



ST07.03 Looking South



ST07.03 Looking North



ST07.03 Looking West



ST07.03 Looking East



ST07.04 Looking Southwest



ST07.04 Looking Northeast



ST07.04 Looking Northwest



ST07.04 Looking Southeast



ST07.05 Looking South



ST07.05 Looking North



ST07.05 Looking West



ST07.05 Looking East



ST07.06 (LT07.01) Looking South



ST07.06 (LT07.01) Looking North



ST07.06 (LT07.01) Looking West



ST07.06 (LT07.01) Looking East



ST07.07 Looking South



ST07.07 Looking North



ST07.07 Looking West



ST07.07 Looking East



ST07.08 Looking Southwest



ST07.08 Looking Northeast



ST07.08 Looking Northwest



ST07.08 Looking Southeast



ST08.01 Looking North



ST08.01 Looking South



ST08.01 Looking East



ST08.01 Looking West



ST08.02 Looking North



ST08.02 Looking South



ST08.02 Looking East



ST08.02 Looking West



ST08.03 Looking North



ST08.03 Looking South



ST08.03 Looking East



ST08.03 Looking West



ST08.04 Looking North



ST08.04 Looking South



ST08.04 Looking East



ST08.04 Looking West



ST08.05 (LT08.01) Looking North



ST08.05 (LT08.01) Looking South



ST08.05 (LT08.01) Looking East



ST08.05 (LT08.01) Looking West



ST08.06 Looking Northeast



ST08.06 Looking Southwest



ST08.06 Looking Southeast



ST08.06 Looking Northwest



ST08.07 Looking North



ST08.07 Looking South



ST08.07 Looking East



ST08.07 Looking West



ST08.08 Looking North



ST08.08 Looking South



ST08.08 Looking East



ST08.08 Looking West



ST08.09 Looking Northeast



ST08.09 Looking Southwest



ST08.09 Looking Southeast



ST08.09 Looking Northwest



ST08.10 Looking Northeast



ST08.10 Looking Southwest



ST08.10 Looking Southeast



ST08.10 Looking Northwest



ST08.11 Looking Northeast



ST08.11 Looking Southwest



ST08.11 Looking Southeast



ST08.11 Looking Northwest

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ST09.01 Looking Southwest



ST09.01 Looking Northeast



ST09.01 Looking Northwest



ST09.01 Looking Southeast



ST09.02 Looking Southwest



ST09.02 Looking Northeast



ST09.02 Looking Northwest



ST09.02 Looking Southeast



ST09.03 Looking Southwest



ST09.03 Looking Northeast



ST09.03 Looking Northwest



ST09.03 Looking Southeast



ST09.04 Looking South



ST09.04 Looking North



ST09.04 Looking West



ST09.04 Looking East



ST09.05 Looking South



ST09.05 Looking North



ST09.05 Looking West



ST09.05 Looking East



LT09.01 Looking Southwest



LT09.01 Looking Northwest



LT09.01 Looking Northeast



LT09.01 Looking Southeast



ST10.01 Looking Northeast



ST10.01 Looking Southwest



ST10.01 Looking Southeast



ST10.01 Looking Northwest



ST10.02 Looking Northeast



ST10.02 Looking Southwest



ST10.02 Looking Southeast



ST10.02 Looking Northwest



ST10.03 Looking Northeast



ST10.03 Looking Southwest



ST10.03 Looking Southeast



ST10.03 Looking Northwest



ST10.04 Looking Northeast



ST10.04 Looking Southwest



ST10.04 Looking Southeast



ST10.04 Looking Northwest



ST10.05 Looking Northeast



ST10.05 Looking Southwest



ST10.05 Looking Southeast



ST10.05 Looking Northwest



ST10.06 Looking Northeast



ST10.06 Looking Southwest



ST10.06 Looking Southeast



ST10.06 Looking Northwest



ST10.07 Looking North





ST10.07 Looking East

ST10.07 Looking West



ST10.08 Looking Northeast



ST10.08 Looking Southwest



ST10.08 Looking Southeast



ST10.08 Looking Northwest



ST11.02 Looking Southwest



ST11.02 Looking Northeast



ST11.02 Looking Northwest



ST11.02 Looking Southeast



ST11.03 Looking Southwest



ST11.03 Looking Northeast



ST11.03 Looking Northwest



ST11.03 Looking Southeast



ST12.01 Looking East



ST12.01 Looking West



ST12.01 Looking South



ST12.01 Looking North



ST12.02 Looking Northeast



ST12.02 Looking Southwest



ST12.02 Looking Southeast



ST12.02 Looking Northwest



ST12.03 Looking Northeast



ST12.03 Looking Southwest



ST12.03 Looking Southeast



ST12.03 Looking Northwest



ST12.04 (LT12.01) Looking Northeast



ST12.04 (LT12.01) Looking Southwest



ST12.04 (LT12.01) Looking Southeast



ST12.04 (LT12.01) Looking Northwest



ST12.05 Looking Northeast



ST12.05 Looking Southwest



ST12.05 Looking Southeast



ST12.05 Looking Northwest



ST12.06 Looking North



ST12.06 Looking South



ST12.06 Looking East



ST12.06 Looking West



ST12.07 Looking East



ST12.07 Looking West



ST12.07 Looking South



ST12.07 Looking North



ST12.08 Looking East



ST12.08 Looking West



ST12.08 Looking South



ST12.08 Looking North



ST12.09 Looking Northeast



ST12.09 Looking Southwest



ST12.09 Looking Southeast



ST12.09 Looking Northwest



ST13.01 Looking Southwest



ST13.01 Looking Northeast



ST13.01 Looking Northwest



ST13.01 Looking Southeast



ST13.02 Looking Southwest



ST13.02 Looking Northeast



ST13.02 Looking Northwest



ST13.02 Looking Southeast



ST13.03 Looking Southwest



ST13.03 Looking Northeast



ST13.03 Looking Northwest



ST13.03 Looking Southeast



ST13.04 Looking Southwest



ST13.04 Looking Northeast



ST13.04 Looking Northwest



ST13.04 Looking Southeast



ST13.05 Looking West



ST13.05 Looking East



ST13.05 Looking North



ST13.05 Looking South



ST13.06 Looking West



ST13.06 Looking East



ST13.06 Looking North



ST13.06 Looking South



ST13.07 Looking West



ST13.07 Looking East



ST13.07 Looking North



ST13.07 Looking South



ST13.08 Looking West



ST13.08 Looking East



ST13.08 Looking North



ST13.08 Looking South



LT13.01 Looking Southwest



LT13.01 Looking Northeast



LT13.01 Looking Northwest



LT13.01 Looking Southeast



ST14.01 Looking Northeast



ST14.01 Looking Southwest



ST14.01 Looking Southeast



ST14.01 Looking Northwest



ST14.02 Looking East



ST14.02 Looking West



ST14.02 Looking South



ST14.02 Looking North


ST14.03 Looking Northeast



ST14.03 Looking Southwest



ST14.03 Looking Southeast



ST14.03 Looking Northwest



ST14.04 Looking Northeast



ST14.04 Looking Southwest



ST14.04 Looking Southeast



ST14.04 Looking Northwest



ST14.05 Looking East



ST14.05 Looking West



ST14.05 Looking South



ST14.05 Looking North



ST14.06 Looking East



ST14.06 Looking West



ST14.06 Looking South



ST14.06 Looking North



ST14.07 Looking Northeast



ST14.07 Looking Southwest



ST14.07 Looking Southeast



ST14.07 Looking Northwest



ST14.08 Looking Northeast



ST14.08 Looking Southwest



ST14.08 Looking Southeast



ST14.08 Looking Northwest



ST14.09 Looking Northeast



ST14.09 Looking Southwest



ST14.09 Looking Southeast



ST14.09 Looking Northwest



ST14.10 Looking Northeast



ST14.10 Looking Southwest



ST14.10 Looking Southeast



ST14.10 Looking Northwest



ST14.11 Looking Northeast



ST14.11 Looking Southwest



ST14.11 Looking Southeast



ST14.11 Looking Northwest



ST14.12 Looking East



ST14.12 Looking West



ST14.12 Looking South



ST14.12 Looking North



ST14.13 Looking Northeast



ST14.13 Looking Southwest



ST14.13 Looking Southeast



ST14.13 Looking Northwest



ST14.14 Looking East



ST14.14 Looking West



ST14.14 Looking South



ST14.14 Looking North



ST14.15 Looking Southeast



ST14.15 Looking Northwest



ST14.15 Looking Southwest



ST14.15 Looking Northeast



LT14.01 Looking Southwest



LT14.01 Looking Northeast



LT14.01 Looking Northwest



LT14.01 Looking Southeast



ST15.01 Looking Southwest



ST15.01 Looking Northeast



ST15.01 Looking Northwest



ST15.01 Looking Southeast



ST15.02 Looking West



ST15.02 Looking East



ST15.02 Looking North



ST15.02 Looking South



ST15.03 Looking Southwest



ST15.03 Looking Northeast



ST15.03 Looking Northwest



ST15.03 Looking Southeast



ST15.04 Looking West



ST15.04 Looking East



ST15.04 Looking North



ST15.04 Looking South



ST15.05 Looking West



ST15.05 Looking East



ST15.05 Looking North



ST15.05 Looking South



ST15.06 Looking West



ST15.06 Looking East



ST15.06 Looking North



ST15.06 Looking South



ST15.07 Looking West



ST15.07 Looking East



ST15.07 Looking North



ST15.07 Looking South



ST15.08 Looking Southwest



ST15.08 Looking Northeast



ST15.08 Looking Northwest



ST15.08 Looking Southeast



ST15.09 (First Floor) Looking West



ST15.09 (First Floor) Looking East



ST15.09 (First Floor) Looking North



ST15.09 (First Floor) Looking South



ST15.10 (Second Floor) Looking East



ST15.10 (Second Floor) Looking West



ST15.10 (Second Floor) Looking North



ST15.10 (Second Floor) Looking South



ST15.11 (Third Floor) Looking West



ST15.11 (Third Floor) Looking North



ST15.11 (Third Floor) Looking South



ST15.11 (Third Floor) Looking East



ST15.12 (Fourth Floor) Looking West



ST15.12 (Fourth Floor) Looking North



ST15.12 (Fourth Floor) Looking South



ST15.12 (Fourth Floor) Looking East



LT15.01 Looking West



LT15.01 Looking Northwest from Pool Area



LT15.01 Looking Northwest



ST16.01 Looking Northeast



ST16.01 Looking Southwest



ST16.01 Looking Southeast



ST16.01 Looking Northwest



ST16.02 Looking East



ST16.02 Looking West



ST16.02 Looking South



ST16.02 Looking North



ST16.03 Looking East



ST16.03 Looking West



ST16.03 Looking South



ST16.03 Looking North



ST16.04 Looking Northeast



ST16.04 Looking Southwest



ST16.04 Looking Southeast



ST16.04 Looking Northwest



ST16.05 Looking Northeast



ST16.05 Looking Southwest



ST16.05 Looking Southeast



ST16.05 Looking Northwest



ST16.06 Looking Northeast



ST16.06 Looking Southwest



ST16.06 Looking Southeast



ST16.06 Looking Northwest



LT16.01 Looking East



LT16.06 Looking West



LT16.06 Looking South



LT16.06 Looking North



ST17.01 Looking Northeast



ST17.01 Looking Southwest



ST17.01 Looking Southeast



ST17.01 Looking Northwest



ST17.02 Looking Northeast



ST17.02 Looking Southwest



ST17.02 Looking Southeast



ST17.02 Looking Northwest


ST17.03 Looking Northeast



ST17.03 Looking Southwest



ST17.03 Looking Southeast



ST17.03 Looking Northwest



ST17.04 Looking Northeast



ST17.04 Looking Southwest



ST17.04 Looking Southeast



ST17.04 Looking Northwest



LT17.01 Looking Northeast



LT17.01Looking Southwest



LT17.01 Looking Southeast



LT17.01 Looking Northwest



ST18.01 Looking Southwest



ST18.01 Looking Northeast



ST18.01 Looking Northwest



ST18.01 Looking Southeast



ST18.02 Looking Southwest



ST18.02 Looking Northeast



ST18.02 Looking Northwest



ST18.02 Looking Southeast



ST18.03 (LT18.01) Looking Southwest



ST18.03 (LT18.01) Looking Northeast



ST18.03 (LT18.01) Looking Northwest



ST18.03 (LT18.01) Looking Southeast



ST18.04 Looking Southwest



ST18.04 Looking Northeast



ST18.04 Looking Northwest



ST18.04 Looking Southeast



ST19.01 Looking Northeast



ST19.01 Looking Southwest



ST19.01 Looking Southeast



ST19.01 Looking Northwest



ST19.02 Looking East



ST19.02 Looking West



ST19.02 Looking South



ST19.02 Looking North



ST19.03 (LT19.01) Looking Northeast



ST19.03 (LT19.01) Looking Southwest



ST19.03 (LT19.01) Looking Southeast



ST19.03 (LT19.01) Looking Northwest



ST20.01 Looking Southwest



ST20.01 Looking Northeast



ST20.01 Looking Northwest



ST20.01 Looking Southeast



ST20.02 Looking Southwest



ST20.02 Looking Northeast



ST20.02 Looking Northwest



ST20.02 Looking Southeast



LT20.01 Looking Southwest



LT20.01 Looking Northeast



LT20.01 Looking Northwest



LT20.01 Looking Southeast

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Appendix D-3	Noise Measurement Equipment Calibration
	Certificates

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Certificate Number 2020003020 Customer: ICF Suite 250 49 Discovery Irvine, CA 92618, United States

Model Number	er 824		Procedure Number	D0001	1.8442	
Serial Number	erial Number A3536		Technician Sean Childs			
Test Results	Test Results Pass		Calibration Date	5 Mar 2020		
Initial Condition AS RECEIVED same as shipped		Calibration Due	5 Mar 2021			
		Devie Martin and	Temperature	23.8	-C	± 0.01 °C
Description	Larson	Davis Model 824	Humidity	50.6	%RH	± 0.5 %RH
	Firmwa	are Revision: 4.290	Static Pressure	86.91	kPa	± 0.03 kPa
Evaluation Metho	d	Tested electrically using Larson E substituted for the microphone.	avis PRM902 S/N 3837 and a	ADP00	05 input	adaptor
Compliance Stan	dards	Data reported in dB re 20 µPa as Compliant to Manufacturer Specif	suming a microphone sensitivit ications and the following stand	y of 44.5 Jards:	5 mV/Ρε	1.
		IEC 61672:2002 Class 1	ANSI S1.4-1983 Ty	/pe 1		
		IEC 61260:2001 Class 1	ANSI S1.11-1986	ype 1D		
		IEC 60651:2001 Type 1	IEC 60804:2000 Ty	pe 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.

