

**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

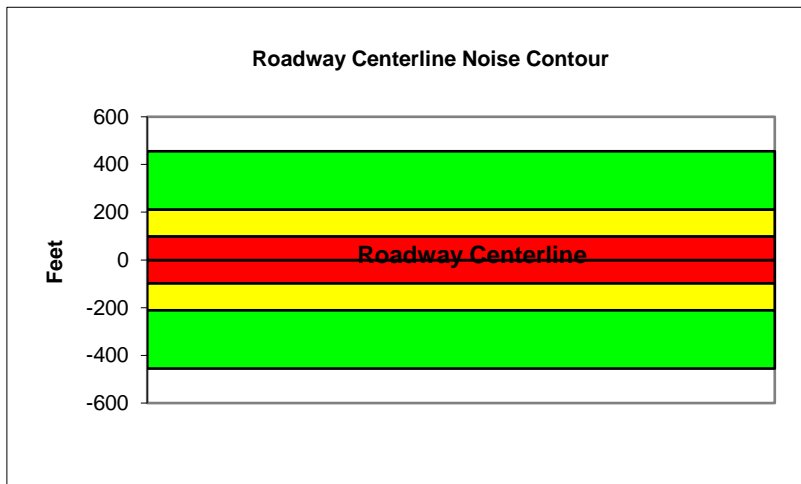
Project Name: Jeffrey/ICD Intersection Improvements      Scenario: Existing  
 Analyst: Danielle Regimbal      Job #: 161832  
 Roadway: Jeffrey  
 Road Segment: North of Irvine Center Drive

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier:	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	44861			
Receiver Barrier Dist:	0	Peak Hour Traffic:	4486.1			
Centerline Dist. To Observer:	100	Vehicle Speed:	50			
Barrier Near Lane CL Dist:	0	Centerline Separation:	53			
Barrier Far lane CL Dist:	0	<b>NOISE INPUTS</b>				
Pad Elevation:	0.5	Site conditions: <b>SOFT SITE</b>				
Road Elevation:	0	<b>FLEET MIX</b>				
Observer Height (above grade):	5.5	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View:            90            Lft View:            -90		Med. Truck	0.848	0.049	0.103	0.0184
<b>NOISE SOURCE ELEVATIONS (Feet)</b>		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.4	66.2	64.4	58.3	66.9	67.5
Medium Trucks:	65.1	57.0	50.6	49.0	57.5	57.8
Heavy Trucks:	69.3	57.3	48.3	49.5	58.9	59.0
<b>Vehicle Noise:</b>	<b>71.6</b>	<b>67.3</b>	<b>64.7</b>	<b>59.4</b>	<b>68.0</b>	<b>68.5</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	455
65 dBA	211
70 dBA	98
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

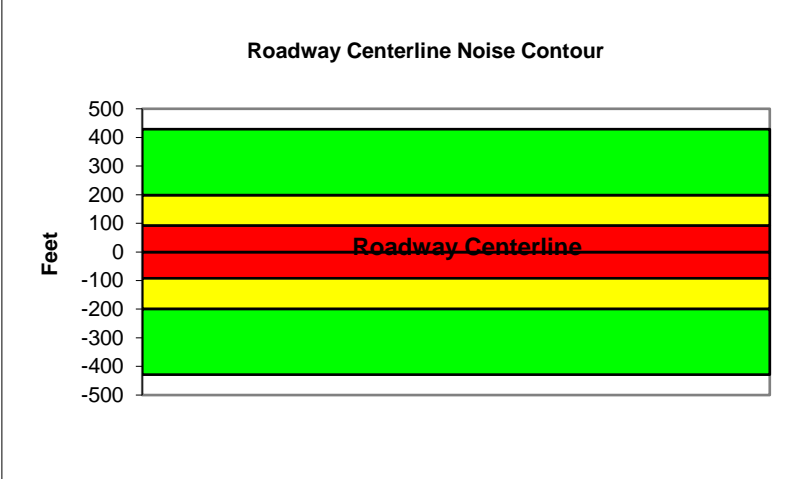
Project Name: Jeffrey/ICD Intersection Improvements      Scenario: Existing  
 Analyst: Danielle Regimbal      Job #: 161832  
 Roadway: Jeffrey  
 Road Segment: South of Irvine Center Drive

PROJECT DATA		SITE DATA	
Centerline Dist to Barrier:	0	Road Grade:	0
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	40915
Receiver Barrier Dist:	0	Peak Hour Traffic:	4091.5
Centerline Dist. To Observer:	100	Vehicle Speed:	50
Barrier Near Lane CL Dist:	0	Centerline Separation:	64
Barrier Far lane CL Dist:	0	<b>NOISE INPUTS</b>	
Pad Elevation:	0.5	Site conditions: <b>SOFT SITE</b>	
Road Elevation:	0	<b>FLEET MIX</b>	
Observer Height (above grade):	5.5	Type	Day
Barrier Height:	0	Auto	0.775
Rt View:            90            Lft View:            -90		Med. Truck	0.848
<b>NOISE SOURCE ELEVATIONS (Feet)</b>		Heavy Truck	0.865
Autos:	0	Evening	0.129
Medium Trucks:	2.3	Night	0.096
Heavy Trucks:	8	Daily	0.9742

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.8	65.5	63.7	57.7	66.3	66.9
Medium Trucks:	64.4	56.4	50.0	48.4	56.9	57.1
Heavy Trucks:	68.7	56.7	47.7	48.9	58.3	58.4
<b>Vehicle Noise:</b>	<b>71.0</b>	<b>66.6</b>	<b>64.1</b>	<b>58.8</b>	<b>67.4</b>	<b>67.9</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	429
65 dBA	199
70 dBA	92
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

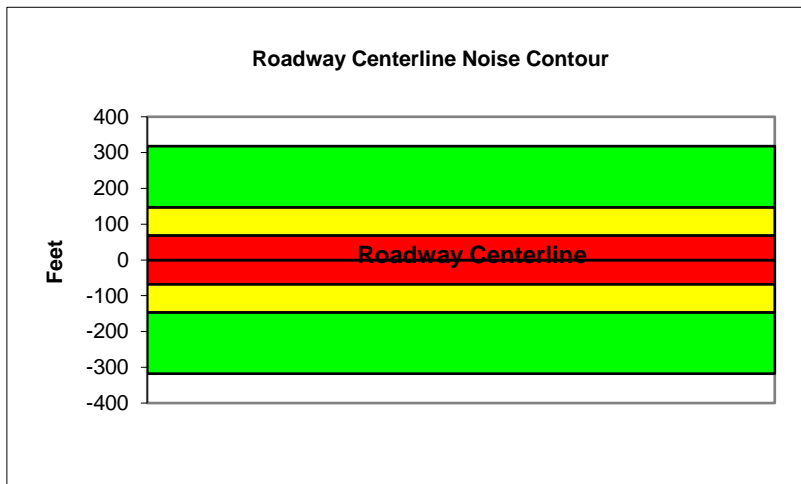
Project Name: Jeffrey/ICD Intersection Improvements      Scenario: Existing  
 Analyst: Danielle Regimbal      Job #: 161832  
 Roadway: Irvine Center Drive  
 Road Segment: East of Jeffrey Road

