

**APPENDIX H**

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**Noise Worksheets**

**APPENDIX H.1**

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**Ambient Noise Measurements**

**Monitoring Location: Site 1**  
**Monitoring Date: 4/19/2019**

**Monitoring Period**

<b>Time</b>	<b>LAeq</b>	<b>LASmax</b>	<b>LASmin</b>
10:40:32	76.7	81.6	64.2
10:41:32	70.0	79.4	53.6
10:42:32	74.2	79.5	50.9
10:43:32	69.1	75.8	55.5
10:44:32	73.2	78.1	63.9
10:45:32	67.7	77.2	48.4
10:46:32	74.4	79.1	65.3
10:47:32	67.7	76.5	39.0
10:48:32	73.9	79.1	58.1
10:49:32	70.8	78.9	50.8
10:50:32	69.8	76.8	51.7
10:51:32	73.6	80.7	59.1
10:52:32	73.3	78.1	63.1
10:53:32	74.8	82.0	65.0
10:54:32	76.0	83.0	49.5
10:55:32	77.6	80.3	64.6

	83.0	39.0

**15-minute LAeq**

**73.6**

**Monitoring Location: Site 2**  
**Monitoring Date: 4/19/2019**

**Monitoring Period**

<b>Time</b>	<b>LAeq</b>	<b>LASmax</b>	<b>LASmin</b>
10:58:35	69.0	77.0	59.2
10:59:35	68.5	75.9	54.5
11:00:35	73.0	79.3	64.6
11:01:35	65.9	70.3	57.3
11:02:35	70.3	76.1	60.3
11:03:35	65.5	68.9	56.8
11:04:35	74.2	82.8	60.2
11:05:35	66.9	73.0	56.0
11:06:35	71.7	74.8	62.0
11:07:35	67.3	73.5	59.2
11:08:35	70.9	77.3	58.5
11:09:35	68.4	77.2	61.0
11:10:35	71.9	77.9	65.3
11:11:35	75.4	86.8	59.3
11:12:35	69.6	78.1	57.9
11:13:35	62.5	65.0	60.7

		86.8	54.5

**15-minute LAeq**

**70.6**

**Monitoring Location: Site 3**  
**Monitoring Date: 4/19/2019**

**Monitoring Period**

<b>Time</b>	<b>LAeq</b>	<b>LASmax</b>	<b>LASmin</b>
11:17:49	69.7	78.8	46.6
11:18:49	68.4	76.1	41.8
11:19:49	69.9	81.1	44.7
11:20:49	71.5	79.6	61.6
11:21:49	68.3	75.6	56.2
11:22:49	72.2	82.4	56.2
11:23:49	66.2	72.8	48.1
11:24:49	69.7	75.3	59.4
11:25:49	68.0	74.7	49.4
11:26:49	67.5	75.7	46.5
11:27:49	67.8	75.7	48.7
11:28:49	69.6	76.7	50.6
11:29:49	64.2	74.9	46.1
11:30:49	71.5	77.5	54.1
11:31:49	58.7	71.6	43.1
11:32:49	71.2	75.4	53.5



82.4      41.8

**15-minute LAeq**

**69.3**

**Monitoring Location: Site 4**  
**Monitoring Date: 4/19/2019**

**Monitoring Period**

<b>Time</b>	<b>LAeq</b>	<b>LASmax</b>	<b>LASmin</b>
12:50:38	69.8	75.3	53.4
12:51:38	69.3	75.1	58.2
12:52:38	75.8	86.2	61.7
12:53:38	68.5	75.5	59.7
12:54:38	71.4	75.6	65.1
12:55:38	69.2	74.6	61.8
12:56:38	72.6	78.6	63.8
12:57:38	74.5	85.6	52.2
12:58:38	69.3	78.2	52.7
12:59:38	62.1	67.2	54.0
13:00:38	74.9	78.5	61.7
13:01:38	67.3	77.0	58.5
13:02:38	75.1	79.7	59.4
13:03:38	63.4	73.8	55.9
13:04:38	74.7	81.7	57.7
13:05:38	66.2	69.0	60.8