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	Standards Used	1		
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	





Certificate Number 2020004408 Customer: ICF 27401 Via Caudaloso Mission Viejo,CA 92692,United States

Model Number	831		Procedure Number	D0001	.8384	
Serial Number	0003786	3	Technician	Ron H	arris	
Test Results	Pass		Calibration Date	1 Apr	2020	
		ENCED some as shipped	Calibration Due	1 Apr	2021	
Initial Condition	AS REC	EIVED same as snipped	Temperature	23.64	°C	± 0.25 °C
Description	Larson [Davis Model 831	Humidity	47.4	%RH	± 2.0 %RH
•	Class 1	Sound Level Meter	Static Pressure	85.32	kPa	± 0.13 kPa
	Firmwa	re Revision: 2.402				
Evaluation Method		Tested with:	Dat	a report	ed in di	Β 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 Stan	dards	Compliant to Manufacturer Specifica Calibration Certificate from procedu	ations and the following standa re D0001.8378:	ards whe	n comb	ined with
		IEC 60651:2001 Type 1	ANSI S1.4-2014 Class 1			
		IEC 60804:2000 Type 1	ANSI S1.4 (R2006) Type	e 1		
		IEC 61252:2002	ANSI S1.11 (R2009) Cla	ss 1		
		IEC 61260:2001 Class 1	ANSI S1.25 (R2007)			
		IEC 61672:2013 Class 1	ANSI S1.43 (R2007) Typ	e 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.

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Correction data from Larson Davis Model 831 Sound Level Meter Manual, 1831.01 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

LARSON DAVIS - A PCB PIEZOTRONICS DIV. 1681 West 820 North Provo,UT 84601,United States 716-684-0001





Certificate Number 20210043; Customer: ICF Suite 250 49 Discovery Irvine, CA 92618, United States

Model Number	831		Procedure Number	D0001	1.8384	
Serial Number	000378	36	Technician	Ron H	larris	
Test Results	Pass		Calibration Date	15 Ap	r 2021	
Initial Condition	n AS RECEIVED same as shipped		Calibration Due Temperature	15 Ap	r 2022 °C	+0.25 °C
Description	Larson	Davis Model 831	Humidity	54.4	%RH	+20%RH
	Class 1 Firmw	I Sound Level Meter are Revision: 2.403	Static Pressure	85.5	kPa	± 0.13 kPa
Evaluation Metho	d	Tested with: Larson Davis PRM831, S/N 029611 PCB 377B02, S/N 312026 Larson Davis CAL200, S/N 9079 Larson Davis CAL291, S/N 0108	Da	ta report	ed in di	B re 20 μPa.
Compliance Stan	dards	Compliant to Manufacturer Specific Calibration Certificate from procedu	ations and the following stands re D0001.8378:	ards whe	n comb	ined with
		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 \$1.11 (R2009) Cla	ss 1		
		IEC 61260:2001 Class 1	ANSI \$1.25 (R2007)			
		IEC 61672:2013 Class 1	ANSI \$1.43 (R2007) Typ	e 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

LARSON DAVIS - A PCB PIEZOTRONICS DIV. 1681 West 820 North Provo, UT 84601, United States 716-684-0001





2021-4-21T13:21:29

Certificate Number 2020003190 Customer: ICF Suite 250 49 Discovery Irvine, CA 92618, United States

Model Number Serial Number Test Results	LxT1 0004005 Pass	5	Procedure Number Technician Calibration Date	D0001 Ron H 9 Apr 2	.8384 arris 2020	
Initial Condition	AS REC	EIVED same as shipped	Calibration Due	9 Apr 2 23 84	2021 °C	+ 0.25 °C
Description	SoundT Class 1 Firmwa	rack LxT Class 1 Sound Level Meter re Revision: 2.402	Humidity Static Pressure	50.9 86.26	%RH kPa	± 2.0 %RH ± 0.13 kPa
Evaluation Metho	d	<i>Tested with:</i> Larson Davis PRMLxT1L. S/N 029341 PCB 377B02. S/N 147979 Larson Davis CAL200. S/N 9079 Larson Davis CAL291. S/N 0108	Data	reporte	ed in dE	3 re 20 μPa.
Compliance Stand	dards	Compliant to Manufacturer Specifications Calibration Certificate from procedure DC IEC 60651:2001 Type 1 IEC 60804:2000 Type 1 IEC 61252:2002 IEC 61260:2001 Class 1 IEC 61672:2013 Class 1	s and the following standar 0001.8378: ANSI S1.4-2014 Class 1 ANSI S1.4 (R2006) Type ANSI S1.11 (R2009) Clas ANSI S1.25 (R2007) ANSI S1.43 (R2007) Type	rds whei 1 s 1 e 1	n combi	ned with

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.

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Correction data from Larson Davis LxT Manual for SoundTrack LxT & SoundExpert Lxt, I770.01 Rev J Supporting Firmware Version 2.301, 2015-04-30

LARSON DAVIS - A PCB PIEZOTRONICS DIV. 1681 West 820 North Provo, UT 84601, United States 716-684-0001





Cortinicate Number 20210043. Customer: ICF Suite 250 49 Discovery Irvine, CA 92618, United States

Model Number	LxT1		Procedure Number	D000	1.8384	
Serial Number	000400	15	Technician	Ron H	larris	
Test Results	Pass		Calibration Date	15 Ap	r 2021	
Initial Condition	AS RECEIVED same as shipped		Calibration Due	15 Ap	r 2022	+0.25 *0
Description	Sound	Frack LxT Class 1	Humidity	51.6	%RH	+20%RH
Class 1 Sound Level Meter Firmware Revision: 2.404		Static Pressure	85.5	kPa	± 0.13 kPa	
Evaluation Metho	d	Tested with: Larson Davis PRMLxT1L, S/N 0293 PCB 377B02, S/N 147979 Larson Davis CAL200, S/N 9079 Larson Davis CAL291, S/N 0108	Da	ta report	led in di	B re 20 μPa.
Compliance Stand	dards	Compliant to Manufacturer Specific Calibration Certificate from procedu	ations and the following stand ire D0001.8378:	ards whe	n comb	ined with
		IEC 60651:2001 Type 1	ANSI S1.4-2014 Class 1			
		IEC 60804:2000 Type 1	ANSI S1.4 (R2006) Type	e 1		
		IEC 61252:2002	ANSI \$1.11 (R2009) Cla	ass 1		
		IEC 61260:2001 Class 1	ANSI \$1.25 (R2007)			
		IEC 61672:2013 Class 1	ANSI S1.43 (R2007) Tyj	pe 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 LxT Manual for SoundTrack LxT & SoundExpert Lxt, I770.01 Rev J Supporting Firmware Version 2.301, 2015-04-30

LARSON DAVIS - A PCB PIEZOTRONICS DIV. 1681 West 820 North Provo, UT 84601, United States 716-684-0001





2021-4-21T13:21:24



ISO 17025: 2005, ANSI/NCSL Z540:1994 Part 1 ACCREDITED by NVLAP (an ILAC MRA signatory)



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 /

Status:	R	eceived	Sent
In tolerance:		X	х
Out of tolera	nce:	and the second	
See commen	ts:		1000
Contains nor	-accredite	d tests:	es X No
Calibration s	ervice:	Basic X S	tandard
Address: 4	9 Discove	ry, Suite 25	0
1	rvine, CA S	2618	

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	8/M	Cal Data	Traceability evidence	Cal Due	
instrument - Manufacturer	Description	3/14	can bate	Cal. Lab / Accreditation	can. 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	Under Dauekin	Signature	Sover Monhall
Date	4/01/2022	Date	4/3/2000

Calibration Certificates or Test Reports shall not be reproduced, except in full, without written approval of the laboratory. This Calibration Certificate or Test Reports shall not be used to claim product certification, approval or endorsement by NVLAP, NIST, or any agency of the federal government.

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ISO 17025: 2005, ANSI/NCSL Z540:1994 Part 1 ACCREDITED by NVLAP (an ILAC MRA signatory)



Calibration Certificate No.44635

Instrument:	Sound Level Meter			
Model:	NL21			
Manufacturer:	Rion			
Serial number:	00776887			
Tested with:	Microphone UC52 s/n 114985			
	Preamplifier NH21 s/n 24692			
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:
 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 (%)
23.1	99.29	39.1

Calibrated by:	Lydon_Dawkins	Authorized signatory:	Steven E. Marshall
Signature	Unden Dauellion	Signature	StruckAbring
Date	4/0//2020	Date	4/3/2020

Calibration Certificates or Test Reports shall not be reproduced, except in full, without written approval of the laboratory. This Calibration Certificate or Test Reports shall not be used to claim product certification, approval or endorsement by NVLAP, NIST, or any agency of the federal government.

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ISO 17025: 2005, ANSI/NCSL Z540:1994 Part 1 ACCREDITED by NVLAP (an ILAC MRA signatory)



Calibration Certificate No.44634

Instrument:	Sound Level Meter			
Model:	NL22			
Manufacturer:	Rion			
Serial number:	00773232			
Tested with:	Microphone	UC52 s/n 114862		
	Preamplifier	NH21 s/n 24296		
Type (class):	2			
Customer:	ICF International			
Tel/Fax:	949-333-6619 /			

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:

Inclusion Manufactures	Description	s/N	Col Date	Traceability evidence	Cal. Due	
Instrument - Wanufacturer			cal. Date	Cal. Lab / Accreditation		
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	
			And the state of t		a second s	

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	Lendon Daukios	Signature	Steven Marshal
Date	4/01/2020	Date	4/3/2020

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CERTIFICATE OF CALIBRATION # OM20200818-1 FOR BRÜEL & KJÆR SOUND LEVEL METER

Model 2238

With Microphone Model 4188

Serial No. 2106267 ID No. N/A 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

Certifie	d References*			
<u>Mfg</u> . B&K B&K B&K B&K	<u>Type</u> 1051 2636 4226 4231	<u>Serial No</u> . 1777523 1423390 1774068 1770857	Cal Date 30 SEP 2019 02 JAN 2020 17 MAR 2020 11 SEP 2019	Due Date 30 SEP 2020 02 JAN 2021 17 MAR 2021 11 SEP 2020
HP	34401A 3458A Performed in Compl and ISO 17025, ISO *References are traceal	MY45023668 2823A07179 iance with ANSI, NCSI 9001:2015 Certification ble to NIST (National Inst	05 FEB 2020 21 JUL 2020 L Z-540-1, 1994 on NQA No. 11252 itute of Standards and Tech	05 FEB 2021 21 JUL 2021

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 bPa		
Mater This Dit	1.00	your in a		

Note: This calibration report shaft not be reproduced, except in full, without written consent by Odin Metrology. Inc. Signed:

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

Doc. Rev. 16 Feb 2018

Page 1 of 14

CERTIFICATE OF CALIBRATION # 26539-2 FOR LARSON DAVIS PRECISION INTEGRATING AND LOGGING SOUND LEVEL METER

Model 812

With Microphone Model 2560 With Preamplifier Model PRM828

Customer: Parsons

Pasadena, CA 91124

Serial No. 0638 ID No. N/A Serial No. 3378 Serial No. 1901

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

Certifi	ed 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 Compl	iance with ANSI, NCS	SL Z-540-1, 1994	
	and ISO 17025, ISO	9001:2015 Certificat	ion NQA No. 11252	
	*References are tracea	ble to NIST (National In	stitute of Standards and Tec	hnology).

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	
Note: This calibration report	shall not be reproduced, except in full, without	at written consent by Odin Metrology. Inc.	

Signed: This calibration report shall not be reproduced, except in full, without written consent by Odin Metrology, Inc Signed:

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

With Microphone Model 2560 With Preamplifier Model PRM828

Customer: Parsons Pasadena, CA 91124

P.O. No. Verbal/M. Sharp

Serial No. 0639

Serial No. 1629

ID No. N/A Serial No. 3159

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

Certifie	d 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 Comp	liance with ANSI, NCS	SL Z-540-1, 1994	
	and ISO 17025, ISO	9001:2015 Certificat	ion NQA No. 11252	
	*References are tracea	ble to NIST (National In	stitute of Standards and Tec	hnology).

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	

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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

With Microphone Model 2560 With Preamplifier Model PRM828 Serial No. 0659 ID No. N/A Serial No. 3155 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

Certifi	ied 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 Compl	iance with ANSI, NCS	SL Z-540-1, 1994	
	and ISO 17025, ISO	9001:2015 Certificat	ion NQA No. 11252	
	*References are tracea	ble to NIST (National In	stitute of Standards and Tec	hnology).

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	

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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 Number 2020004419 Customer: ICF 27401 Via Caudaloso Mission Viejo, CA 92692, United States

Model Number	CAL200		Procedure Number	D0001	1.8386		
Serial Number	6645		Technician	Scott I	Montgo	mery	
Test Results	Pass		Calibration Date	1 Apr	2020		
		EIVED come as chipped	Calibration Due	1 Apr	2021		
Initial Condition	AS REU	EIVED same as shipped	Temperature	24	°C	± 0.3 °C	
Description	Larson [Davis CAL200 Acoustic Calibrator	Humidity	31	%RH	± 3 %RH	
·			Static Pressure	101.1	kPa	±1kPa	
Evaluation Metho	d	The data is aquired by the insert voltage circuit sensitivity. Data reported in dB r	ge calibration method using th e 20 μΡa.	ie refere	nce mic	rophone's oper	n
Compliance Stand	dards	Compliant to Manufacturer Specification IEC 60942:2017	ons per D0001.8190 and the ANSI S1.40-2006	following	g standa	ards:	

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.