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier:	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	26112			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2611.2			
Centerline Dist. To Observer:	100	Vehicle Speed:	50			
Barrier Near Lane CL Dist:	0	Centerline Separation:	63			
Barrier Far lane CL Dist:	0	<b>NOISE INPUTS</b>				
Pad Elevation:	0.5	Site conditions: <b>SOFT SITE</b>				
Road Elevation:	0	<b>FLEET MIX</b>				
Observer Height (above grade):	5.5	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View:            90            Lft View:            -90		Med. Truck	0.848	0.049	0.103	0.0184
<b>NOISE SOURCE ELEVATIONS (Feet)</b>		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.8	63.6	61.8	55.7	64.4	65.0
Medium Trucks:	62.5	54.4	48.0	46.5	55.0	55.2
Heavy Trucks:	66.7	54.8	45.7	46.9	56.3	56.5
<b>Vehicle Noise:</b>	<b>69.0</b>	<b>64.7</b>	<b>62.1</b>	<b>56.8</b>	<b>65.4</b>	<b>65.9</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	318
65 dBA	148
70 dBA	68
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

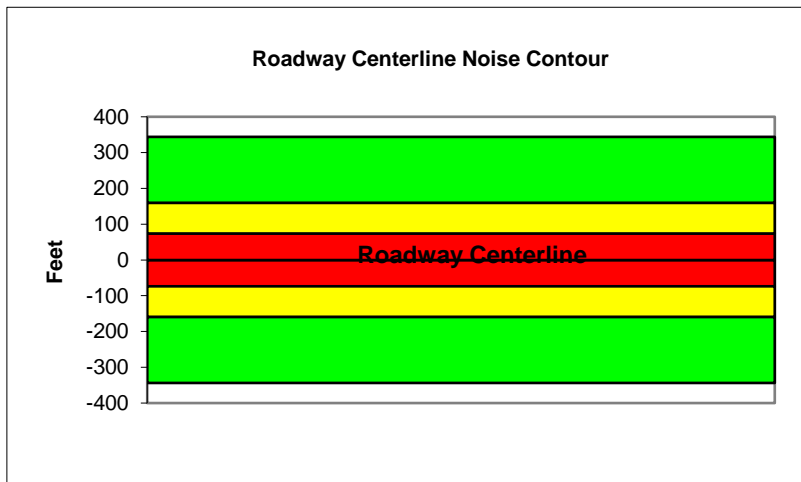
Project Name: Jeffrey/ICD Intersection Improvements      Scenario: Existing  
 Analyst: Danielle Regimbal      Job #: 161832  
 Roadway: Irvine Center Drive  
 Road Segment: West of Jeffrey Road

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier:	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	29465			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2946.5			
Centerline Dist. To Observer:	100	Vehicle Speed:	50			
Barrier Near Lane CL Dist:	0	Centerline Separation:	63			
Barrier Far lane CL Dist:	0	<b>NOISE INPUTS</b>				
Pad Elevation:	0.5	Site conditions: <b>SOFT SITE</b>				
Road Elevation:	0	<b>FLEET MIX</b>				
Observer Height (above grade):	5.5	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View:            90            Lft View:            -90		Med. Truck	0.848	0.049	0.103	0.0184
<b>NOISE SOURCE ELEVATIONS (Feet)</b>		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.3	64.1	62.3	56.3	64.9	65.5
Medium Trucks:	63.0	55.0	48.6	47.0	55.5	55.7
Heavy Trucks:	67.2	55.3	46.3	47.5	56.9	57.0
<b>Vehicle Noise:</b>	<b>69.6</b>	<b>65.2</b>	<b>62.6</b>	<b>57.3</b>	<b>65.9</b>	<b>66.5</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	344
65 dBA	160
70 dBA	74
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

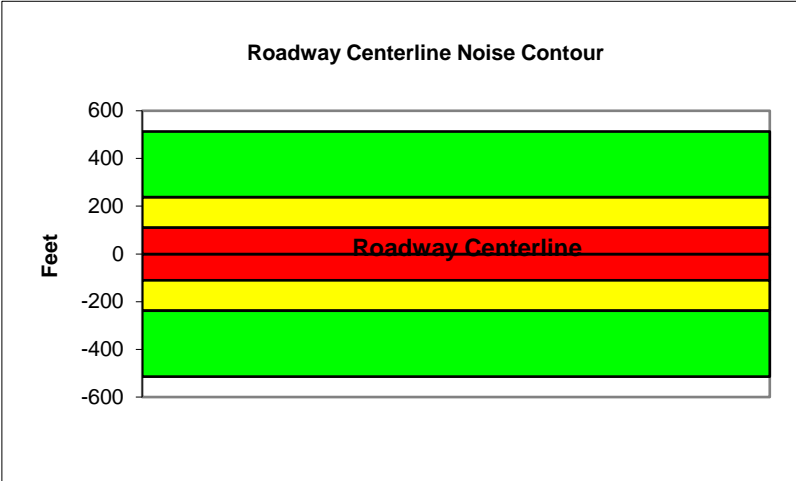
Project Name: Jeffrey/ICD Intersection Improvements      Scenario: Near Term Plus Project  
 Analyst: Danielle Regimbal      Job #: 161832  
 Roadway: Jeffrey  
 Road Segment: North of Irvine Center Drive

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier:	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	53740			
Receiver Barrier Dist:	0	Peak Hour Traffic:	5374			
Centerline Dist. To Observer:	100	Vehicle Speed:	50			
Barrier Near Lane CL Dist:	0	Centerline Separation:	65			
Barrier Far lane CL Dist:	0	<b>NOISE INPUTS</b>				
Pad Elevation:	0.5	Site conditions: <b>SOFT SITE</b>				
Road Elevation:	0	<b>FLEET MIX</b>				
Observer Height (above grade):	5.5	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View:            90            Lft View:            -90		Med. Truck	0.848	0.049	0.103	0.0184
<b>NOISE SOURCE ELEVATIONS (Feet)</b>		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.9	66.7	64.9	58.8	67.5	68.1
Medium Trucks:	65.6	57.5	51.1	49.6	58.1	58.3
Heavy Trucks:	69.8	57.9	48.8	50.0	59.4	59.6
<b>Vehicle Noise:</b>	<b>72.1</b>	<b>67.8</b>	<b>65.2</b>	<b>59.9</b>	<b>68.5</b>	<b>69.0</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	514
65 dBA	238
70 dBA	111
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