		86.2	52.2

**15-minute LAeq**

**71.9**

**Monitoring Location: Site 5**  
**Monitoring Date: 4/19/2019**

**Monitoring Period**

<b>Time</b>	<b>LAeq</b>	<b>LASmax</b>	<b>LASmin</b>
12:02:25	67.3	74.8	53.5
12:03:25	74.2	79.2	65.8
12:04:25	71.2	78.7	57.5
12:05:25	74.0	81.3	61.7
12:06:25	69.5	76.5	55.4
12:07:25	73.0	79.9	60.3
12:08:25	69.6	74.5	61.3
12:09:25	74.2	80.7	58.6
12:10:25	69.4	76.9	57.4
12:11:25	73.9	79.7	64.7
12:12:25	71.0	79.1	60.7
12:13:25	72.0	77.2	60.9
12:14:25	70.2	76.2	58.5
12:15:25	74.7	85.1	60.5
12:16:25	72.2	81.7	56.9
12:17:25	70.2	75.0	57.3

		85.1	53.5

**15-minute LAeq**

**72.2**

**Monitoring Location: Site 6**  
**Monitoring Date: 4/19/2019**

**Monitoring Period**

<b>Time</b>	<b>LAeq</b>	<b>LASmax</b>	<b>LASmin</b>
11:44:02	72.5	81.7	47.0
11:45:02	69.6	75.3	60.4
11:46:02	71.3	77.7	50.4
11:47:02	67.7	74.2	51.4
11:48:02	67.0	75.5	44.3
11:49:02	68.0	77.4	47.3
11:50:02	68.0	76.5	46.5
11:51:02	68.2	76.5	47.7
11:52:02	65.3	74.3	42.2
11:53:02	71.5	81.7	42.6
11:54:02	63.9	74.3	44.8
11:55:02	71.2	77.0	48.4
11:56:02	66.2	74.8	45.3
11:57:02	71.1	77.7	48.5
11:58:02	70.3	79.6	46.4
11:59:02	73.5	78.4	69.7

		81.7	42.2

**15-minute LAeq**

**69.8**



**Monitoring Location: Site 7**  
**Monitoring Date: 4/19/2019**

**Monitoring Period**

<b>Time</b>	<b>LAeq</b>	<b>LASmax</b>	<b>LASmin</b>
12:26:01	65.9	74.7	46.3
12:27:01	67.3	79.5	48.9
12:28:01	77.1	91.7	51.3
12:29:01	67.4	77.7	53.5
12:30:01	68.4	74.8	50.8
12:31:01	68.1	80.9	47.5
12:32:01	68.7	78.6	44.0
12:33:01	64.7	74.3	48.4
12:34:01	70.5	82.2	53.8
12:35:01	66.0	75.7	48.8
12:36:01	66.9	75.9	48.9
12:37:01	65.5	74.3	51.1
12:38:01	68.0	73.1	56.0
12:39:01	67.7	75.4	49.2
12:40:01	69.9	76.8	48.3
12:41:01	68.3	73.9	60.5

		91.7	44.0

**15-minute LAeq**

**69.5**

**Monitoring Location: Site 8**  
**Monitoring Date: 4/19/2019**

**Monitoring Period**

<b>Time</b>	<b>LAeq</b>	<b>LASmax</b>	<b>LASmin</b>
13:08:38	75.8	80.3	69.5
13:09:38	71.0	77.9	64.4
13:10:38	76.0	81.7	69.0
13:11:38	70.2	77.2	64.5
13:12:38	75.9	82.2	68.0
13:13:38	68.5	74.9	64.3
13:14:38	76.6	82.0	70.1
13:15:38	70.9	76.1	64.6
13:16:38	75.2	79.4	68.7
13:17:38	72.4	81.1	64.9
13:18:38	75.7	81.6	68.3
13:19:38	71.7	78.1	50.0
13:20:38	76.1	82.3	65.7
13:21:38	68.2	74.9	52.8
13:22:38	72.4	80.8	65.2
13:23:38	66.7	75.9	61.2

		82.3	50.0

**15-minute LAeq**

**73.7**

**APPENDIX H.2**

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**Roadway Noise Calculations**

Project Name: Section 31 Specific Plan Project																																																									
Weekday AM Peak Hour Volumes																																																									
Intersection:		1																																																							
Bob Hope Drive & I-10 WB Ramps																																																									
											ADT																																														
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Southbound																																																									
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	right	through	left																																																						
Existing (2018)	165	154																																																							
Existing plus Proj	165	154																																																							
Cumulative (204)	270	260																																																							
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Road Leg	Bob Hope Drive		I-10 WB Ramps																																																						
Cross Street	North of	South of	East of	West of																																																					
Existing 2017	7,176.0	9,624.0	6,328.0	2,472.0																																																					
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	0.0	0.0	0.0	0.0																																																					
	0.0	0.0	0.0	0.0																																																					
	0.0	0.0	0.0	0.0																																																					