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	Standards Used	i	
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

LARSON DAVIS - A PCB PIEZOTRONICS DIV. 1681 West 820 North Provo, UT 84601, United States 716-684-0001





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 I	Montgo	mery
Test Results	Pass		Calibration Date	14 Ap	r 2021	
Initial Condition	Adjuster	-	Calibration Due	14 Ap	r 2022	
Initial Condition	Aujuster	,	Temperature	24	°C	± 0.3 °C
Description	Larson i	Davis CAL200 Acoustic Calibrator	Humidity	31	%RH	± 3 %RH
			Static Pressure	101.3	kPa	±1 kPa
Evaluation Metho	od	The data is aquired by the insert volt circuit sensitivity. Data reported in data	age calibration method using th 3 re 20 µPa.	ne refere	nce mic	rophone's op
Compliance Stan	dards	Compliant to Manufacturer Specifica IEC 60942:2017	ations per D0001.8190 and the ANSI S1.40-2005	following	a standa	irds:

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.

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	Standards Used	1	
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

LARSON DAVIS - A PCB PIEZOTRONICS DIV. 1681 West 820 North Provo, UT 84601, United States 716-684-0001





en

Certificate Number 2020002835 Customer: ICF 49 Discovery Irvine, CA 92618, United States

Model Number	CAL200		Procedure Number	D0001	1.8386		
Serial Number	2916		Technician	Scott	Montgoi	mery	
Test Results	Pass		Calibration Date	2 Apr	2020		
Initial Condition		EIVED same as shipped	Calibration Due	2 Apr	2021		
	AGINEO	LIVED same as shipped	Temperature	23	°C	± 0.3 °C	
Description	Larson [Davis CAL200 Acoustic Calibrator	Humidity	34	%RH	± 3 %RH	
			Static Pressure	101.1	kPa	±1kPa	
Evaluation Metho	d	The data is aquired by the insert voltage circuit sensitivity. Data reported in dB reported in d	ge calibration method using th e 20 μΡa.	ne refere	nce mic	rophone's ope	'n
Compliance Stand	dards	Compliant to Manufacturer Specification IEC 60942:2017	ons per D0001.8190 and the ANSI S1.40-2006	following	g standa	ırds:	

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.

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	Standards Use	1	
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

LARSON DAVIS - A PCB PIEZOTRONICS DIV. 1681 West 820 North Provo, UT 84601, United States 716-684-0001





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

Estimated uncertainty of comparison: ± 0.05 dB

Estimated uncertainty of calibration service for standard pistonphone: ± 0.06 dB

- Total uncertainty: $\sqrt{a^2 + b^2} = \pm 0.08 \text{ dB}$ C)
- Expanded uncertainty (coverage factor k = 2 for 95% confidence d) 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.

Conditio	N OF TEST	
Ambient Pressure	992.85	hPa
Temperature	23	°C
Relative Humidity	30	%
Date of Calibration	04 MAR 2020	
Re-calibration due on	04 MAF	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 famility

Harold Lynch, Service Manager

ODIN METROLOGY, INC. 3533 OLD CONEJO ROAD, SUITE 125 THOUSAND OAKS, CA 91320 PHONE: (805) 375-0830; FAX: (805) 375-0405

NC-74
35157442
A/E Tech
Irvine, CA 92620
Credit Card
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 6	5% relative humidity

PERFORMANCE AS RECEIVED			
Frequency	1001.1	Hz	
SPL	93.96	dB	
Distortion	1.0	%	
Battery Voltage	1.59	V	

Was adjustment performed? Were batteries replaced?

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 1/2" adapter. The test measured the SPL as: 94.01 dB.

Note: This calibrator was within manufacturer's specifications as received.

Note: This calibration report shall not be reproduced, except in full, without written consent of Odin Metrology, Inc. *** 2 *** 2 *** 2 *** 2 *** 2 *** 2 *** 2 *** 2 *** 2 *** 2 *** 2 *** 2 *** 2 *** 2 *** 2 *** 2 *** 2 *** 2 ***

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

- Estimated uncertainty of comparison: ± 0.05 dB
- Estimated uncertainty of calibration service for standard pistonphone: ± 0.06 dB
- Total uncertainty: $\sqrt{a^2 + b^2} = \pm 0.08 \text{ dB}$ c)
- 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 food And

Harold Lynch, Service Manager

ODIN METROLOGY, INC. 3533 OLD CONEJO ROAD, SUITE 125 THOUSAND OAKS, CA 91320 PHONE: (805) 375-0830; FAX: (805) 375-0405

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 terminated by a volume of a 1/2" micro	coupler loading phone	114 ± 0.2 dB	
Frequency		250 Hz ± 1%	
Distortion		< 3%	
At 1 013 hPa 23	°C and 6	5% relative humidity	

PERFORM	ANCE AS RECEIVED)	
Frequency	251.1	Hz	
SPL	114.03	dB	
Distortion	0.6	%	
Battery Voltage	9.4	V	

Was adjustment performed? Were batteries replaced?

FINAL PERFORMANCE			
Frequency	251.1	Hz	
SPL	114.03	dB	
Distortion	0.6	%	

Note: This calibrator was within manufacturer's specifications as received.

No

No

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: $\sqrt{a^2 + b^2} = \pm 0.08 \text{ dB}$
- 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 fired fynh

Harold Lynch, Service Manager

Odin Metrology, Inc. 3533 Old Conejo Road, Suite 125 Thousand Oaks, CA 91320 Phone: (805) 375-0830; Fax: (805) 375-0405

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	а	loading	114 ± 0.2 dB
volume of a 1/2" m	icro	phone	
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	\mathbf{V} , where \mathbf{V}		

Was adjustment performed? Were batteries replaced?

N	0
M	0

FINAL PERFORMANCE					
Frequency	251.3	Hz			
SPL	114.04	dB			
Distortion	0.7	%			

Note: This calibrator was **within** manufacturer's specifications as received.

Note: This calibration report shall not be reproduced, except in full, without written consent of Odin Metrology, Inc.

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Memo

D)ate:	Tuesday, October 03, 2023
Pro	ject:	I-15 Express Lanes Project Southern Extension (ELPSE) – EA 08-0J0820
	To:	Jonathan Higginson, ICF
Fr	rom:	Brian Smith, PE – HDR Engineering, Inc.
Sub	ject:	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 <u>brian.smith@hdrinc.com</u> 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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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

951-674-3124

130 S. MAIN STREET LAKE ELSINORE, CA 92530 WWW.LAKE-ELSINORE.ORG 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,

on Símoson

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-7Highway 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-theoreticalcapacity 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	e: INRIX (Representative of September 7	19, 2019)		
VISSIM Post-Processor Average Results from 5 Runs Average Link Speed	60 - 75 mph 50 - 60 mph	Legend 40 - 50 mph 20 - 30 mph 30 - 40 mph 10 - 20 mph	0 - 10 mph		I-15 Express Lanes Southern Extension Existing Conditions AM Peak Hour
Southbound I-15: Measured Speed (Source - VISSIM Simulation Model)					
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8:45 AM 66 68 67 67 68 65 68 63 67 67 68 69 69	67 67 68 69 68 6	68 68 69 68 68 67 68 68 69 67 68	68 68 69 68 68	68 68 69 68 68	68 68
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Southbound I-15: Measured Speed: (Source - Inrix)					
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12:00 PM 67 63 63 63 61 64	63 62	65 64 63 64 63	66 67 69	69 69 68 70	71 70
11:45 AM 66 62 62 63 63 61 64	63 65	68 67 67 67 67			71 71
11:30 AM 67 62 62 64 63 63 65		68 65 65 64 64			70 70 71 72
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5-00 AM 70 66 66 73 70 65 66	62 60		73 71 73	76 73 69 68	70 68

Exhibit D1 - Southbound I-15 Weekday Speed Contour Plot (Existing Conditions - AM)

Source: INRIX (Representative of September 19, 2019)

| VISSIM Post-Processor
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| Average Results from 5 Runs
 | 60 - 75 mph | 40 - 50 mph
 | 20 - 30 mph | 0 - 10 mph
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| Average Link Speed
 | 50 - 60 mph | 30 - 40 mph
 | 10 - 20 mph |
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| Southbound I-15: Measured Speed (Source - VISSIM Simulation Model)
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I-15 Express Lanes Southern Extension Existing Conditions AM Peak Hour

67	67	67	68	11:45 AM
67	68	68	68	11:30 AM
67	67	67	68	11:15 AM
68	68	68	68	11:00 AM
	68	68	68	10:45 AM
68	67	68	68	10:30 AM
	68	68	68	10:15 AM
68	67	68	68	10:00 AM
68	68	68	68	9:45 AM
68	68	68	68	9:30 AM
68	68	68	68	9:15 AM
68	68	68	68	9:00 AM
68	67	67	68	8:45 AM
68	67	67	68	8:30 AM
68	67	67	68	8:15 AM
68	67	67	67	8:00 AM
67			67	7:45 AM
68			67	7:30 AM
68	67	67	67	7:15 AM
	67	68	68	7:00 AM
	67	68	68	6:45 AM
	67	68	68	6:30 AM
	68	68	68	6:15 AM
	68			6:00 AM
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69	68	69	69	5:00 AM

Main St On

	12:45 PM
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67	11:00 AM
68	10:45 AM
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	8:30 AM
	8:15 AM
	8:00 AM
	7:45 AM
	7:30 AM
68	7:15 AM
	7:00 AM
	6:45 AM
	6:30 AM
68	6:15 AM
74	6:00 AM
	5:45 AM
	5:30 AM
	5:15 AM
68	5:00 AM

Exhibit D2 - Northbound I-15 Weekday Speed Contour Plot (Existing Conditions - AM)

VISSIM Post-Processor Average Results from 5 Re Average Link Speed Source: INRIX (Representative of September 19, 2019)

Runs					60 - 75 mph		40 - 50 mph	Legend	20 - 30 mph	0 - 10 mp	h
Novéhbo	und I 15: Manual S	mand (Source VIS)	CIM Cimulation	Medel	50 - 60 mph		30 - 40 mph		10 - 20 mph		
	69 67 67	68 69 6	68 68 62	67	67 68 6	3 68	68	69 68	68	68	68 68 68
AM	69 67	68 69 6	68 68 61	68	68 68 61		68				69 68 68
M											
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м		68 68 6	68 68 67		68 68 61	68		69 68	68	68	68 67 68
M	68 68	68 69 6		69	68 68 61	3 68 3 68	68	69 68	68	68	68 68 68
м	69 68	68 69 6	68 68 67		68 68 61	3 68	68	69 68	68	68	68 68 67
M	69 68	68 69 6	68 68 68		68 68 68	68	68	69 68	68	68	68 68 67
M	68 68	68 69 6	68 68 67		68 68 6	68 68	68	69 68	68	68	68 68 68
м	69 68	69 69 6	69 68 68		68 69 69	68					69 68 68
N	69 68	69 69 6	68 68 66	68	68 68 6	68	68	69 68	68	68	68 68 68
M	69 67 69 68	68 69 6 68 69 6			68 68 69 68 68 69	9 69 3 68	69 68	69 68 69 68	68	68	68 68 68 68 68 68
M	68 68	68 69 6	68 68 67		68 68 69	68		69 68	68	68	68 68 68
M	68 67	68 69 6	68 68 67		68 68 61			69 68	68	68	68 67 67
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и	68 68	68 69 6	68 68 66	68	68 68 61		68	69 68	68	68	68 68 67
N	68 67	68 69 6	68 68 66	68	68 68 61	68	68	69 68	68	68	68 68 67
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vi	68 67	68 68 6	68 67 66	68	68 67 6	68	68	68 67	67	67	68 67 64
Л	68 68	68 69 6	68 68 67	68	68 68 61	64	68	69 68	68	68	68 67 67
1											
Cumulativ	Length (miles) ve Distance (miles)	0 0 peed (Source - Inrix	0 0 ()	0	0		0		0		0
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м					74	74				74	74 74
M	74			76	74	74		75		74 76	74 73
м				74							
VI VI				74			74	74 75	74	74	
vi N											
N				74				74		74	
VI VI							72	72	72		
N					74	74				74	
4			68 72		74						
м						74	74		76		
N	74			74	76						74 73
vi M	74 75				78						
и					78						75 74
N	74				76	74					
VI VI				77	76						
И	74										
N	74										75 75
M	74			76		74		74			73 73
М	74			74	76	74			74	74	
N N	74			75	76	74			74	73	
N			74	76					75	75	
м	74			74			74	74	74	74	

I-15 Express Lanes Southern Extension Existing Conditions AM Peak Hour



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	74	73
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		76
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74		34
	29	23
	33	23
	66	44
		73
		72
		73
		73
		74

Exhibit D2 - Northbound I-15 Weekday Speed Contour Plot (Existing Conditions - AM)