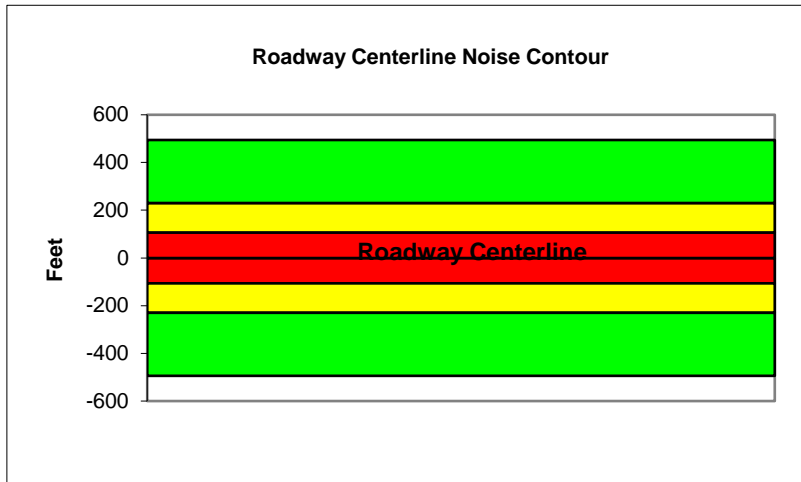
Project Name: Jeffrey/ICD Intersection Improvements      Scenario: Near Term Plus Project  
 Analyst: Danielle Regimbal      Job #: 161832  
 Roadway: Jeffrey  
 Road Segment: South of Irvine Center Drive

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier:	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	50760			
Receiver Barrier Dist:	0	Peak Hour Traffic:	5076			
Centerline Dist. To Observer:	100	Vehicle Speed:	50			
Barrier Near Lane CL Dist:	0	Centerline Separation:	65			
Barrier Far lane CL Dist:	0	<b>NOISE INPUTS</b>				
Pad Elevation:	0.5	Site conditions: <b>SOFT SITE</b>				
Road Elevation:	0	<b>FLEET MIX</b>				
Observer Height (above grade):	5.5	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View:            90            Lft View:            -90		Med. Truck	0.848	0.049	0.103	0.0184
<b>NOISE SOURCE ELEVATIONS (Feet)</b>		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.7	66.4	64.7	58.6	67.2	67.8
Medium Trucks:	65.3	57.3	50.9	49.3	57.8	58.0
Heavy Trucks:	69.6	57.6	48.6	49.8	59.2	59.3
<b>Vehicle Noise:</b>	<b>71.9</b>	<b>67.5</b>	<b>65.0</b>	<b>59.7</b>	<b>68.3</b>	<b>68.8</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	494
65 dBA	230
70 dBA	107
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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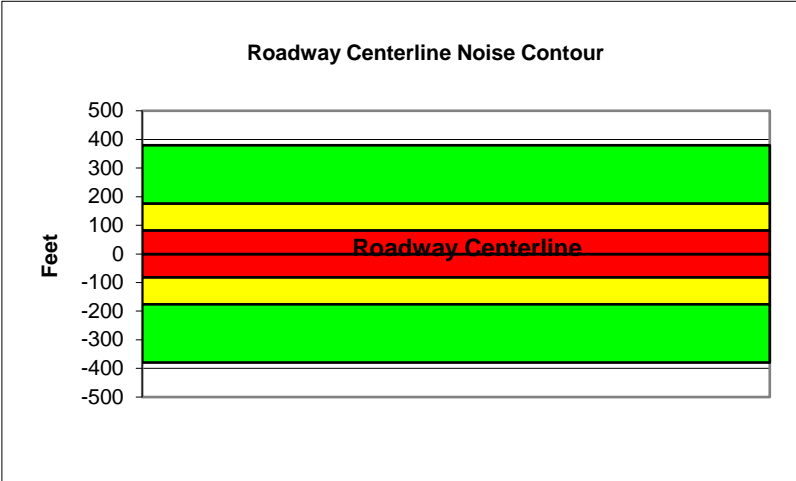
Project Name: Jeffrey/ICD Intersection Improvements      Scenario: Near Term Plus Project  
 Analyst: Danielle Regimbal      Job #: 161832  
 Roadway: Irvine Center Drive  
 Road Segment: East of Jeffrey Road

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier:	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	34070			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3407			
Centerline Dist. To Observer:	100	Vehicle Speed:	50			
Barrier Near Lane CL Dist:	0	Centerline Separation:	68			
Barrier Far lane CL Dist:	0	<b>NOISE INPUTS</b>				
Pad Elevation:	0.5	Site conditions: <b>SOFT SITE</b>				
Road Elevation:	0	<b>FLEET MIX</b>				
Observer Height (above grade):	5.5	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View:            90            Lft View:            -90		Med. Truck	0.848	0.049	0.103	0.0184
<b>NOISE SOURCE ELEVATIONS (Feet)</b>		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.9	64.7	62.9	56.8	65.4	66.0
Medium Trucks:	63.6	55.5	49.1	47.5	56.0	56.3
Heavy Trucks:	67.8	55.8	46.8	48.0	57.4	57.5
<b>Vehicle Noise:</b>	<b>70.1</b>	<b>65.8</b>	<b>63.2</b>	<b>57.9</b>	<b>66.5</b>	<b>67.0</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	379
65 dBA	176
70 dBA	82
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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Traffic Noise Prediction Model (CALVENO)**

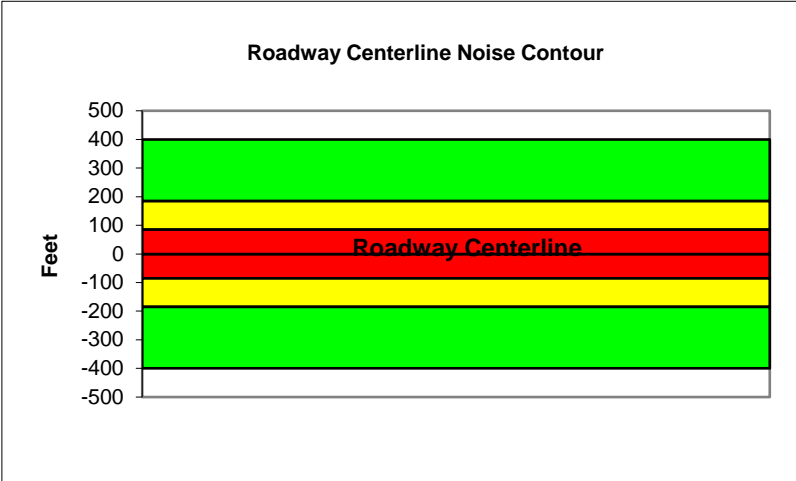
Project Name: Jeffrey/ICD Intersection Improvements      Scenario: Near Term Plus Project  
 Analyst: Danielle Regimbal      Job #: 161832  
 Roadway: Irvine Center Drive  
 Road Segment: West of Jeffrey Road