**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 2  
 Bob Hope Drive & I-10 EB Ramps

**Bob Hope Drive**

Southbound

	right	through	left
Existing (2018)		669	49
Existing plus Project		669	49
Cumulative (2040)		1,040	130
Cumulative plus Project		1,040	130

Westbound

	right	through	left
Existing (2018)			
Existing plus Project			
Cumulative (2040)			
Cumulative plus Project			

Northbound

	left	through	right
Existing (2018)		233	29
Existing plus Project		351	29
Cumulative (2040)		745	80
Cumulative plus Project		863	80

Eastbound

	left	through	right
Existing (2018)	259		636
Existing plus Prd	259		722
Cumulative (204	415		1,092
Cumulative plus	415		1,147

W N E  
 S

ADT

Road Leg	Bob Hope Drive		I-10 EB Ramps	
	North of	South of	East of	West of
Cross Street	I-10 EB Ramps		Bob Hope Drive	
Existing (2018)	9,680.0	12,536.0	624.0	7,160.0
Existing plus Pro	10,624.0	14,168.0	624.0	7,848.0
Cumulative (2040)	18,640.0	23,656.0	1,680.0	12,056.0
Cumulative plus	19,584.0	25,040.0	1,680.0	12,496.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

I-10 EB Ramps

**NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes**

ROADWAY NAME Segment	Land Use	Median Lanes	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor (ft)	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix		dB(A) CNEL	Traffic Volumes								Ref. Energy Level				Dist				Ln										
								Medium Trucks	Heavy Trucks		Day	Eve	Night	MTd	HTd	MTe	HTe	MTn	HTn	A	MT	HT	Adj	A	MT	HT	Total	A	MT	HT	Total	A	MT	HT	Total		
<b>Bob Hope Drive n/o I-10 EB</b>																																					
Existing (2018)		5	9,680	50	75	0	0	1.8%	0.7%	65.4	####	####	929	152	60	9	2	13	5	71.1	78.8	83.0	-1.4	65.3	56.1	56.3	66.2	62.3	48.5	46.2	62.6	49.1	46.7	47.1	52.5		
Existing plus Project		5	10,624	50	75	0	0	1.8%	0.7%	65.8	####	####	####	167	66	10	2	14	6	71.1	78.8	83.0	-1.4	65.7	56.5	56.7	66.6	62.7	48.9	46.6	63.0	49.5	47.1	47.5	52.9		
Cumulative (2040)		5	18,640	50	75	0	0	1.8%	0.7%	68.3	####	####	####	293	116	17	4	25	11	71.1	78.8	83.0	-1.4	68.1	59.0	59.2	69.1	65.1	51.4	49.0	65.4	51.9	49.5	49.9	55.4		
Cumulative plus Project		5	19,584	50	75	0	0	1.8%	0.7%	68.5	####	####	####	308	122	18	4	27	11	71.1	78.8	83.0	-1.4	68.3	59.2	59.4	69.3	65.3	51.6	49.2	65.6	52.1	49.7	50.2	55.6		
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	####	####	####	####	####	####	####	####	####	####	####	####	####	
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	####	####	####	####	####	####	####	####	####	####	####	####	####	
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	####	####	####	####	####	####	####	####	####	####	####	####	####	####
<b>Bob Hope Drive s/o I-10 EB</b>																																					
Existing (2018)		4	12,536	50	75	0	0	1.8%	0.7%	66.4	####	####	####	197	78	11	2	17	7	71.1	78.8	83.0	-1.6	66.2	57.1	57.3	67.2	63.2	49.5	47.1	63.5	50.0	47.6	48.1	53.5		
Existing plus Project		4	14,168	50	75	0	0	1.8%	0.7%	66.9	####	####	####	223	88	13	3	19	8	71.1	78.8	83.0	-1.6	66.8	57.6	57.8	67.7	63.8	50.0	47.7	64.1	50.6	48.2	48.6	54.0		
Cumulative (2040)		4	23,656	50	75	0	0	1.8%	0.7%	69.1	####	####	####	372	148	22	5	32	13	71.1	78.8	83.0	-1.6	69.0	59.8	60.1	70.0	66.0	52.3	49.9	66.3	52.8	50.4	50.8	56.2		