VISSIM Post-Processor	Source: INRIX (Representative of	September 19, 2019)	1-15 Everysis Lanes Southern Extension
Average Results from 5 Runs Average Link Speed	Legend 60 - 75 mph 40 - 50 mph 20 - 50 - 60 mph 30 - 40 mph 10 -	30 mph 0 - 10 mph 20 mph	Existing Conditions AM Peak Hour
Northbound I-15: Measured Speed (Source - VISSIM Simulation Model)			
686368686768656468696869686868686868686967686868686868686167686868686868686367686868686868686467686868686868686363636666686868686463636468686868686463636363636363636463636363636363636364636363636363636363646363636363636363636463636363636363636365 <t< th=""><th>66 67 63 67 53 56 56 65 67 65 67 63 67 63 67 53 57 56 65 67 64 63 67 63 66 63 66 66 66 66 67 63 66 66 66 66 66 66 66 66 <</th><th>63 63 64 64 64 64 65 65 65 67 67 67 67 65 65 64 65 66 67 <td< th=""><th>67 66 67 68 63 63 60 11:45 AM 65 66 67 68 68 69 11:30 AM 67 68 67 68 69 11:30 AM 67 68 67 68 69 11:15 AM 67 68 68 69 11:10 AM 67 68 68 69 10:45 AM 67 68 68 60 69 10:30 AM 68 67 68 68 69 10:30 AM 68 68 68 69 10:30 AM 69 67 68 68 69 10:30 AM 61 67 68 68 69 99 30 AM 62 67 68 68 69 99 30 AM 63 67 68 69 69 99 30 AM 69 67 68 69 69</th></td<></th></t<>	66 67 63 67 53 56 56 65 67 65 67 63 67 63 67 53 57 56 65 67 64 63 67 63 66 63 66 66 66 66 67 63 66 66 66 66 66 66 66 66 <	63 63 64 64 64 64 65 65 65 67 67 67 67 65 65 64 65 66 67 <td< th=""><th>67 66 67 68 63 63 60 11:45 AM 65 66 67 68 68 69 11:30 AM 67 68 67 68 69 11:30 AM 67 68 67 68 69 11:15 AM 67 68 68 69 11:10 AM 67 68 68 69 10:45 AM 67 68 68 60 69 10:30 AM 68 67 68 68 69 10:30 AM 68 68 68 69 10:30 AM 69 67 68 68 69 10:30 AM 61 67 68 68 69 99 30 AM 62 67 68 68 69 99 30 AM 63 67 68 69 69 99 30 AM 69 67 68 69 69</th></td<>	67 66 67 68 63 63 60 11:45 AM 65 66 67 68 68 69 11:30 AM 67 68 67 68 69 11:30 AM 67 68 67 68 69 11:15 AM 67 68 68 69 11:10 AM 67 68 68 69 10:45 AM 67 68 68 60 69 10:30 AM 68 67 68 68 69 10:30 AM 68 68 68 69 10:30 AM 69 67 68 68 69 10:30 AM 61 67 68 68 69 99 30 AM 62 67 68 68 69 99 30 AM 63 67 68 69 69 99 30 AM 69 67 68 69 69
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Exhibit E1 - Southbound I-15 Weekday Speed Contour Plot (Existing Conditions - PM)

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Southbound I-15: Observed Speed (Source - Inrix) 7:45 PM 67 66 67 67 64 65 64 65 66 68	68
7:30 PM 66 66 66 61 64 62 60 40 29 44 57 61 63 64 67 66 65 66 69	68 70 68
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Exhibit E1 - Southbound I-15 Weekday Speed Contour Plot (Existing Conditions - PM)

Source: INRIX (Representative of September 19, 2019)

Average Results from 5 Runs Average Link Speed	60 - 75 mph 50 - 60 mph	Legend 40 - 50 mph 20 - 30 30 - 40 mph 10 - 20	mph 0 - 10 mph	-	
Southbound I-15: Measured Speed (Source - VISSIM Simulation Model)					
68 68 67 67	67 68	69 68 67	67 67 67 67	67 67 68 68 67 66	5 67
67 68 67 67	67 68	68 68 67	67 67 67 66	67 66 68 68 67 67	
67 68 67 67	66 68	68 68 67	67 67 66	67 67 68 67 65 65	
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Operation 3.1 0.6 3.1 12.6 15.7 Southbound I-15: Observed Speed (Source - Inrix) 64 71 72 69 70 72 69 71 72 69 71 72 69 71 72 70 72 73 64 70 73 70 72 73 70 72 73 70 73 74 70 73 74 70 73 74 71 74 73 70 72 73 71 74 74 70 72 73 70 72 73 71 73 74 70 72 73 70 72 73 70 72 73 70 72 72 <	Horison Source 0.6 0.6 0.6 16.3 71 71 73 73 71 72 72 72 73 73 73 73 73 73 73 73 73 73 73 73 73 73 73 73 74 73 75 74 74 73 75 74 74 73 75 74 74 73 75 74 74 73 75 74 74 73 75 74 74 73 75 74 74 73 75 74 76 74 73 74 74 74 75<	2.2 185 72 73 72 73 73 75 74 75 75 74 75 74 75 74 75 74 75 74 75 74 75 74 75 75 74 75 75 74 75 75 74 75 75 75 74 75 75 75 74 75 75 75 74 73 75 74 75 74 75 74 75 74 75 74 75 74 75 74 75 74 75 74 75 74 75 74	Image: Constraint of the second of	HO O 1 0.6 0.7 0.1 20.7 21.4 72 72 71 73 74 74 74 73 72 74 73 72 73 73 72 74 73 72 73 73 72 74 73 72 73 73 73 74 73 74 73 73 74 74 73 75 74 73 74 75 75 75 74 73 74 75 73 74 74 73 74 75 73 74 74 73 73 75 73 74 74 74 74 75 74 74 74 74 74 <	7
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I-15 Express Lanes Southern Extension Existing Conditions PM Peak Hour

7:45 PM	67		68	
7:30 PM	67		68	
7:15 PM	67		68	67
7:00 PM	67		68	67
6:45 PM			68	67
6:30 PM			68	67
6:15 PM			68	67
6:00 PM			68	67
5:45 PM			68	67
5:30 PM			68	67
5:15 PM		64		66
5:00 PM			61	66
4:45 PM				67
4:30 PM			68	67
4:15 PM	67		68	67
4:00 PM			68	67
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3:00 PM			68	67
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2:15 PM	67		68	67
2:00 PM	67			67
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1:30 PM	67		68	
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	7:45 PM
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74	6:45 PM
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	2:30 PM
	2:15 PM
	2:00 PM
	1:45 PM
	1:30 PM
	1:15 PM
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			Г				loomd		7		I-15 Express Lanes Southern Extension
Average Results from 5 Runs Average Link Speed				60 - 75 mph		40 - 50 mph	20 - 30 mp	h 0 - 10 mph	-		Existing Conditions PM Peak Hour
N	lorthhound I-15: Measured	Speed (Source - VISS	Modulation Mod	ol)		30 - 40 mpn	10 - 20 mp	n			
7:45 PM	69 69 69	69 68 6	8 68 69	69 69 69	69 69	69 69	9 69 69	69 69	69 69	69	69 69
7:30 PM		69 68 6									69 69
7:15 PM 7:00 PM											69 69 69 69
6:45 PM											69 69
6:30 PM			8 68 68						69 68		69 69
6:15 PM											68 69 68 68
5:45 PM	68 68	68 68 6		69 68 68	68 68		9 68 68	68 68	68 68	68	68 68
5:30 PM	68 68	68 68 6		69 68 68	68 68		9 68 68	68 68	68 68	68	68 68
5:15 PM	68 68	68 68 6		69 68 68	68 68		9 68 68	68 68	68 68	68	68 68
5:00 PM											68 68 68 68
4:30 PM	68 68			69 68 68	68 68		9 68 68	68 68	68 68	68	68 68
4:15 PM	68 67			69 68 68	68 68		9 68 68	68 68	68 68	68	68 68
4:00 PM				69 68 68			9 68 68	68 68	68 68	68	68 68
3:45 PM 3:30 PM											68 68 68 68
3:15 PM				69 68 68	68 68		9 68 68	68 68	68 68	68	68 68
3:00 PM	68 67	68 68 6		68 68 68	68 68		9 68 68	68 68	68 68	68	68 68
2:45 PM	68 68	68 68 6		68 68 68	68 68		9 68 68	68 68	68 68	68	68 68
2:30 PM 2:15 PM											68 68 68 68
2:00 PM	68 67	68 68 6		69 68 68	68 68		9 68 68	68 68	68 68	68	67 68
1:45 PM	68 67			69 68 68	68 68		9 68 68	68 68	68 68	68	68 68
1:30 PM				69 68 68	68 68		9 68 68	68 68	68 68	68	68 68
1:15 PM 1:00 PM											68 68
											#C L
			5	5	Æ	5					Trail C
	it Off	u tt	Ave	I Ave	s Rd C	s Rd C		toff	to		Truck T
	Aain S	Aain S	entra	entra	lichol	lichol		ake S	ake		ndi an
	Length (miles)	0.5	0.8	0.5	1	0.7	2.2	0.6		3.1	0.6
CL	umulative Distance (miles)	0.5	1.3	1.8	2.8	3.5	5.7	6.3		9.4	10
7:45 PM	73	speed (Source - Inrix	72	74 75	76	75	74 75	74 71	73	72	71 72
7:30 PM								70 68			70 69
7:15 PM					74					68	69 69
7:00 PM								74 72			74 73
6:30 PM				74 74		75		74 72			74 75
6:15 PM					74						73 73
6:00 PM			74	74 75						74	77 77
5:45 PM 5:30 PM				74 76 73 73	77		75 76 73 74	74 72 74 72			74 74 74 74
5:15 PM				74 75				76 74		74	76 75
5:00 PM	74		74			74	74 74	74 73	74	74	74 75
4:45 PM				74 74				75 74		74	76 76
4:30 PM 4:15 PM				73 75			76 74 74	75 74 74 71			75 74 74 75
4:00 PM				73 74	74	74	74 76		74	74	74 75
3:45 PM				74 74			74 74				72 72
3:30 PM				73 74		74	75 74				72 72
3:00 PM				74 74 75	73		74 75 74 74	74 73 73		71 74	75 73
2:45 PM				73 74		74	74 74				75 74
2:30 PM								75 74		74	76 74
2:15 PM						74		75 74		74	75 74
2:00 PM 1:45 PM	68		66	68 69	68						71 71
1:30 PM				73 74	74						74 72
1:15 PM	74			74 75				75 74	74		74 72
1:00 PM				72 74							73 73

Exhibit E2 - Northbound I-15 Weekday Speed Contour Plot (Existing Conditions - PM)

							So	ource: INF	RIX (Repre	esentativ	ve of Sep	ptemb	er 19, 201	9)									
VISSIM Post-Process Average Results from Average Link Speed	sor m 5 Runs					60 - 75 mph 50 - 60 mph		40	Leg - 50 mph - 40 mph	end	20 - 30 m 10 - 20 m	ph ph		0 - 10 mph							I-15 Express	Lanes Southern Exter Existing Condi PM Peak	isio tion Hou
Northbound I-15: N	Aeasured Speed (Source - V	/ISSIM Simulation	Model)																				
69 69	69	69	68	68 69	68	69	68	69 68 69	68 68	69 69	69	68	68 - 68 69 69	66 68	68 69	69 69	67 6	8 67 67 7	'0 67	69 69	69 69 69	69 7:4	5 PN
68 69 68 69																	66 6 66 6					69 7:30 69 7:1) PN 5 PN
69 68				67 68				68 68 67	68 68	67 68	68	68	68 68 68 68		68 68			6 66 65 6				69 7:0) PN
69 68				67 68				68 68 67	68 67	67 68	68	68	67 67 68 68		68 68	68 68	68 6					69 6:4	5 PN
69 68 69 68													66 · 67 68 68 67 · 67 68 68					is 67 64 6 i6 66 62 6	i4 69 i2 69			⁶⁹ 6:30 66 6:11) PN 5 PN
68 68	68		68						67 67	66 68	68	68	67 67 67 68		67 68	68 66	68 6	is 65 60 5	69	66 68	69 68 56	31 6:0	0 PN
68 68	68		68					66 67 64	67 67		67	68	66 66 67 67		67 67	68 68	68 6	4 63 56 5	9 69	66 68	68 51 26	17 5:4	5 PN
68 67	68		68						66 63	60 67 55 66	67	68	66 · 66 67 68		66 67 67 67	68 67	68 6	6 63 58 6	i0 69	66 68	68 50 25 68 51 25	17 5:30) PN
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68 68	68		68	66 66		67	59	41 35 38	26 14	30 60	64		66 65 66 67	68 64	66 67	60 53	44 2	2 18 29 4	68	66 68	68 68 68	69 3:30) PN
68 67			68				64	55 49 42	28 15	31 60			65 · 64 66 67	68 64		60 52	46 3	0 19 29 4	6 68		69 69 68	69 3:1	; PN
67 67	68		68	66 66		66		53 50 43 60 52 46	40 28	39 61			65 · 63 65 67	68 64	66 67	68 67	47 3	5 24 30 4	I3 67	66 68	68 68 68	69 2:4	5 PN
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68 68	68		68						66 59	57 65		68	65 62 65 67		66 67	68 67	67 5	4 33 35 4	67 67	66 67	68 68 68	69 1:1	5 PN
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73									60		61	61					44 3	3 37	64			⁶⁹ 1:30) PM
73			74	74					64				64				55 3	6 37	64		60	66 1:0	0 PM