PROJECT DATA		SITE DATA	
Centerline Dist to Barrier:	0	Road Grade:	0
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	36830
Receiver Barrier Dist:	0	Peak Hour Traffic:	3683
Centerline Dist. To Observer:	100	Vehicle Speed:	50
Barrier Near Lane CL Dist:	0	Centerline Separation:	68
Barrier Far lane CL Dist:	0	<b>NOISE INPUTS</b>	
Pad Elevation:	0.5	Site conditions: <b>SOFT SITE</b>	
Road Elevation:	0	<b>FLEET MIX</b>	
Observer Height (above grade):	5.5	Type	Day
Barrier Height:	0	Auto	0.775
Rt View:            90            Lft View:            -90		Med. Truck	0.848
<b>NOISE SOURCE ELEVATIONS (Feet)</b>		Heavy Truck	0.865
Autos:	0	Evening	0.129
Medium Trucks:	2.3	Night	0.096
Heavy Trucks:	8	Daily	0.9742

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.2	65.0	63.2	57.1	65.8	66.4
Medium Trucks:	63.9	55.8	49.4	47.9	56.4	56.6
Heavy Trucks:	68.1	56.2	47.1	48.3	57.7	57.9
<b>Vehicle Noise:</b>	<b>70.4</b>	<b>66.1</b>	<b>63.5</b>	<b>58.2</b>	<b>66.8</b>	<b>67.3</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	399
65 dBA	185
70 dBA	86
Mitigated	
60 dBA	
65 dBA	
70 dBA	





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Traffic Noise Prediction Model (CALVENO)**

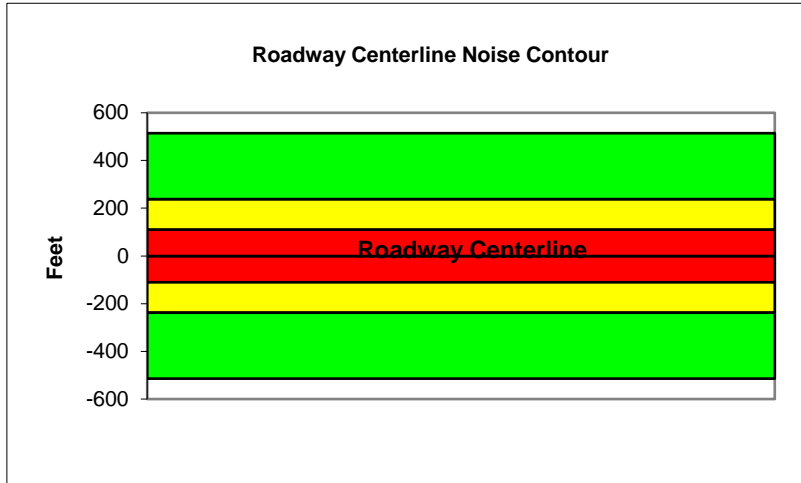
Project Name: Jeffrey/ICD Intersection Improvements      Scenario: Near Term  
 Analyst: Danielle Regimbal      Job #: 161832  
 Roadway: Jeffrey  
 Road Segment: North of Irvine Center Drive

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier:	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	53740			
Receiver Barrier Dist:	0	Peak Hour Traffic:	5374			
Centerline Dist. To Observer:	100	Vehicle Speed:	50			
Barrier Near Lane CL Dist:	0	Centerline Separation:	53			
Barrier Far lane CL Dist:	0	<b>NOISE INPUTS</b>				
Pad Elevation:	0.5	Site conditions: <b>SOFT SITE</b>				
Road Elevation:	0	<b>FLEET MIX</b>				
Observer Height (above grade):	5.5	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View:            90            Lft View:            -90		Med. Truck	0.848	0.049	0.103	0.0184
<b>NOISE SOURCE ELEVATIONS (Feet)</b>		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	58.2	66.9	65.2	59.1	67.7	68.3
Medium Trucks:	65.8	57.8	51.4	49.8	58.3	58.5
Heavy Trucks:	70.1	58.1	49.1	50.3	59.7	59.8
<b>Vehicle Noise:</b>	<b>72.4</b>	<b>68.0</b>	<b>65.5</b>	<b>60.2</b>	<b>68.8</b>	<b>69.3</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	514
65 dBA	239
70 dBA	111
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

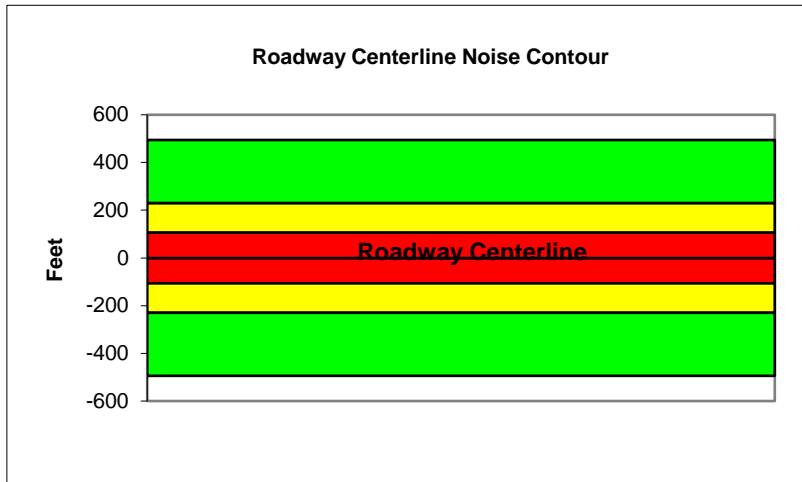
Project Name: Jeffrey/ICD Intersection Improvements      Scenario: Near Term  
 Analyst: Danielle Regimbal      Job #: 161832  
 Roadway: Jeffrey  
 Road Segment: South of Irvine Center Drive