Cumulative plus Project		4	25,040	50	75	0	0	1.8%	0.7%	69.4	####	####	####	394	156	23	5	34	14	71.1	78.8	83.0	-1.6	69.2	60.1	60.3	70.2	66.2	52.5	50.1	66.5	53.1	50.6	51.1	56.5		
		4	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	####	####	####	####	####	####	####	####	####	####	####	####	####	####
		4	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	####	####	####	####	####	####	####	####	####	####	####	####	####	####
		4	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	####	####	####	####	####	####	####	####	####	####	####	####	####	####
<b>I-10 EB Ramps e/o Bob Hope</b>																																					
Existing (2018)		0	624	70	75	0	0	1.8%	0.7%	56.8	485	79	60	10	4	1	0	1	0	76.8	82.5	85.8	-1.8	57.1	46.1	45.3	57.7	54.2	38.5	35.2	54.3	41.0	36.6	36.1	43.3		
Existing plus Project		0	624	70	75	0	0	1.8%	0.7%	56.8	485	79	60	10	4	1	0	1	0	76.8	82.5	85.8	-1.8	57.1	46.1	45.3	57.7	54.2	38.5	35.2	54.3	41.0	36.6	36.1	43.3		
Cumulative (2040)		0	1,680	70	75	0	0	1.8%	0.7%	61.1	####	213	161	26	10	2	0	2	1	76.8	82.5	85.8	-1.8	61.4	50.4	49.6	62.0	58.5	42.8	39.5	58.6	45.3	40.9	40.4	47.6		
Cumulative plus Project		0	1,680	70	75	0	0	1.8%	0.7%	61.1	####	213	161	26	10	2	0	2	1	76.8	82.5	85.8	-1.8	61.4	50.4	49.6	62.0	58.5	42.8	39.5	58.6	45.3	40.9	40.4	47.6		
		0	0	70	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	76.8	82.5	85.8	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####	####
		0	0	70	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	76.8	82.5	85.8	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####	####
		0	0	70	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	76.8	82.5	85.8	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####	####
<b>I-10 EB Ramps w/o Bob</b>																																					
Existing (2018)		3	7,160	70	75	0	0	1.8%	0.7%	67.6	####	909	687	113	45	7	1	10	4	76.8	82.5	85.8	-1.7	67.9	56.8	56.1	68.5	64.9	49.2	45.9	65.1	51.7	47.4	46.9	54.0		
Existing plus Project		3	7,848	70	75	0	0	1.8%	0.7%	68.0	####	997	753	124	49	7	2	11	4	76.8	82.5	85.8	-1.7	68.3	57.2	56.5	68.9	65.3	49.6	46.3	65.5	52.1	47.8	47.3	54.4		
Cumulative (2040)		3	12,056	70	75	0	0	1.8%	0.7%	69.8	####	####	####	190	75	11	2	16	7	76.8	82.5	85.8	-1.7	70.1	59.1	58.4	70.7	67.2	51.5	48.2	67.3	54.0	49.6	49.1	56.3		
Cumulative plus Project		3	12,496	70	75	0	0	1.8%	0.7%	70.0	####	####	####	197	78	11	2	17	7	76.8	82.5	85.8	-1.7	70.3	59.2	58.5	70.9	67.3	51.7	48.3	67.5	54.1	49.8	49.3	56.4		
		3	0	70	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	76.8	82.5	85.8	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####	####
		3	0	70	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	76.8	82.5	85.8	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####	####
		3	0	70	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	76.8	82.5	85.8	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####	####

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 3  
 Rattler Road & Ramon Road

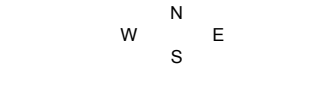
**Ramon Road**

Eastbound			
	left	through	right
Existing (2018)	44	997	
Existing plus Prd	62	998	
Cumulative (204	100	1,710	
Cumulative plus	119	1,711	

**Rattler Road**

Southbound

	right	through	left
Existing (2018)	36		51
Existing plus Prd	40		69
Cumulative (204	90		110
Cumulative plus	95		127