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		60 - 75 mph 50 - 60 mph	Legend 40 - 50 mph 30 - 40 mph	20 - 30 mph 0 - 10 mph 10 - 20 mph]	I-15 Express Lanes Southern Ex Design Year N AM Pea	tension o Build ak Hour
Southbound I-15 Gener	ral Purpose Lanes: Measured Speed (Source - VISSI	M Simulation Model)					
11:45 AM 63 61 63 11:30 AM 63 63 63 11:30 AM 62 63 63 11:15 AM 62 63 63 11:00 AM 62 63 63 10:45 AM 62 61 63 10:30 AM 63 63 64 10:30 AM 63 63 64 10:00 AM 62 61 61 10:00 AM 63 62 62 9:45 AM 63 63 62 9:30 AM 63 63 63 64 9:00 AM 63 63 54 51 8:45 AM 58 51 47 47 8:30 AM 63 63 62 53 7:30 AM 64	Purpose Lanes: Uneasure so pose pose	Nonulation inversion inversi	47 42 38 41 48 49 4 55 51 41 53 54 54 54 55 52 54 55 <th>10 55 61 62 4 64 65 65 64 62 63 1 56 61 62 4 64 65 65 64 61 63 2 56 61 61 61 63 65 65 64 61 63 55 58 62 61 61 63 65 65 64 61 63 55 58 62 61 61 63 65 65 64 61 63 55 58 62 61 61 63 65 65 64 63 63 56 58 62 61 61 63 65 64 61 63 57 59 62 61 61 65 64 61 63 61 62 62 61 61 65 65 64 61 63</th> <th>64 64 63 63 64 63 63 62 64 63 63 62 64 63 64 63 62 64 63 64 63 62 64 63 64 63 62 64 63 64 63 62 63 63 64 63 62 63 63 64 63 62 63 63 64 63 62 64 63 64 63 62 64 63 64 63 62 64 63 64 63 62 64 65 64 63 63 64 65 64 63 63 64 65 64 63 63 64 64 65 64 63 64 64 65</th> <th>59 63 64 64 63 57 63 64 63 63 60 63 64 63 63 55 63 64 63 62 57 63 64 63 63 58 64 64 63 63 56 63 64 63 63 58 63 64 63 63 59 64 63 63 63 57 63 64 63 63 57 63 64 63 63 61 64 65 64 63 61 64 65 64 63 62 64 65 64 63 61 64 65 64 63 61 64 65 64 63 62 64 65 64 63</th> <th>61 63 61 62 61 61 61 61 63 62 63 63 63 63 63 63 63 63 63 63 63 63 63</th>	10 55 61 62 4 64 65 65 64 62 63 1 56 61 62 4 64 65 65 64 61 63 2 56 61 61 61 63 65 65 64 61 63 55 58 62 61 61 63 65 65 64 61 63 55 58 62 61 61 63 65 65 64 61 63 55 58 62 61 61 63 65 65 64 63 63 56 58 62 61 61 63 65 64 61 63 57 59 62 61 61 65 64 61 63 61 62 62 61 61 65 65 64 61 63	64 64 63 63 64 63 63 62 64 63 63 62 64 63 64 63 62 64 63 64 63 62 64 63 64 63 62 64 63 64 63 62 63 63 64 63 62 63 63 64 63 62 63 63 64 63 62 64 63 64 63 62 64 63 64 63 62 64 63 64 63 62 64 65 64 63 63 64 65 64 63 63 64 65 64 63 63 64 64 65 64 63 64 64 65	59 63 64 64 63 57 63 64 63 63 60 63 64 63 63 55 63 64 63 62 57 63 64 63 63 58 64 64 63 63 56 63 64 63 63 58 63 64 63 63 59 64 63 63 63 57 63 64 63 63 57 63 64 63 63 61 64 65 64 63 61 64 65 64 63 62 64 65 64 63 61 64 65 64 63 61 64 65 64 63 62 64 65 64 63	61 63 61 62 61 61 61 61 63 62 63 63 63 63 63 63 63 63 63 63 63 63 63
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Southbound I-15 Express 11:45 AM 70 70 11:30 AM 70 70 11:15 AM 70 70 11:00 AM 70 70 10:45 AM 70 70 10:50 AM 70 70 10:53 AM 70 70 10:53 AM 70 70 10:53 AM 70 70 10:53 AM 70 70 9:53 AM 70 70 9:53 AM 70 70 9:53 AM 70 70 9:53 AM 70 70 9:50 AM 70 70 8:30 AM 70 70 8:30 AM 70 70 8:30 AM 70 70 7:53 AM 70 70 7:53 AM 70 70 6:30 AM 70 70 6:35 AM 70 70 6:35 AM 70 70 6:30 AM	ass Lanes: Measured Speed (Source - VISSIM Simula 70 69 69 69 69 69 70 69 69 70 69 69 70 69 69 70 69 70 70 70 70 70 69 69 70 69 69 70 69 70 70 69 70 70 69 70 70 69 70 70 69 70 70 69 70 70 69 70 70 69 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 <tr td=""> 70 70</tr>	fion Model) 69 66 65 69 66 66 69 67 66 70 68 67 70 68 68 70 68 68 70 68 68 70 67 66 70 67 65 70 67 65 70 68 68 70 67 65 70 69 69 70 69 69 70 70 69 70 70 69 70 70 69 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70	69 69 69 70 69 69 69 70 70 70 70	69 70 70 70 70 70			

Exhibit M1 - Southbound I-15 Weekday Speed Contour Plot (Design Year No-Build Alternative - AM)

VISSIM Post-I	Processor					[legend										I-15 Expres	s Lanes Sou	thern Extensio
Average Resu	Its from 5 R	uns				60 - 75 n	mph		40 - 50 mph	20 - 30 mph		0 - 10	mph								Desig	In Year No Build
Average Link	Speed					50 - 60 n	nph		30 - 40 mph	10 - 20 mph												AIVI Peak Hou
Southbound I	I-15 General	Purpose	Lanes: Mea	sured Speed	l (Source - VIS	SIM Simulation Mo	del)															
64	65 64		61	64	64 62			64	65 64						64		61 61 6			64 62		11:45 AM
64	64 63		60		64 62			64	64 63			64					61 61 6			64 62		11:30 AM
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63	64 62		62	64			61		62 59							64	62 61 6	51 61				11:00 AM
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63	64 63						61		64 62		59					64	62 61 6			64 62		10:30 AM
63	64 63			64	64 63			64	64 63			64				64	62 60 6				61	10:15 AM
63	64 64			64	64 63				64 63							64	61 60 6	50 61		63 61		10:00 AM
63	64 64				64 62			64	64 63			64	64 63			64	62 61 6			64 62		9:45 AM
64	65 64			64	64 64			64	65 64							64	61 59 6				61	9:30 AM
63	64 63		61		64 63				64 63							64	62 63 6		64	64 62		9:15 AM
64	65 64	64			65 64	64	64	64	65 64	64		64	64 64	64	64		62 63 6	53 64	64	64 64		9:00 AM
64	65 64			64	64 63			64	65 64			64			64		61 61 6		64	64 62		8:45 AM
64	64 63			64	64 64			64	64 64							64	61 61 6			64 62		8:30 AM
64	65 64			64	64 64	64		64	64 64	64		64			64		62 62 6		64			8:15 AM
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64	65 64				65 64	64		64				64			64		62 60 6			61 58	61	7:30 AM
64	64 62			64	64 64			64	64 61			64			64	64	61 61 6			63 61		7:15 AM
64	65 64		64		65 64	64	64		65 64	64			64 64	64	64		61 63 6	53 64	64	64 63		7:00 AM
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65			64									66			66	66	63 65 6				64	6:30 AM
66	66 66				66 66		66					66				66	63 65 6					6:15 AM
65					66 65							66			66	66	64 65 6	56 66	66			6:00 AM
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	lnd		Hor		Ĩ		Lake	Lake			Nich	Nict Nict			Cen		Cer	Mai		Mai		
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			

ision Build Hour

Exhibit M2 - Northbound I-15 Weekday Speed Contour Plot (Design Year No-Build Alternative - AM)

VISSIM Post-Processor													_	Le	gend			 						I-1	5 Express I	anes South	ern Extension
Average Results from 5 Runs								60 - 50 -	75 mph 60 mph				40 - 50 mph 30 - 40 mph			20 -	30 mph 20 mph	0 - 1	0 mph							Design	Year No Build AM Peak Hour
Average Link Speed											_															,	-third car from
Nor	thbound I-15 G	General Pu	rpose Lanes:	Measure	d Speed (S	ource -	VISSIM	I Simula	ation Mo	odel)																	
11:45 AM	10	9	10	10 12	11 11	8	7	7	7	7 8	8 8 8	3	8	7	8		8	9	9	8 10	10	10	9	9 11	11	10	10
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11:15 AM			9	9 11					8		888		8		8		8	8	9	8 9		9	9	9 11			
11:00 AM	9	9	9	8 10	10 9			8			888		8		8		8	8	8	8 9			9	9 11			
10:45 AM	9	9	9	9 11							888		8		9		9	9	9	8 10			9	9 11			
10:30 AM				9 11				8	8		898		8		9		9	9	9	8 10							
10:15 AM								8			999		8		9		9	9	9	8 11							
10:00 AM						9	8	9	9	8 1			8							9 12							
9:45 AM				9 10			6	8	8	8 9	999		9							9 13				11 14	14		
9:30 AM							8	9	8	8 9			9		9					9 13							
9:15 AM		14	14												0 14					9 13				11 14	14		
9:00 AM		9	9	9 10				8	8	8 1					14									14 17			
8:45 AM	9	9	9	8 10				8	8				9														
8:30 AM			9	9 10		6	6	8	8				9														
8:15 AM								8	8	8 1																	
8:00 AM						8		9	8	8 1			9										14	14 18			
7:45 AM						8		8	8	8 1			9										14	14 17			
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7:00 AM						4	4				787																
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6:00 AM							62	50			10 9 8	3	7	6	5 8		8	8	8						14	14	
5:45 AM											64 6I	0	38	1	9 19		11	8	8								
5:30 AM															7 66		56			9 11							
5:15 AM																				62 59		14	11	10 14			
5:00 AM	69	69	69	6/ 6/	68 68	68	68	6/	68	67 6	5/ 67 6	/	67	6	8 6/		67	67	6/	66 65	66	57	39	19 21	18	17	16
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		t Of	Č	5		tral	ntral	Ave		Ave		s Rd		s Rd				t off		u di		heif	hief			Truc	Truc
		ain S				Cen	B Ce	exter		exter		chol		chol				ke St		ke S		rset	rset			dian	dian
	المصحفا	≦ h (milos)	2	Σ	0.0	EB	≥	ă	0.5	ă	0.0	ź	0.7	ź			2.2	La	0.0	La	1.0	Ĕ	. Ц Д		1	Inc	<u> </u>
Cum	Lengu ulative Distance	e (miles)	0.5		0.8		1.5	1.8	2.5		2.9		0.7	_			5.8		0.6	-	8		0.5		95		0.6
cum		e (iiiies)	0.5		1.J		1.0	1.0	2.3		2.3		5.0				5.0		0.4		v		0.5	1	5.5		10.1

Exhibit M2 - Northbound I-15 Weekday Speed Contour Plot (Design Year No-Build Alternative - AM)

	VISSIM Post-P	Processor											Legend									
mm mm m	Average Resul	Its from 5 Runs						60 - 75 mp	h		40	- 50 mph		20) - 30 mph		0 - 1	0 mph				
Control Contro Control Contro Contro Control Contro Contro Contro Contro Contro Contro <th<< th=""><th>Average Link</th><th>Speed</th><th></th><th></th><th></th><th></th><th></th><th>50 - 60 mp</th><th>h</th><th></th><th>30</th><th>- 40 mph</th><th></th><th>10</th><th>) - 20 mph</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></th<<>	Average Link	Speed						50 - 60 mp	h		30	- 40 mph		10) - 20 mph							
	Northbound I	-15 General Purpo	ose Lanes: Mea	sured Spee	d (Source - V	ISSIM Simulation Model)																
 	9 12	12	12	11	11 14	14	14	15	16 23 32	55	9 65	65 66 67	60 64	66 64 ~ 66	63 60	65 67 6	8 54 55	55 48	45 41 37	2	16	15 19 31
 	9 12				11 14				17 24 37	6		66 66 67	60 64	65 64 " 66	60 57		8 61 58	57 57	53 50 38	3 33	29	20 22 33
 1	9 12								17 25 36	6			60 63	64 64 ~ 66	62 58		8 64 65		64 62 52	36	31	27 26 35
 	9 12				11 14				18 26 38	6		66 66 67	60 64	65 64 " 66	60 54		8 64 65		66 67 66		47	35 33 37
 	9 12				11 14	14			17 25 38	6		65 66 66	60 64	65 64 ~ 66	62 58		8 64 65		67 67 66		64	58 <mark>4943</mark>
N N	10 14	14							18 26 38	6		66 66 67		64 64 ~ 66	61 56				64 65 64	65	64	63 60 54
n n	11 14								18 25 37	6		66 66 67							65 66 66			63 57 50
	11 15								18 27 42	6		66 66 67	60 64		64 62	65 68 6	8 62 64	64 66	66 67 65			61 52 47
 	11 15								19 29 45	6			61 64	66 64 " 66	63 61		8 63 64		64 65 66		64	56 52 49
 	12 15		14						18 29 42	6		66 66 67	62 64		62 59		8 64 65		66 67 67			62 57 52
 	11 15								18 29 44	6	65	65 66 67			61 57		8 62 64	64 66	64 66 65			64 59 52
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Northbound I-15 Express	Lanes: Measured Speed	(Source - VISSIM Simula	tion Model)				
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64		68	68	67	66	66	
64		68	68	67	66	66	
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I-15 Express Lanes Southern Extension Design Year No Build AM Peak Hour

47		66			67	68					11:45 AM
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49					67	68					11:15 AM
48		66			67	68		64			11:00 AM
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61		68			67	68					8:00 AM
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60		68			67	68		68			7:30 AM
57		68			67	68		68			7:15 AM
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60		68			67	68		68			6:45 AM
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WB and EB SI	2	0.7	WB SR-91 Or	0. 21	EB SR-91 On		0.6		Hidden Valley	Express Lane	-
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Exhibit N1 - Southbound I-15 Weekday Speed Contour Plot (Design Year No-Build Alternative - PM)