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier:	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	50760			
Receiver Barrier Dist:	0	Peak Hour Traffic:	5076			
Centerline Dist. To Observer:	100	Vehicle Speed:	50			
Barrier Near Lane CL Dist:	0	Centerline Separation:	64			
Barrier Far lane CL Dist:	0	<b>NOISE INPUTS</b>				
Pad Elevation:	0.5	Site conditions: <b>SOFT SITE</b>				
Road Elevation:	0	<b>FLEET MIX</b>				
Observer Height (above grade):	5.5	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View:            90            Lft View:            -90		Med. Truck	0.848	0.049	0.103	0.0184
<b>NOISE SOURCE ELEVATIONS (Feet)</b>		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.7	66.5	64.7	58.6	67.2	67.9
Medium Trucks:	65.4	57.3	50.9	49.3	57.8	58.1
Heavy Trucks:	69.6	57.7	48.6	49.8	59.2	59.3
<b>Vehicle Noise:</b>	<b>71.9</b>	<b>67.6</b>	<b>65.0</b>	<b>59.7</b>	<b>68.3</b>	<b>68.8</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	494
65 dBA	230
70 dBA	107
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

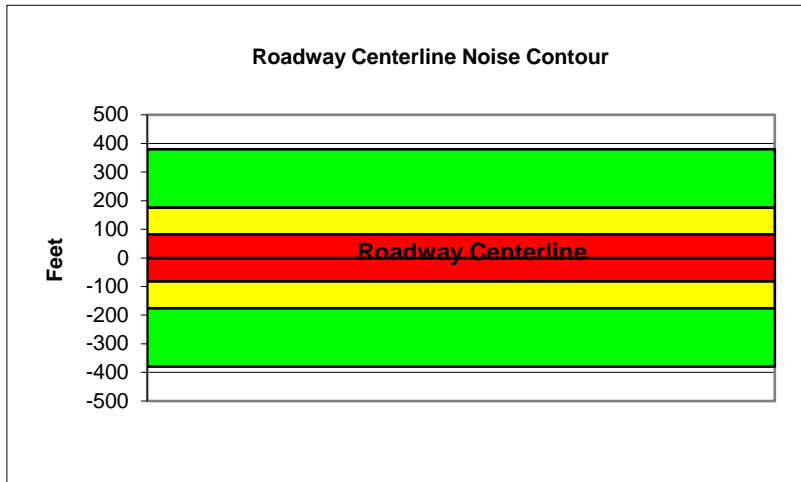
Project Name: Jeffrey/ICD Intersection Improvements      Scenario: Near Term  
 Analyst: Danielle Regimbal      Job #: 161832  
 Roadway: Irvine Center Drive  
 Road Segment: East of Jeffrey Road

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier:	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	34070			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3407			
Centerline Dist. To Observer:	100	Vehicle Speed:	50			
Barrier Near Lane CL Dist:	0	Centerline Separation:	63			
Barrier Far lane CL Dist:	0	<b>NOISE INPUTS</b>				
Pad Elevation:	0.5	Site conditions: <b>SOFT SITE</b>				
Road Elevation:	0	<b>FLEET MIX</b>				
Observer Height (above grade):	5.5	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View:            90            Lft View:            -90		Med. Truck	0.848	0.049	0.103	0.0184
<b>NOISE SOURCE ELEVATIONS (Feet)</b>		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.0	64.8	63.0	56.9	65.5	66.1
Medium Trucks:	63.7	55.6	49.2	47.6	56.1	56.3
Heavy Trucks:	67.9	55.9	46.9	48.1	57.5	57.6
<b>Vehicle Noise:</b>	<b>70.2</b>	<b>65.9</b>	<b>63.3</b>	<b>58.0</b>	<b>66.6</b>	<b>67.1</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	379
65 dBA	176
70 dBA	82
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

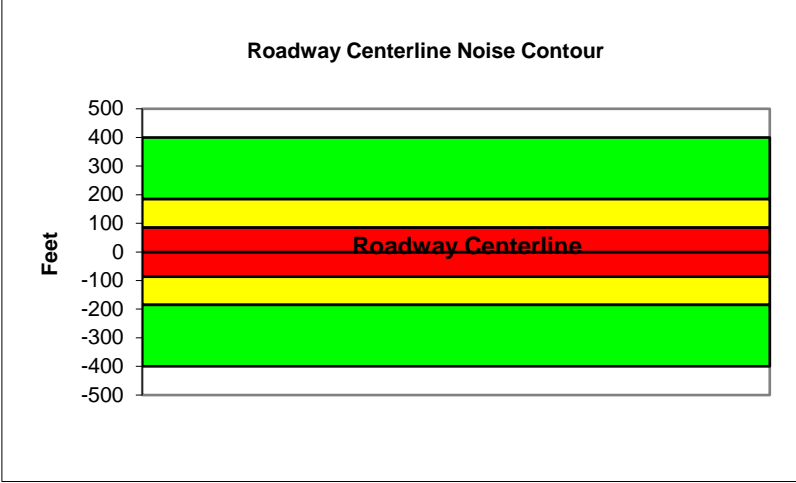
Project Name: Jeffrey/ICD Intersection Improvements      Scenario: Near Term  
 Analyst: Danielle Regimbal      Job #: 161832  
 Roadway: Irvine Center Drive  
 Road Segment: West of Jeffrey Road

PROJECT DATA		SITE DATA	
Centerline Dist to Barrier:	0	Road Grade:	0
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	36830
Receiver Barrier Dist:	0	Peak Hour Traffic:	3683
Centerline Dist. To Observer:	100	Vehicle Speed:	50
Barrier Near Lane CL Dist:	0	Centerline Separation:	63
Barrier Far lane CL Dist:	0	<b>NOISE INPUTS</b>	
Pad Elevation:	0.5	Site conditions: <b>SOFT SITE</b>	
Road Elevation:	0	<b>FLEET MIX</b>	
Observer Height (above grade):	5.5	Type	Day
Barrier Height:	0	Auto	0.775
Rt View:            90            Lft View:            -90		Med. Truck	0.848
<b>NOISE SOURCE ELEVATIONS (Feet)</b>		Heavy Truck	0.865
Autos:	0	Evening	0.129
Medium Trucks:	2.3	Night	0.096
Heavy Trucks:	8	Daily	0.9742

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.3	65.1	63.3	57.2	65.9	66.5
Medium Trucks:	64.0	55.9	49.5	48.0	56.5	56.7
Heavy Trucks:	68.2	56.3	47.2	48.4	57.8	58.0
<b>Vehicle Noise:</b>	<b>70.5</b>	<b>66.2</b>	<b>63.6</b>	<b>58.3</b>	<b>66.9</b>	<b>67.4</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	399
65 dBA	185
70 dBA	86
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