VISSIM Post-Processor		Legend		I-15 Express Lanes Southern Extension
Average Link Speed	60 - 75 mph 50 - 60 mph	40 - 50 mph 30 - 40 mph	20 - 30 mph 0 - 10 mph 10 - 20 mph	PM Peak Hour
Southbound I-15 General Purpose Lanes	s: Measured Speed (Source - VISSIM Simula	tion Model)	66 55 66 57 66 57 57 51 53 55	9-87 60 60 66 66 67 66 67 66 67 66 66 67 66 66 67 66 66
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Length (miles) 0.8 0.3 Cumulative Distance (miles) 0.8 1.1	0.3 0.3 0.4 0.5 1.4 1.7 2.1 2.6	1 3.6	0.5 0.4 0.4 0.5 4.1 4.6 5 5.5	0.5 0.8 0.4 2 0.5 2.3 6 6.8 7.2 9.2 9.7 12
Southbound I-15 Express Lanes: Measur	red Speed (Source - VISSIM Simulation Mo	lel) 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 7:00 PM 69 69 68	67 68 68 67 68 68	69 69 0 69 69 0	68 67 66 68 67 66	
6:45 PM 69 69 69	68 68 68	69 68	68 66 66	
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5:30 PM 69 69 69	68 69 68	69 69	68 66 66	
5:15 PM 69 69 69 5:00 PM 69 69 69	68 69 69 68 69 69	69 69 69 68	68 65 66 68 66 66	
4:45 PM 69 69 68	67 68 68	69 69	68 65 66	
4:30 PM 69 68 67 4:15 PM 69 68 67	66 68 68	69 69 69 69	68 66 67 68 66 66	
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3:30 PM 69 68 67				
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Exhibit N1 - Southbound I-15 Weekday Speed Contour Plot (Design Year No-Build Alternative - PM)

VISSIM Post-Pr	ocessor								L.	egend										I-15 Expres	s Lanes Southern Extensio
Average Result	s from 5 R	luns				60 - 75 n	nph	4	0 - 50 mph	20 - 30 mph		0 - 10 mp	h								Design Year No Buil
Average Link S	peed					50 - 60 n	nph	3	0 - 40 mph	10 - 20 mph											PM Peak Hou
C . (1),					(C																
Southbound I-	15 General	Purpose I	anes: Mea	surea Speea	(Source - VIS	SIN Simulation Me	odel)	67	69 67	67	67	67	67 67	67	69	69	67 67	67 67	69	69 69	59 7·45 DM
67																					67 7:30 PM
67																					67 7:15 PM
66																					67 7:00 PM
66		64																			66 6:45 PM
66		64																			67 6:30 PM
65	66 64				63 58	64					64							63 64			65 6:15 PM
64			58				57		66 64			64									65 6:00 PM
63		60	61				60	64		64			64 63				64 64	63 64			65 5:45 PM
64	62 57	62	59				60			64							64 64	64 64			65 5:30 PM
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62	53 52	58	53		61 58		56				59		59 59	61	64			60 61		65 64	63 4:15 PM
62	62 59	57	54		61 58		57		65 64		62		61 59		64		62 60			65 64	63 4:00 PM
61	58 56	56	51		64 61	61	59				60		62 61	61	64		63 61				64 3:45 PM
61	59 56	58	56		60 58	61	57				61		60 60					61 59	64	65 64	64 3:30 PM
61	60 56	57	56	64	63 61		59	64	65 64			64	62 62			66		63 64		66 64	64 3:15 PM
63	65 63	61	56		65 64	64	62				64				66	67	63 64		66		65 3:00 PM
63		61	50	64		64					64		64 64			67	63 64	65 64	66		66 2:45 PM
64	64 61	61	51				64				64	66				67			66		66 2:30 PM
65	65 64		57		66 66	66			67 66			67	67 67	67	67	68	63 67	67 66	67		67 2:15 PM
67	67 66		65		66 67		67		67 67			67	67 67	67	67	68	62 67	67 67	68		67 2:00 PM
67	66 66				66 67		66		67 67			67	67 67	67	67	68	62 66	67 67	67		67 1:45 PM
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66	66 66				66 66	66					64	66				66	61 65	65 64			65 1:15 PM
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12.6		13.6		14.1		15.7		16.3		18.5		19.1		20.1		20.7	2	1.4	22.1		

Exhibit N2 - Northbound I-15 Weekday Speed Contour Plot (Design Year No-Build Alternative - PM)

VISSIM Post-Processor													Logand								I-15 E	xpress Lane:	Southern Ex	tension
Average Results from 5 Runs								60 - 75 mp	h		40 - 50 n	nph	Legend	20 - 30 mph		0 - 10 mph						Г	Design Year N	lo Build
Average Link Speed								50 - 60 mp	h		30 - 40 n	nph		10 - 20 mph									PM Pea	ak Hour
Nor	thhound L 15	Gonoral Pu	more Laner:	Manurad Spa	od (Sour		M Cimu	ulation Mor																
7·45 PM	8	8 General Pu	s and a second s	9 9 10	10 7	7	9	9	9 14 14	15	13	10	15	16	16	16	12 17	18	18	16	15 17	18	18 1	17
7:30 PM	8	8	8	7 8 8	8 6				6 8 8	8	8													13
7·15 PM	8			7 8 8	8 6				6 8 8	8			8	8	8	8								10
7:00 PM	8	8	8	7 8 8	8 6	6						6	8	8	8	8	7 8	8	8	8	7 8	8	8 8	8
6:45 PM	9	8	8	7 8 8	8 6	6	6	6	677		6	6					6 8	8	8		7 8	8	8 1	8
6:30 PM	8	8	8	8 8 8	8 6	6	6		677		6	6					6 8	8	8		7 8	8	8 1	8
6:15 PM	9	8	8	7 8 8	8 6	6	6		677			6					6 8	8	8		7 8	8	8 1	8
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5:15 PM	9	8	8	7 8 8	8 6		6	6	677		6	6					7 8	8	8	8	7 8	9	8 8	8
5:00 PM	9	8	8	8 9 9	8 6		6	6	677			6					6 8	8	8	8	7 8	8	8 8	8
4:45 PM	9	9	9	8 9 9	96	6	6		677			6					7 8	8	8		7 8	8	8 8	8
4:30 PM	8	8		7 8 8	8 6	6	6		677			6		8			7 8	8	8	8	7 8	9	8 8	8
4:15 PM	8	8	8	7 8 8	8 6	6			677			6				8	7 8	9	8	8	7 9	9	8 8	8
4:00 PM	9	8	8	7 8 8	8 6	6			677			6		8			7 8	8	8	8	7 9	9	8 8	8
3:45 PM	8					6			7 8 8	8			8	8	8	8	7 8	8	8	8	7 8	9	8 8	8
3:30 PM	9	8		7 8 8	8 6				677			6		8	8	8	7 8	9	8	8	7 8	9	8 4	8
3:15 PM	8	8	8	7 8 8	7 6	6			677			6	8	8			7 8	8	8	8	79	9	9 8	8
3:00 PM	9	8	8	8 9 9	96	6			7 8 8	8		6	8	8	8	8	79	9	8	8	7 8	9	8 8	8
2:45 PM		9	9	8 10 10			8	8	7 8 9	8	8		9	9	9	8	79	9	8	8	7 9	9	8 8	8
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2:15 PM	9	9	8	8 9 9	96	6			7 7 8				8	8	8	8	79			9	9 11			10
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1:45 PM	38	23	14	10 10 9	96	6			7 8 8	8			8	8	8	8	79	9	9	9	8 10		9	9
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Exhibit N2 - Northbound I-15 Weekday Speed Contour Plot (Design Year No-Build Alternative - PM)

VISSIM Post	t-Processor										brene							1					
Average Res	sults from 5 Runs					60 - 75 mph			40 - 50	mph	egene		20 - 30 r	mph		0	10 mph	1					
Average Lin	k Speed					50 - 60 mph			30 - 40	mph			10 - 20 r	mph									
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64		69	57	61	66	68
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64		69	56	61	66	67
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66		69	59	64		68
67			67	67		68

I-15 Express Lanes Southern Extension Design Year No Build PM Peak Hour

51	66				67				7:45 PM
51	66				67				7:30 PM
50	66				67				7:15 PM
51	66			64	67				7:00 PM
51	66				67			66	6:45 PM
52	67				67				6:30 PM
51	66			64					6:15 PM
50	66				67				6:00 PM
50	66				67				5:45 PM
48	66		64			66			5:30 PM
51	66				67				5:15 PM
50	66				67				5:00 PM
51	66				68				4:45 PM
51	66				68				4:30 PM
50	66				68		68		4:15 PM
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46							64		2:15 PM
44	64		64						2:00 PM
46			64	64		64	64		1:45 PM
44			64				64		1:30 PM
47			64	64					1:15 PM
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Exhibit O1 - Southbound I-15 Weekday Speed Contour Plot (Design Year Build Alternative - AM)

VISSIM Post-Processor		Legend	7	I-15 Express Lanes Southern Extension
Average Results from 5 Kuns Average Link Speed	60 - 75 mph 50 - 60 mph	40 - 50 mph 20 - 30 mph 0 - 10 mph 30 - 40 mph 10 - 20 mph 0		AM Peak Hour
Southbound I-15 General Purpose Lanes: Measured Speed (Source - VISSI	M Simulation Model)			
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Hidden Valley Pkr wB SR-91 Off EB SR-91 Off EB SR-91 Off EB SR-91 On WB SR-91 On Magnolia Ave Off	Magnolia Ave On Express Lane Acc (Ingress/Egress)	Ontario Ave On El Cerrito Rd Off El Cerrito Rd Off (Ingress/Egress) El Cerrito Rd On Cajalco Rd On Cajalco Rd On	Weirick Rd/ Dos Lagos Dr Off Weirick Rd/ Dos Lagos Dr On Temescal Canyon	(Ingress/Egress) (Ingress/Egress)
Length (miles) 0.8 0.3 0.3 0.4 Cumulative Distance (miles) 0.8 11 14 17 21	0.5 1	0.5 0.4 0.4 0.5 0.4 0.9 41 46 5 55 59 68	<u>0.4</u> <u>2</u> <u>0.5</u> 72 <u>92</u> <u>97</u>	2.3
Southbound I-15 Express Lanes: Measured Speed (Source - VISSIM Simula	ation Model)			
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10:15 AM 70 70 70 69 70		68 69 69 69 69 69		
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Exhibit O1 - Southbound I-15 Weekday Speed Contour Plot (Design Year Build Alternative - AM)

VISSIM Post	-Processor											Los	and							7						
Average Res	ults from 5 Ru	ins						60 - 75 1	nph		40 -	0 mph	enu	20	- 30 mph			0 -	10 mph	1						
Average Lin	k Speed							50 - 60 i	nph		30 -	0 mph		10	- 20 mph											
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0.6 12.6 Southbound 69 69 69 69 69 69 69 69 69 69 69 69 69	IIeri I-15 Express L	1 13.6 a nes: Mea	Horsethief Road	0.5 14.1 ed (Source - V 69 69 69 69 69 69 69 69 69 69 69 69 69	/ISSIM Simu	lation M	1.5 15.6 odel)	69 69 69 69 69 69 69 69 69 69 69 69 69 6	Lake St Off	0.6 16.2 69 69 69 69 69 69 69 69 69 69 69 69 69	Lake St On		68 67 68 68 68 68 68 68 63 67 68 68 69	2.2 18.4			Nichols Rd Off	0.6 19 69 69 69 69 69 69 69 69 69 69 69 69 70	Nichols Rd On		1 20	Express Lane Egr	Central Ave Off	0.6 20.6	Central Ave Or	0. 21
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0.6 12.6 Southbound 69 69 69 69 69 69 69 69 69 69 69 69 69	IIert vou	1 136 .anes: Mea	Horsethief Road	0.5 14.1 ed (Source - V 69 69 69 69 69 69 69 69 69 69	/ISSIM Simu	ilation M	1.5 15.6 odel)	69 69 69 69 69 69 69 69 69 69 69 69 69 6	Lake St Off	0.6 16.2 69 69 69 69 69 69 69 69 69 69 69 69 69	Lake St On		68 67 68 68 68 68 68 68 68 69 70 70 70 70 70 69 70 70 69 70 70 69 70 70	2.2 18.4			Nichols Rd Off	0.6 19 69 69 69 69 69 69 69 69 69 69 69 69 70 70 70 70 70 70 70 70 70 70 70 70	Nichols Rd On		1 20	Express Lane Egr	Central Ave Off	0.6 20.6	Central Ave Or	<u>0</u> . 21
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0.6 12.6 Southbound 69 69 69 69 69 69 69 69 69 69 69 69 69	IIELT KAPPEN	1 13.6 .anes: Mea	sured Spee	0.5 14.1 ed (Source - V 69 69 69 69 69 69 69 69 69 69 69 69 69	/ISSIM Simu	lation M	1.5 15.6 odel)	69 69 69 69 69 69 69 69 69 69 69 69 69 6	itake St Off	0.6 16.2 69 69 69 69 69 69 69 69 69 69	Lake St On		68 67 68 68 68 68 68 68 68 69 70 70 70 70 70 70 70 70 70 70 70 70 70	2.2 18.4			Nichols Rd Off	0.6 19 69 69 69 69 69 69 69 69 69 69 69 69 69	Nichols Rd On		1 20	Express Lane Egr	Central Ave Off	0.6 20.6	Central Ave Or	0.21
0.6 12.6 Southbound 69 69 69 69 69 69 69 69 69 69 69 70 70 70 70 70 70 70 70 70 70 70 70 70	IIELT KAPPEN	1 13.6 .anes: Mea	Horsethief Road	0.5 14.1 ed (Source - V 69 69 69 69 69 69 69 69 69 69 69 69 69	/ISSIM Simu	lation M	1.5 15.6 odel)	69 69 69 69 69 69 69 69 69 69 69 69 69 6	itake St Off	0.66 16.2 69 69 69 69 69 69 69 69 69 69 69 69 69	Lake St On		68 67 68 68 68 68 68 68 69 70 70 70 70 70 70 70 70 70 70 70 70 70	2.2 18.4			Nichols Rd Off	0.6 19 69 69 69 69 69 69 69 69 69 69 69 69 70 70 70 70 70 70 70 70 70 70 70 70 70	Nichols Rd On		1 20	Express Lane Egr	Central Ave Off	0.6 20.6	Central Ave Or	0.21
0.6 12.6 Southbound 69 69 69 69 69 69 69 69 69 69 69 70 70 70 70 70 70 70 70 70 70 70 70 70	IIELT Express L	1 13.6 .anes: Mea	Horsethief Road	0.5 14.1 ed (Source - V 69 69 69 69 69 69 69 69 69 69	ISSIM Simu	lation M	1.5 15.6 odel)	69 69 69 69 69 69 69 69 69 69 69 69 69 6	itake St Off	0.66 16.2 69 69 69 69 69 69 69 69 69 69 69 69 69	Lake St On		68 67 68 68 68 68 68 69 69 70 70 70 70 70 70 70 70 70 70 70 70 70	2.2 18.4			Nichols Rd Off	0.6 19 69 69 69 69 69 69 69 69 69 69 69 70 70 70 70 70 70 70 70 70 70 70 70 70	Nichols Rd On		1 20	Express Lane Egr	Central Ave Off	0.6 20.6	Central Ave Or	0.21
0.6 12.6 Southbound 69 69 69 69 69 69 69 69 69 69 69 70 70 70 70 70 70 70 70 70 70 70 70 70	IIPLI IIPU	1 13.6 .anes: Mea	Horsethief Road	0.5 14.1 ed (Source - V 69 69 69 69 69 69 69 69 69 69	ISSIM Simu	lation M	1.5 15.6 odel)	69 69 69 69 69 69 69 69 69 69 69 69 69 70 70 70	itake St Off	0.66 16.2 69 69 69 69 69 69 69 69 69 69 69 69 69	Lake St On		68 67 68 68 68 68 68 69 69 69 69 69 69 70 70 70 70 70 70 70 70 70 70 70 70 70	2.2 18.4			Nichols Rd Off	0.6 19 69 69 69 69 69 69 69 69 69 69 70 70 70 70 70 70 70 70 70 70 70 70 70	Nichols Rd On		1 20	Express Lane Egr	Central Ave Off	0.6 20.6	Central Ave Or	0.21