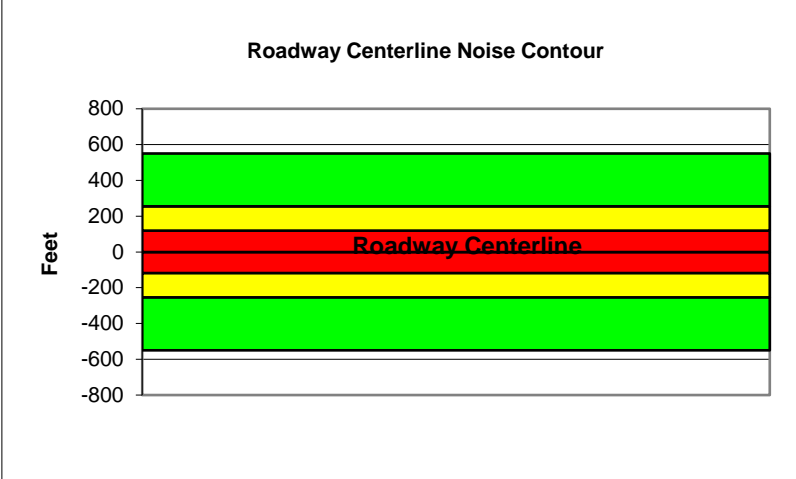
Project Name: Jeffrey/ICD Intersection Improvements      Scenario: Future Plus Project  
 Analyst: Danielle Regimbal      Job #: 161832  
 Roadway: Jeffrey  
 Road Segment: North of Irvine Center Drive

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier:	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	59500			
Receiver Barrier Dist:	0	Peak Hour Traffic:	5950			
Centerline Dist. To Observer:	100	Vehicle Speed:	50			
Barrier Near Lane CL Dist:	0	Centerline Separation:	65			
Barrier Far lane CL Dist:	0	<b>NOISE INPUTS</b>				
Pad Elevation:	0.5	Site conditions: <b>SOFT SITE</b>				
Road Elevation:	0	<b>FLEET MIX</b>				
Observer Height (above grade):	5.5	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View:            90            Lft View:            -90		Med. Truck	0.848	0.049	0.103	0.0184
<b>NOISE SOURCE ELEVATIONS (Feet)</b>		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	58.4	67.1	65.4	59.3	67.9	68.5
Medium Trucks:	66.0	58.0	51.6	50.0	58.5	58.7
Heavy Trucks:	70.3	58.3	49.3	50.5	59.9	60.0
<b>Vehicle Noise:</b>	<b>72.6</b>	<b>68.2</b>	<b>65.7</b>	<b>60.4</b>	<b>69.0</b>	<b>69.5</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	550
65 dBA	255
70 dBA	118
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

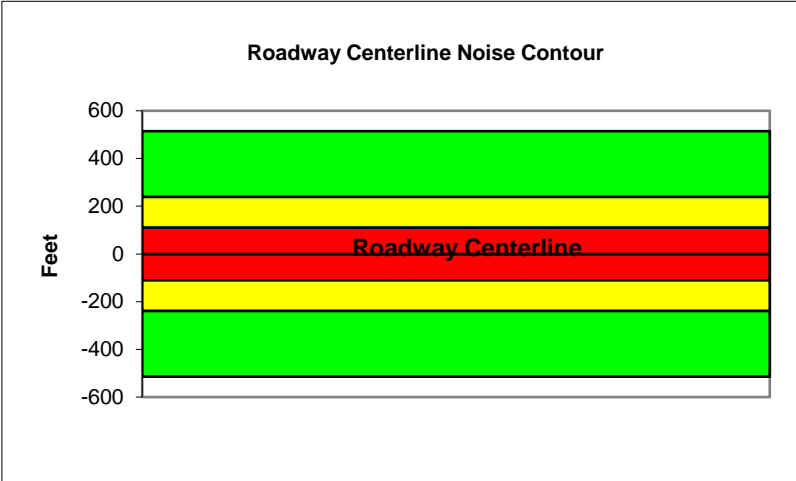
Project Name: Jeffrey/ICD Intersection Improvements      Scenario: Future Plus Project  
 Analyst: Danielle Regimbal      Job #: 161832  
 Roadway: Jeffrey  
 Road Segment: South of Irvine Center Drive

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier:	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	53830			
Receiver Barrier Dist:	0	Peak Hour Traffic:	5383			
Centerline Dist. To Observer:	100	Vehicle Speed:	50			
Barrier Near Lane CL Dist:	0	Centerline Separation:	65			
Barrier Far lane CL Dist:	0	<b>NOISE INPUTS</b>				
Pad Elevation:	0.5	Site conditions: <b>SOFT SITE</b>				
Road Elevation:	0	<b>FLEET MIX</b>				
Observer Height (above grade):	5.5	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View:            90            Lft View:            -90		Med. Truck	0.848	0.049	0.103	0.0184
<b>NOISE SOURCE ELEVATIONS (Feet)</b>		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.9	66.7	64.9	58.8	67.5	68.1
Medium Trucks:	65.6	57.5	51.1	49.6	58.1	58.3
Heavy Trucks:	69.8	57.9	48.8	50.1	59.4	59.6
<b>Vehicle Noise:</b>	<b>72.1</b>	<b>67.8</b>	<b>65.2</b>	<b>59.9</b>	<b>68.5</b>	<b>69.0</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	515
65 dBA	239
70 dBA	111
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

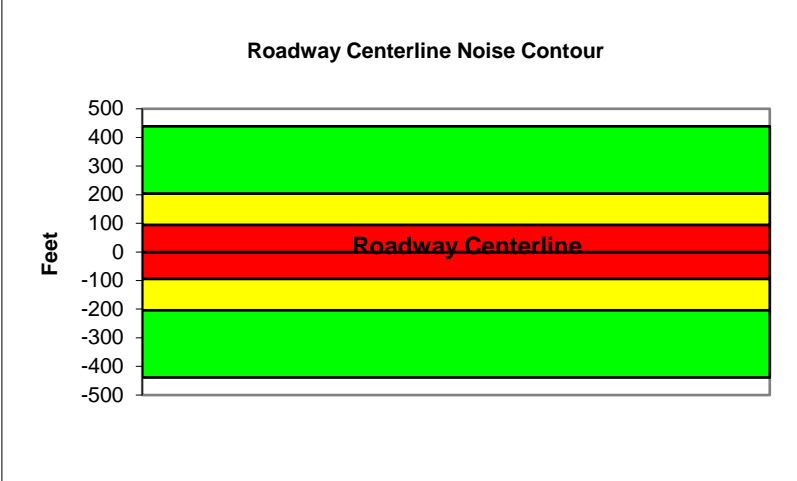
Project Name: Jeffrey/ICD Intersection Improvements      Scenario: Future Plus Project  
 Analyst: Danielle Regimbal      Job #: 161832  
 Roadway: Irvine Center Drive  
 Road Segment: East of Jeffrey Road

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier:	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	42320			
Receiver Barrier Dist:	0	Peak Hour Traffic:	4232			
Centerline Dist. To Observer:	100	Vehicle Speed:	50			
Barrier Near Lane CL Dist:	0	Centerline Separation:	68			
Barrier Far lane CL Dist:	0	<b>NOISE INPUTS</b>				
Pad Elevation:	0.5	Site conditions: <b>SOFT SITE</b>				
Road Elevation:	0	<b>FLEET MIX</b>				
Observer Height (above grade):	5.5	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View:            90            Lft View:            -90		Med. Truck	0.848	0.049	0.103	0.0184
<b>NOISE SOURCE ELEVATIONS (Feet)</b>		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.8	65.6	63.8	57.7	66.4	67.0
Medium Trucks:	64.5	56.4	50.0	48.5	57.0	57.2
Heavy Trucks:	68.7	56.8	47.7	48.9	58.3	58.5
<b>Vehicle Noise:</b>	<b>71.0</b>	<b>66.7</b>	<b>64.1</b>	<b>58.8</b>	<b>67.4</b>	<b>67.9</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	439
65 dBA	204
70 dBA	94
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

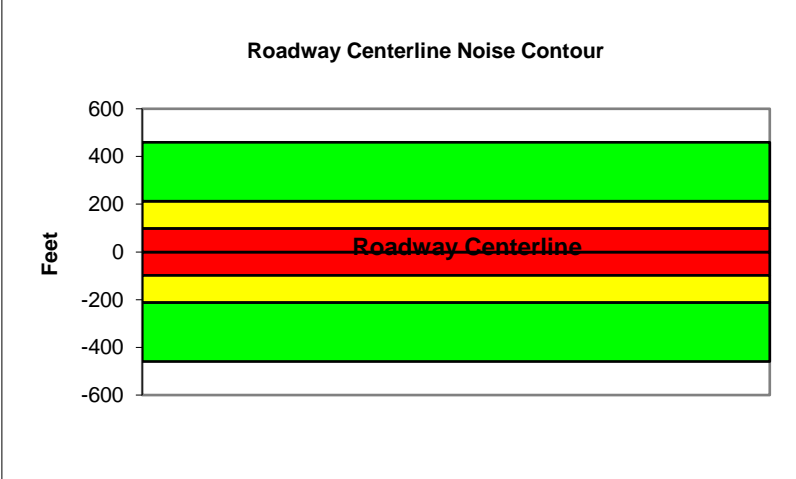
Project Name: Jeffrey/ICD Intersection Improvements      Scenario: Future Plus Project  
 Analyst: Danielle Regimbal      Job #: 161832  
 Roadway: Irvine Center Drive  
 Road Segment: West of Jeffrey Road

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier:	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	45410			
Receiver Barrier Dist:	0	Peak Hour Traffic:	4541			
Centerline Dist. To Observer:	100	Vehicle Speed:	50			
Barrier Near Lane CL Dist:	0	Centerline Separation:	68			
Barrier Far lane CL Dist:	0	<b>NOISE INPUTS</b>				
Pad Elevation:	0.5	Site conditions: <b>SOFT SITE</b>				
Road Elevation:	0	<b>FLEET MIX</b>				
Observer Height (above grade):	5.5	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View:            90            Lft View:            -90		Med. Truck	0.848	0.049	0.103	0.0184
<b>NOISE SOURCE ELEVATIONS (Feet)</b>		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.1	65.9	64.1	58.0	66.7	67.3
Medium Trucks:	64.8	56.7	50.4	48.8	57.3	57.5
Heavy Trucks:	69.0	57.1	48.0	49.3	58.6	58.8
<b>Vehicle Noise:</b>	<b>71.3</b>	<b>67.0</b>	<b>64.4</b>	<b>59.1</b>	<b>67.7</b>	<b>68.2</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	459
65 dBA	213
70 dBA	99
Mitigated	
60 dBA	
65 dBA	
70 dBA	





**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

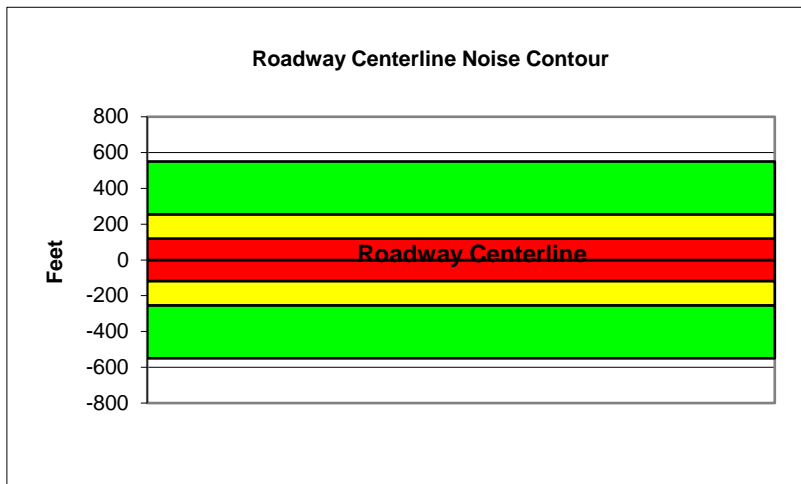
Project Name: Jeffrey/ICD Intersection Improvements      Scenario: Future  
 Analyst: Danielle Regimbal      Job #: 161832  
 Roadway: Jeffrey  
 Road Segment: North of Irvine Center Drive

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier:	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	59500			
Receiver Barrier Dist:	0	Peak Hour Traffic:	5950			
Centerline Dist. To Observer:	100	Vehicle Speed:	50			
Barrier Near Lane CL Dist:	0	Centerline Separation:	53			
Barrier Far lane CL Dist:	0	<b>NOISE INPUTS</b>				
Pad Elevation:	0.5	Site conditions: <b>SOFT SITE</b>				
Road Elevation:	0	<b>FLEET MIX</b>				
Observer Height (above grade):	5.5	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View:            90            Lft View:            -90		Med. Truck	0.848	0.049	0.103	0.0184
<b>NOISE SOURCE ELEVATIONS (Feet)</b>		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	58.6	67.4	65.6	59.5	68.2	68.8
Medium Trucks:	66.3	58.2	51.8	50.3	58.7	59.0
Heavy Trucks:	70.5	58.6	49.5	50.7	60.1	60.3
<b>Vehicle Noise:</b>	<b>72.8</b>	<b>68.5</b>	<b>65.9</b>	<b>60.6</b>	<b>69.2</b>	<b>69.7</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	550
65 dBA	255
70 dBA	119
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