I-15 Express Lanes Southern Extension Design Year Plus Project AM Peak Hour

11:45 AM	60	61	62	62	62
11:30 AM	61	61			
11:15 AM					
11:00 AM	61	61			
10:45 AM	61			61	61
10:30 AM	61	61			
10:15 AM		61			
10:00 AM		61			
9:45 AM	60	59	61	61	
9:30 AM				61	
9:15 AM					64
9:00 AM			64		
8:45 AM			64		
8:30 AM	61	61			
8:15 AM	61	61		64	64
8:00 AM	61	61			
7:45 AM		60			
7:30 AM	61	58	61		
7:15 AM	61	54	57		
7:00 AM			64	64	64
6:45 AM	64	64	64		
6:30 AM	64	64			
6:15 AM	64	64			
6:00 AM				66	
5:45 AM	66	66	66	66	
5:30 AM	66	66	66	66	
5:15 AM	66	66	66	66	
5:00 AM	66	66	66	67	67
-		_			



11:45 AM
11:30 AM
11:15 AM
11:00 AM
10:45 AM
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5:15 AM
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					60 - 75 r	mph	40	0 - 50 mmh	Legend	20 - 30 mph			0 - 10 mph						I-15 E	cpress Lanes S Desig	Southern Extension In Year Plus Project
Average Link Speed					50 - 60 r	nph	30	0 - 40 mph		10 - 20 mph			o - to mpir							_	AM Peak Hour
No 11:45 AM	orthbound I-15 General Pu	rpose Lanes: I	Measured Speed (Sou	urce - VISSIM Simi	llation Mode	I) 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 13 14 13		8 7	7 7 8 7				8		8	8	7 9 9	9	9 8	8	8	7 8	8	8 8
11:15 AM 11:00 AM	10 10 9 9	10 9	10 13 13 13 9 11 11 11	11 5 5 8 9 4 4 6	8 7 6 7	7887 6777			9 9 9 12 9 10 10 12	8		8	8 7	7 9 9 7 8 9	9 1	10 10 9 9	10 8	9 8	9 11 8 9	9	10 10 9 9
10:45 AM	9 9	9	9 11 11 11	9 4 4 7		6777						8		7 8 8	8 ;	8 8	8	8	7 9	9	9 9
10:30 AM 10:15 AM	8 8 11 10		9 11 11 11 9 11 11 11	9 4 4 6 9 4 4 7	6 7 7 6	6 7 8 7 6 7 7 7	7	7		8		8	8	7 8 9 7 10 10	8 10 1	8 8 10 9	8 9	8	7 9 8 9	9	9 8 9 9
10:00 AM	13 14			12 7 6 9		6 8 8 8								689	8	9 9	9	8	8 10		10 10
9:45 AM 9:30 AM			13 14 14 14 14 17 17 17	10 6 6 9 12 7 7 10		6888 7999	8			9		8	8	8 11 12 8 11 12				9	8 10 10 13		10 9 13 12
9:15 AM			10 13 14 15	10 6 6 9		7999	8			8		8	8	8 12 12				9	9 12		12 11
9:00 AM 8:45 AM	9 9 7 7	9	9 11 11 11 7 10 10 11	8 5 5 8		6 8 8 8 5 7 7 7	8			8										14	14 12
8:30 AM	9 7	6	6 8 8 8	6 4 4 6	7 4	4 6 6 6	6	6					6	6 9 10	9 1		9	8	8 10		10 9
8:15 AM	23 18	16		7 4 4 6	7 4	4 5 5 6			9 10 11 17 8 9 10 16	6		6	6	6 9 10	9 1	10 10 e e	9	8			9 8
7:45 AM	65 52	46	43 41 41 43	43 37 30 23	17 8	7 9 9 9						6	6	6 8 9	8	9 8			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			12 13 14 18	8		8						8	8 10		9 8
7:15 AM 7:00 AM	65 57	64	62 57 59 62 63 59 60 62	65 66 64 65	46 34 58 54	46 44 ⁴³ 33	16	8		8		8	8	8 13 13 8 12 13							13 11
6:45 AM	64 59	64	64 62 61 63			65 63 ^{sə} 54	34	25 2	23 24 22 21	8		8		8 12 12					10 14	14	14 12
6:30 AM 6:15 AM	65 58 64 59	64 63	62 57 60 62 53 46 58 61	65 66 64 64 64 66 65 64	63 65 61 64	64 64 ⁶³ 62 64 64 ⁶³ 61	62 43	31 3	32 37 39 40 31 51 59 64	10 40			7 9						11 15 10 14		16 14 14 13
6:00 AM	64 59		47 48 57 61	64 66 64 63	60 64	62 58 ss 53	22	15	31 51 58 63	63		62	41	25 24 27	21 1	18 14	12	10	10 14		15 14
5:45 AM 5:30 AM	63 61 64 61		44 42 56 60 58 54 59 61	63 65 63 63 64 65 64 63	59 63 60 63	62 59 59 55 62 59 58 57	32 61	15 3 34 4	<mark>30 50</mark> 57 63 41 54 59 63					61 56 57 62 59 59	61 5 62 6	59 <mark>49</mark> 5261	38 61	28 61	17 20 48 45	19 46	17 15 40 28
5:15 AM	66 64		63 62 63 64		63 64	64 64 63 62	64	64 (60 61 64					61 59 59					55 52	59 (50 51
5:00 AM	66 65	65	63 63 63 64	65 66 65 65	64 65	64 64 64 64	64	64 (60 62 64	64		64	64	63 62 61	63 6	53 62	62	62	57 53	60 (50 58
Cur	to is سیا Length (miles) mulative Distance (miles)	UO 35 Wajin 0.5	0.8	EB Central Ave Off WB Central Ave Off Scontral Ave Off Dester Ave Off	Express Lane Ingress Dexter Ave On 5°2	0.6 2.9	0.7	Nichols Rd On	Express In Ingress	2.2 5.8		Lake St Off	u ov 1987 0.6 6.4		Express Lane Access (Ingress/Egress) 8		Horsethief Road Off	Anorem Contraction		1	Indian Truck Trail Off 90 0 Indian Truck Trail Off Indian Truck Trail On
	· · · <u>·</u>				Northbou	und I-15 Express	Lanes: Measur	red Speed (S	ource - VISSIM	Simulation Mode	el)	I									L
11:45 AM 11:30 AM							42 39								65 64						
11:15 AM							40														
11:00 AM 10:45 AM							38 39						68 68								
10:30 AM							38														
10:15 AM 10:00 AM							40 49				69 68		69 68		65 61						
9:45 AM							48				68		68		61						
9:30 AM 9:15 AM							50								59					6	
9:00 AM							47								58					6	
8:45 AM 8:30 AM							43								60						
8:15 AM							42				68				59						
8:00 AM 7:45 AM							52				68				55						
7:30 AM							55				68				56						
7:15 AM 7:00 AM							60				68				57						
6:45 AM															56					6	
6:30 AM 6:15 AM							60								55						
6:00 AM							58								60					6	
5:45 AM 5:30 AM							59								66					6	
5:15 AM							62								66					6	
5:00 AM							03				68		67		67				6	/	

Exhibit O2 - Northbound I-15 Weekday Speed Contour Plot (Design Year Build Alternative - AM)

VISSIM Post-Processor				Legend				I-15 Express Lanes Southern Exter
Average Results from 5 Runs Average Link Speed			60 - 75 mph 50 - 60 mph	40 - 50 mph 30 - 40 mph	20 - 30 mph 10 - 20 mph	0 - 10 mph		Design Year Plus Pr AM Peak
Northbound I-15 General Purpose	e Lanes: Measured Speed (S	Source - VISSIM Simulation N	Aodel)					
7 9 9 9 9 11	11	12 11 11 13 10 10 9 11	14	14 14 14 15 15 16 18 19 18 19 12 12 13 14 13 15 16 16 15 15	11 10 10 9 11 11 10 11 12 10 10 10 9 11 12 10 11 13	12 ·· 12 ·· 11 ·· 13 ·· 8	8 9 11 12 12 13 14 13 14 16 15 18 29 9 10 18 14 15 15 16 15 16 17 18 19 20	47 62 62 61 62 62 61 64 11:4
9 11 11 11 11 12				12 12 13 13 13 14 16 15 14 14	9 9 9 8 10 10 9 10 11	11 " 11 - 10 12 " 8	8 9 11 12 13 14 14 14 15 17 19 19 29	47 62 62 61 60 63 11:1
9 11 12 12 12 13	14	14 13 12 15		14 14 15 15 15 17 20 19 18 18	12 10 9 11 11 10 11 13	12 º 12 · 11 · 14 12 9	9 9 11 12 13 13 14 14 15 16 17 18 29	47 63 62 61 62 61 60 63 11:0
8 11 11 11 11 12 8 10 10 10 10 11				15 15 16 16 16 20 23 23 23 23 14 14 15 16 15 17 20 20 18 19		15 ¹⁵ 15 - 13 17 15 10	10 11 13 15 16 17 16 17 18 19 29 10 11 14 16 18 19 18 18 19 21 20 29	47 63 62 61 62 62 60 63 10:4 45 63 62 62 62 62 61 64 10: ?
8 11 11 11 11 13				13 13 13 14 13 15 17 17 15 15	10 10 10 10 11 12 11 12 14	13 ··· 13 ·· 12 ·· 15 ··· 13 ··· 9	9 10 14 15 16 18 18 17 18 19 20 20 29	48 63 62 61 63 62 62 64 10: 1
10 12 13 13 13 15		14 12 11 13	14	14 14 15 15 14 17 20 19 18 17	11 ¹¹ 11 10 12 12 11 12 14	13 ¹⁰ 13 · 12 · 14 ¹³ 9	9 10 13 14 16 17 17 16 16 17 20 20 29	47 63 63 62 63 63 62 64 10:0
8 11 11 11 12 14 12 14 14 14 14 16							10 11 15 16 17 18 19 17 17 18 20 18 28 10 12 16 18 19 20 21 20 18 17 20 18 28	47 64 63 62 64 63 61 65 9:49 49 64 63 62 63 63 62 65 9:3
11 13 14 14 14 17		18 14 14 16		17 16 17 18 17 <mark>22 32 32 32</mark>	25 22 15 12 16 15 14 15 19		10 11 16 18 20 21 21 20 18 18 21 19 28	50 65 63 63 64 63 62 65 9:1 1
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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	60 - 75 mph	Legend 20 - 30 mph 20 - 40 mph 20 - 40 mph	0 - 10 mph		I-15 Express Lanes Southern Extension Design Year Plus Projec PM Peak Hou
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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	60 - 75 mph 40 - 50 mph 30 - 40 mph 30 - 40 mph	1d 20 - 30 mph 0 - 10 mph 10 - 20 mph	I-15 Express Lanes Southern Extensior Design Year Plus Projec РМ Реак Ног
Southbound I-15 General Purpose Lanes: Measured Speed (Source - VISSIM	Simulation Model)		
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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				60 - 75 mph 50 - 60 mph	40 - 50 n 30 - 40 n	Legend nph nph	20 - 30 mph 10 - 20 mph	0 - 10 mph		I-1:	5 Express Lanes Southern Extension Design Year Plus Project PM Peak Hour		
Northbound I-15 General Purpose Lanes: Measured Speed (Source - VISSIM Simulation Model)													
7:45 PM 7:30 PM	11 11 10 11	11 11 11 11 12 11 11 12 13 13	9 5 5 8 10 9 5 5 8 10	6 6 8 8 9 5 5 7 7 7	8	6 9 9 9 11 5 7 7 7 10	8	8 7 7 7	68988 68989	8 8 7 7 10 9 9 8 8 11	10 10 10 11 10 9		
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Exhibit P2 - Northbound I-15 Weekday Speed Contour Plot (Design Year Build Alternative - PM)