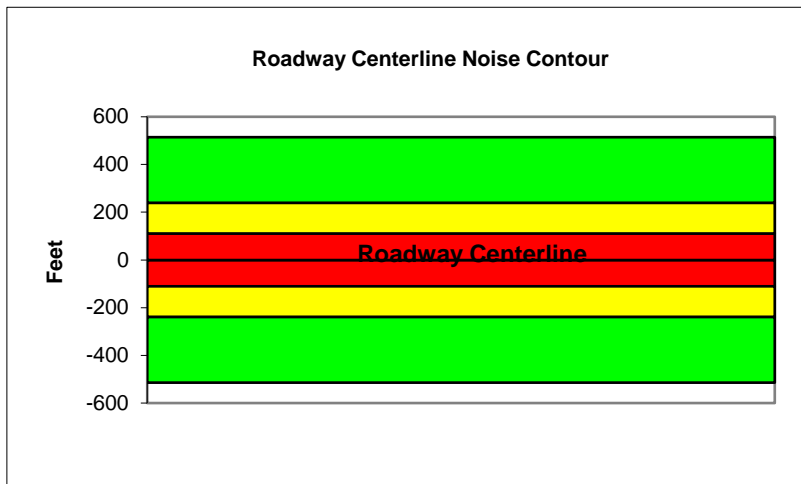
Project Name: Jeffrey/ICD Intersection Improvements      Scenario: Future  
 Analyst: Danielle Regimbal      Job #: 161832  
 Roadway: Jeffrey  
 Road Segment: South of Irvine Center Drive

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier:	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	53830			
Receiver Barrier Dist:	0	Peak Hour Traffic:	5383			
Centerline Dist. To Observer:	100	Vehicle Speed:	50			
Barrier Near Lane CL Dist:	0	Centerline Separation:	64			
Barrier Far lane CL Dist:	0	<b>NOISE INPUTS</b>				
Pad Elevation:	0.5	Site conditions: <b>SOFT SITE</b>				
Road Elevation:	0	<b>FLEET MIX</b>				
Observer Height (above grade):	5.5	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View:            90            Lft View:            -90		Med. Truck	0.848	0.049	0.103	0.0184
<b>NOISE SOURCE ELEVATIONS (Feet)</b>		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.9	66.7	64.9	58.9	67.5	68.1
Medium Trucks:	65.6	57.6	51.2	49.6	58.1	58.3
Heavy Trucks:	69.8	57.9	48.9	50.1	59.5	59.6
<b>Vehicle Noise:</b>	<b>72.2</b>	<b>67.8</b>	<b>65.2</b>	<b>59.9</b>	<b>68.5</b>	<b>69.1</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	515
65 dBA	239
70 dBA	111
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

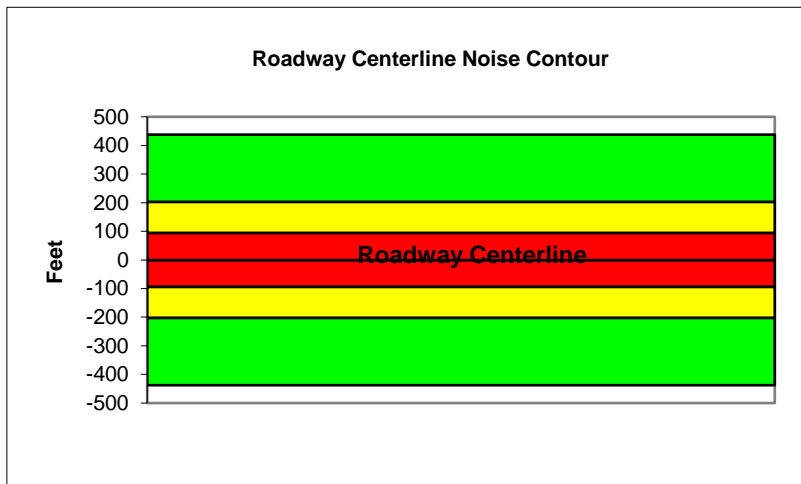
Project Name: Jeffrey/ICD Intersection Improvements      Scenario: Future  
Analyst: Danielle Regimbal      Job #: 161832  
Roadway: Irvine Center Drive  
Road Segment: East of Jeffrey Road

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier:	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	42320			
Receiver Barrier Dist:	0	Peak Hour Traffic:	4232			
Centerline Dist. To Observer:	100	Vehicle Speed:	50			
Barrier Near Lane CL Dist:	0	Centerline Separation:	63			
Barrier Far lane CL Dist:	0	<b>NOISE INPUTS</b>				
Pad Elevation:	0.5	Site conditions: <b>SOFT SITE</b>				
Road Elevation:	0	<b>FLEET MIX</b>				
Observer Height (above grade):	5.5	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View:            90            Lft View:            -90		Med. Truck	0.848	0.049	0.103	0.0184
<b>NOISE SOURCE ELEVATIONS (Feet)</b>		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.9	65.7	63.9	57.8	66.5	67.1
Medium Trucks:	64.6	56.5	50.1	48.6	57.1	57.3
Heavy Trucks:	68.8	56.9	47.8	49.0	58.4	58.6
<b>Vehicle Noise:</b>	<b>71.1</b>	<b>66.8</b>	<b>64.2</b>	<b>58.9</b>	<b>67.5</b>	<b>68.0</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	438
65 dBA	203
70 dBA	94
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

Project Name: Jeffrey/ICD Intersection Improvements      Scenario: Future  
 Analyst: Danielle Regimbal      Job #: 161832  
 Roadway: Irvine Center Drive  
 Road Segment: West of Jeffrey Road

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier:	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	45410			
Receiver Barrier Dist:	0	Peak Hour Traffic:	4541			
Centerline Dist. To Observer:	100	Vehicle Speed:	50			
Barrier Near Lane CL Dist:	0	Centerline Separation:	63			
Barrier Far lane CL Dist:	0	<b>NOISE INPUTS</b>				
Pad Elevation:	0.5	Site conditions: <b>SOFT SITE</b>				
Road Elevation:	0	<b>FLEET MIX</b>				
Observer Height (above grade):	5.5	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View:            90            Lft View:            -90		Med. Truck	0.848	0.049	0.103	0.0184
<b>NOISE SOURCE ELEVATIONS (Feet)</b>		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.2	66.0	64.2	58.1	66.8	67.4
Medium Trucks:	64.9	56.8	50.4	48.9	57.4	57.6
Heavy Trucks:	69.1	57.2	48.1	49.4	58.7	58.9
<b>Vehicle Noise:</b>	<b>71.4</b>	<b>67.1</b>	<b>64.5</b>	<b>59.2</b>	<b>67.8</b>	<b>68.3</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	459
65 dBA	213
70 dBA	99
Mitigated	
60 dBA	
65 dBA	
70 dBA	