VISSIM Post-Processor Average Results from 5 Runs		60 - 75 mph	Legend 40 - 50 mph	20 - 30 mph	0 - 10 mph	I-15 Express Lanes S Design	outhern Extension n Year Plus Projec
Northbound I-15 General Purpose Lanes: Me	asurad Speed (Source - VISSIM Simulation Model)	50 - 60 mph	30 - 40 mph	10 - 20 mph			РМ Реак нои
10 11 11 11 12 12	13 13 12 16	17	17 16 18 18 17 22 33 35 35 36	22 16 14 14 18 18	17 18 25 22 × 21 - 21 -	- 30 / ² 22 22 24 27 29 29 30 29 26 21 21 21 29 50 65 64 62 64 65 64	⁶⁶ 7:45 PM
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Express lane Access (Ingress/Egress lane Access	2.0 Femescal Canyon R Temescal Canyon R Temescal Canyon R	1.9	Weirick Rd/ Dos Lagos Dr Off Weirick/Dos Lagos Cajatco Rd Off Cajatco Rd Off	Express Lane Access (Ingress) Cajalco Rd Loop Or E B Cajalco Rd On WB Cajalco Rd On WB Cajalco Rd On	El Cerrito Rd Off El Cerrito Rd Off (Ingress/Egress) El Cerrito Rd On	Express Lane Access Ontario Ave Off 0 0 0 1 1 0 1 1 1 1 1	Express Lane Ingre
12.4	12.9	14.8	15.3 15.8	16.3 16.6	17 17.4 17.7	17. 18.3 19.4 19.7 19.9 20.4 21.1 21.4 22	
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57	68		68 69 68 68	69 68 69	60 63 4 65	68 58 61 66 67 67 69 69	2:00 PM
57	66		68 68 68 68	68 68 68	60 62 9 65	68 59 61 66 67 67 69 68 67 56 60 55 67 67 69 68	1:45 PM
55			68 68 68 68		61 63 9 64	67 57 60 64 67 66 69 69	1:30 PM 1:15 PM
56	66		69 69 68 68	68 68 69	62 62 ° 64	67 57 59 65 68 67 69 69	1:00 PM

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					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	Х	Y	X	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxin	nate Length: 725.4	1			

Table E-1. Barrier Locations and Elevations - Noise Barrier SW1142B at the ROW

		amont Start Coordinatos Sogmont			Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	l Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	X	Y	х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxir	nate Length: 406.6	5			

Table E-2a. Barrier Locations and Elevations - Noise Barrier System SW1109A & SW1109B at the Mainline and Ramp Edge of Shoulder

Table E-2b. Barrier Locations and Elevations - Noise Barrier System SW1109A & SW1109B at the Mainline and Ramp Edge of Shoulder

					Bottom of	Bottom of		Top of Barrier	
Approximate	Segment Star	t Coordinates	Segment Enc	l Coordinates	barrier Starting	barrier Ending		Starting	Top of Barrier
Start and End					Segment	Segment	Barrier	Segment	Ending Segment
Station	Х	Y	Х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxin	nate Length: 632.6	5			

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	l Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	X	Y	х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxir	nate Length: 213.4	1			

Table E-3. Barrier Locations and Elevations - Noise Barrier SW1137B on private property

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Start Coordinates		Segment End Coordinates		barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	X	Y	х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxir	nate Length: 240.4	1			

Table E-4. Barrier Locations and Elevations - Noise Barrier SW1204 on private property

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	Х	Y	Х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxin	nate Length: 374.9)			

 Table E-5. Barrier Locations and Elevations - Noise Barrier SW1208B on private property

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	х	Y	х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxim	nate Length: 1094.	1			

Table E-6. Barrier Locations and Elevations - Noise Barrier SW1208D at the ROW

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	l Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	X	Y	Х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxir	nate Length: 134.9)			

Table E-7. Barrier Locations and Elevations - Noise Barrier SW1210 on private property

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	l Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	Х	Y	X	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxin	nate Length: 485.4	1			

 Table E-8. Barrier Locations and Elevations - Noise Barrier SW1212 on private property

					Bottom of	Bottom of		Top of Barrier	Top of Barrier		
Approximate	Segment Star	t Coordinates	Segment End	Coordinates	barrier Starting	barrier Ending		Starting	Ending		
Start and End					Segment	Segment	Barrier	Segment	Segment		
Station	х	Y	х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft		
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-9. Barrier Locations and Elevations - Noise Barrier SW1214A at the mainline edge of shoulder

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	х	Y	х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxim	ate Length: 2123.	7			

Table E-10. Barrier Locations and Elevations - Noise Barrier SW1214B on private property

					Bottom of	Bottom of		Top of Barrier	Top of Barrier		
Approximate	Segment Star	t Coordinates	Segment End	Coordinates	barrier Starting	barrier Ending		Starting	Ending		
Start and End					Segment	Segment	Barrier	Segment	Segment		
Station	х	Y	х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft		
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-11. Barrier Locations and Elevations - Noise Barrier SW1214C at the mainline edge of shoulder

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	x	Y	x	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	х	Y	Х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
	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

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	X	Y	Х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
	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
				Approxim	ate Length: 2467.	3			

 Table E-12. Barrier Locations and Elevations - Noise Barrier SW1214D at the ROW

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	l Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	х	Y	х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxim	nate Length: 2850.	2			

 Table E-13. Barrier Locations and Elevations - Noise Barrier SW1226A at the mainline edge of shoulder

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	х	Y	x	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxim	ate Length: 2799.	9			

 Table E-14. Barrier Locations and Elevations - Noise Barrier SW1226B at the mainline edge of shoulder

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	x	Y	х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	х	Y	х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
	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

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	Х	Y	X	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
	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
				Approxim	ate Length: 2830.	8			

 Table E-15. Barrier Locations and Elevations - Noise Barrier SW1226C at the ROW

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	l Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	x	Y	X	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxin	nate Length: 290.5	5			

 Table E-16. Barrier Locations and Elevations - Noise Barrier SW1238 on private property

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	X	Y	x	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxin	nate Length: 146.8	3			

 Table E-17. Barrier Locations and Elevations - Noise Barrier SW1521C on private property

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	X	Y	X	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxi	mate Length: 75.4				

 Table E-18. Barrier Locations and Elevations - Noise Barrier SW1691 on private property

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	l Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	X	Y	х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxin	nate Length: 150.4	1			

 Table E-19. Barrier Locations and Elevations - Noise Barrier SW1693 on private property

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	l Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	x	Y	Х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxi	mate Length: 113				

 Table E-20. Barrier Locations and Elevations - Noise Barrier SW1751B on private property

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	tes Segment End Coordinates		barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	х	Y	х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
1780+00 -		2 221 000 F	C 194 02C F	2 221 240 0	022.2	021	0	040.2	020.0
1784+00	0,185,090.5	2,231,088.5	0,184,920.5	2,231,340.0	932.2	931	ŏ	940.2	939.0
				Approxin	nate Length: 303.6	5			

Table E-21. Barrier Locations and Elevations - Noise Barrier SW1784B on private property

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	l Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	Х	Y	X	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxi	mate Length: 662				

 Table E-22. Barrier Locations and Elevations - Noise Barrier SW1872 at the ROW

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	X	Y	X	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxin	nate Length: 599.8	3			

 Table E-23. Barrier Locations and Elevations - Noise Barrier SW1874 at the ramp edge of shoulder

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	Х	Y	Х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxir	nate Length: 699.7	7			

Table E-24a. Barrier Locations and Elevations - Noise Barrier System SW1874 & SW1878 at the mainline and ramp edge of shoulder

Table E-24b. Barrier Locations and Elevations - Noise Barrier System SW1874 & SW1878 at the mainline and ramp edge of shoulder

					Bottom of	Bottom of		Top of Barrier	
Approximate	Segment Star	t Coordinates	Segment Enc	l Coordinates	barrier Starting	barrier Ending		Starting	Top of Barrier
Start and End					Segment	Segment	Barrier	Segment	Ending Segment
Station	Х	Y	Х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxin	nate Length: 525.1	1			

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	oximate Segment Start Coordinates Segment End Coordinate			Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	х	Y	х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxin	nate Length: 163.7	7			

 Table E-25. Barrier Locations and Elevations - Noise Barrier SW1789 on private property

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	l Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	Х	Y	Х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxir	nate Length: 742.9)			

 Table E-26. Barrier Locations and Elevations - Noise Barrier SW1823 on private property

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	X	Y	X	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxin	nate Length: 398.8	3			

 Table E-27. Barrier Locations and Elevations - Noise Barrier SW1831 on private property

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	l Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	Х	Y	Х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxir	nate Length: 205.3	3			

 Table E-28. Barrier Locations and Elevations - Noise Barrier SW1833 on private property

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	l Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	X	Y	Х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxin	nate Length: 673.5	5			

 Table E-29. Barrier Locations and Elevations - Noise Barrier SW1839 on private property

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	l Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	X	Y	Х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxir	nate Length: 119.5	5			

 Table E-30. Barrier Locations and Elevations - Noise Barrier SW1875 on private property

					Bottom of	Bottom of		Top of Barrier	Top of Barrier	
Approximate	Segment Start Coordinates		Segment End Coordinates		barrier Starting	barrier Ending		Starting	Ending	
Start and End					Segment	Segment	Barrier	Segment	Segment	
Station	Х	Y	X	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft	
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-31a. Barrier Locations and Elevations - Noise Barrier System SW1890A + SW1890B at the mainline and ramp edge of shoulder

					Bottom of	Bottom of		Top of Barrier	Top of Barrier	
Approximate	Segment Start Coordinates		Segment End Coordinates		barrier Starting	barrier Ending		Starting	Ending	
Start and End					Segment	Segment	Barrier	Segment	Segment	
Station	X	Y	X	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft	
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-31b. Barrier Locations and Elevations - Noise Barrier System SW1890A + SW1890B at the mainline and ramp edge of shoulder
					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	l Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	X	Y	х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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-32a. Barrier Locations and Elevations - Noise Barrier System SW1890A + SW1890C

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	l Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	х	Y	х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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-32b. Barrier Locations and Elevations - Noise Barrier System SW1890A + SW1890C

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	х	Y	Х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approx	imate Length: 63				

 Table E-33. Barrier Locations and Elevations - Noise Barrier SW1895 on private property

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	х	Y	Х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxi	mate Length: 47.9				

Table E-34. Barrier Locations and Elevations - Noise Barrier SW1899 on private property

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	Х	Y	Х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxim	nate Length: 1193.	6			

 Table E-35. Barrier Locations and Elevations - Noise Barrier SW1903 at the ROW

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	l Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	X	Y	Х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxi	mate Length: 61.2				

Table E-36. Barrier Locations and Elevations - Noise Barrier SW1905 on private property

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	Х	Y	х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approx	imate Length: 78				

Table E-37. Barrier Locations and Elevations - Noise Barrier SW1907 on private property

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	l Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	X	Y	Х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxir	nate Length: 171.9)			

 Table E-38. Barrier Locations and Elevations - Noise Barrier SW1913 on private property

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	X	Y	X	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxim	ate Length: 1163.	3			

 Table E-39. Barrier Locations and Elevations - Noise Barrier SW1911 at the mainline edge of shoulder

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	l Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	X	Y	Х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxim	hate Length: 1510.	9			

 Table E-40. Barrier Locations and Elevations - Noise Barrier SW1996B at the ramp edge of shoulder

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	l Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	X	Y	Х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxim	nate Length: 1281.	3			

 Table E-41. Barrier Locations and Elevations - Noise Barrier SW1996C at the ROW

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	Segment End	l Coordinates	barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	Х	Y	Х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxin	nate Length: 585.3	3			

Table E-42a. Barrier Locations and Elevations - Noise Barrier System SW1996A + SW1996B at the mainline and ramp edge of shoulder

Table E-42b. Barrier Locations and Elevations - Noise Barrier System SW1996A + SW1996B at the mainline and ramp edge of shoulder

Approximate	Segment Start Coordinates		Segment End Coordinates		Bottom of	Bottom of	Barrier	Top of Barrier	Top of Barrier
Start and End	Х	Y	Х	Y	barrier Starting	barrier Ending	Height, ft	Starting	Ending Segment
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
				Approxim	nate Length: 1437.	9			

			Bottom of	Bottom of		Top of Barrier	Top of Barrier		
Approximate	Segment Star	t Coordinates	Segment End Coordinates		barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	X	Y	Х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxin	nate Length: 687.1	L			

 Table E-43. Barrier Locations and Elevations - Noise Barrier SW2007A at the ramp edge of shoulder

					Bottom of	Bottom of		Top of Barrier	Top of Barrier		
Approximate	te Segment Start Coordinates		Segment End Coordinates		barrier Starting	barrier Ending		Starting	Ending		
Start and End					Segment	Segment	Barrier	Segment	Segment		
Station	x	Y	Х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft		
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-44a. Barrier Locations and Elevations - Noise Barrier System SW2001 & SW2007A at the mainline and ramp edge of shoulder

Table E-44b. Barrier Locations and Elevations - Noise Barrier System SW2001 & SW2007A at the mainline and ramp edge of shoulder

Approximate	Segment Start Coordinates		Segment End Coordinates		Bottom of	Bottom of	Barrier	Top of Barrier	Top of Barrier	
Start and End	Х	Y	Х	Y	barrier Starting	barrier Ending	Height, ft	Starting	Ending Segment	
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										

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Star	t Coordinates	linates Segment End Coordinates		barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	X	Y	Х	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxir	nate Length: 592.2	2			

Table E-45. Barrier Locations and Elevations - Noise Barrier SW2007B at the ROW

					Bottom of	Bottom of		Top of Barrier	Top of Barrier
Approximate	Segment Start Coordinates		Segment End Coordinates		barrier Starting	barrier Ending		Starting	Ending
Start and End					Segment	Segment	Barrier	Segment	Segment
Station	X	Y	X	Y	Elevation, ft	Elevation, ft	Height, ft	Elevation, ft	Elevation, ft
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
				Approxin	nate Length: 637.9)			

 Table E-46. Barrier Locations and Elevations - Noise Barrier SW2007C on private property