Westbound

	right	through	left
Existing (2018)	73	865	
Existing plus Prd	96	865	
Cumulative (204	130	1,215	
Cumulative plus	152	1,215	

Northbound

	left	through	right
Existing (2018)			
Existing plus Project			
Cumulative (2040)			
Cumulative plus Project			

ADT

Road	Rattler Road		Ramon Road	
	North of	South of	East of	West of
Leg	Ramon Road		Rattler Road	
Existing (2018)	1,632.0	0.0	15,888.0	15,536.0
Existing plus Pro	2,136.0	0.0	16,224.0	15,720.0
Cumulative (204	3,440.0	0.0	25,320.0	24,920.0
Cumulative plus	3,944.0	0.0	25,640.0	25,120.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0





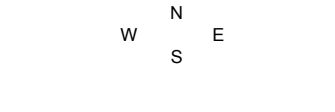
**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 4  
 Bob Hope Drive & Ramon Road

Ramon Road

Eastbound			
	left	through	right
Existing (2018)	86	823	221
Existing plus Prd	86	823	240
Cumulative (204	360	1,040	420
Cumulative plus	360	1,040	438

Bob Hope Drive			
Southbound			
	right	through	left
Existing (2018)	516	782	50
Existing plus Prd	516	868	50
Cumulative (204	602	1,320	210
Cumulative plus	602	1,375	210



Northbound			
	left	through	right
Existing (2018)	126	174	82
Existing plus Prd	149	292	82
Cumulative (204	230	445	250
Cumulative plus	252	563	250

Westbound			
	right	through	left
Existing (2018)	4	411	80
Existing plus Prd	4	411	80
Cumulative (204	20	515	150
Cumulative plus	20	515	150

Road	ADT		ADT	
	Bob Hope Drive		Ramon Road	
Leg	North of	South of	East of	West of
Cross Street	Ramon Road		Bob Hope Drive	
Existing (2018)	12,896.0	11,720.0	11,600.0	17,464.0
Existing plus Pro	14,528.0	13,688.0	11,600.0	17,800.0
Cumulative (204	23,656.0	22,520.0	17,480.0	25,336.0
Cumulative plus	25,040.0	24,224.0	17,480.0	25,656.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

**NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes**

ROADWAY NAME Segment	Land Use	Median Lanes	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix		dB(A) CNEL	Traffic Volumes								Ref. Energy Level			Dist			Le			Ln										
								Medium Trucks	Heavy Trucks		Day	Eve	Night	MTd	HTd	MTe	HTe	MTn	HTn	A	MT	HT	Adj	A	MT	HT	Total	A	MT	HT	Total	A	MT	HT	Total			
<b>Bob Hope Drive n/o Ramon</b>											###	###	###	203	80	12	3	17	7	71.1	78.8	83.0	-1.2	66.7	57.6	57.8	67.7	63.7	50.0	47.6	64.0	50.5	48.1	48.5	54.0			
Existing (2018)		6	15	12,896	50	75	0	0	1.8%	0.7%	66.9	###	###	###	203	80	12	3	17	7	71.1	78.8	83.0	-1.2	66.7	57.6	57.8	67.7	63.7	50.0	47.6	64.0	50.5	48.1	48.5	54.0		
Existing plus Project		6	15	14,528	50	75	0	0	1.8%	0.7%	67.4	###	###	###	229	91	13	3	20	8	71.1	78.8	83.0	-1.2	67.2	58.1	58.3	68.2	64.2	50.5	48.1	64.5	51.0	48.6	49.1	54.5		
Cumulative (2040)		6	15	23,656	50	75	0	0	1.8%	0.7%	69.5	###	###	###	372	148	22	5	32	13	71.1	78.8	83.0	-1.2	69.3	60.2	60.4	70.3	66.4	52.6	50.2	66.6	53.2	50.7	51.2	56.6		
Cumulative plus Project		6	15	25,040	50	75	0	0	1.8%	0.7%	69.7	###	###	###	394	156	23	5	34	14	71.1	78.8	83.0	-1.2	69.6	60.5	60.7	70.6	66.6	52.9	50.5	66.9	53.4	51.0	51.4	56.8		
		6	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	###	###	###	###	###	###	###	###	###	###	###	###	###	
		6	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	###	###	###	###	###	###	###	###	###	###	###	###	###	
		6	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	###	###	###	###	###	###	###	###	###	###	###	###	###	###
<b>Bob Hope Drive s/o Ramon</b>											###	###	###	184	73	11	2	16	7	71.1	78.8	83.0	-1.2	66.3	57.2	57.4	67.3	63.3	49.6	47.2	63.6	50.1	47.7	48.1	53.6			
Existing (2018)		6	15	11,720	50	75	0	0	1.8%	0.7%	66.4	###	###	###	184	73	11	2	16	7	71.1	78.8	83.0	-1.2	66.3	57.2	57.4	67.3	63.3	49.6	47.2	63.6	50.1	47.7	48.1	53.6		
Existing plus Project		6	15	13,688	50	75	0	0	1.8%	0.7%	67.1	###	###	###	215	85	12	3	19	8	71.1	78.8	83.0	-1.2	67.0	57.8	58.0	67.9	64.0	50.2	47.9	64.3	50.8	48.4	48.8	54.2		
Cumulative (2040)		6	15	22,520	50	75	0	0	1.8%	0.7%	69.3	###	###	###	354	140	20	4	30	13	71.1	78.8	83.0	-1.2	69.1	60.0	60.2	70.1	66.1	52.4	50.0	66.4	53.0	50.5	51.0	56.4		
Cumulative plus Project		6	15	24,224	50	75	0	0	1.8%	0.7%	69.6	###	###	###	381	151	22	5	33	14	71.1	78.8	83.0	-1.2	69.4	60.3	60.5	70.4	66.5	52.7	50.3	66.7	53.3	50.9	51.3	56.7		
		6	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	###	###	###	###	###	###	###	###	###	###	###	###	###	
		6	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	###	###	###	###	###	###	###	###	###	###	###	###	###	
		6	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	###	###	###	###	###	###	###	###	###	###	###	###	###	
<b>Ramon Road e/o Bob Hope</b>											###	###	###	183	72	11	2	16	7	72.7	79.9	83.8	-1.4	67.2	57.6	57.5	68.1	64.3	50.0	47.3	64.5	51.1	48.1	48.3	54.1			
Existing (2018)		5	15	11,600	55	75	0	0	1.8%	0.7%	67.2	###	###	###	183	72	11	2	16	7	72.7	79.9	83.8	-1.4	67.2	57.6	57.5	68.1	64.3	50.0	47.3	64.5	51.1	48.1	48.3	54.1		
Existing plus Project		5	15	11,600	55	75	0	0	1.8%	0.7%	67.2	###	###	###	183	72	11	2	16	7	72.7	79.9	83.8	-1.4	67.2	57.6	57.5	68.1	64.3	50.0	47.3	64.5	51.1	48.1	48.3	54.1		
Cumulative (2040)		5	15	17,480	55	75	0	0	1.8%	0.7%	69.0	###	###	###	275	109	16	3	24	10	72.7	79.9	83.8	-1.4	69.0	59.3	59.3	69.9	66.0	51.7	49.1	66.3	52.8	49.9	50.0	55.9		
Cumulative plus Project		5	15	17,480	55	75	0	0	1.8%	0.7%	69.0	###	###	###	275	109	16	3	24	10	72.7	79.9	83.8	-1.4	69.0	59.3	59.3	69.9	66.0	51.7	49.1	66.3	52.8	49.9	50.0	55.9		
		5	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	
		5	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	
		5	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	
<b>Ramon Road w/o Bob Hope</b>											###	###	###	275	109	16	3	24	10	72.7	79.9	83.8	-1.4	69.0	59.3	59.3	69.9	66.0	51.7	49.1	66.3	52.8	49.9	50.0	55.9			
Existing (2018)		5	15	17,464	55	75	0	0	1.8%	0.7%	69.0	###	###	###	275	109	16	3	24	10	72.7	79.9	83.8	-1.4	69.0	59.3	59.3	69.9	66.0	51.7	49.1	66.3	52.8	49.9	50.0	55.9		
Existing plus Project		5	15	17,800	55	75	0	0	1.8%	0.7%	69.1	###	###	###	280	111	16	4	24	10	72.7	79.9	83.8	-1.4	69.1	59.4	59.4	69.9	66.1	51.8	49.2	66.4	52.9	50.0	50.1	56.0		
Cumulative (2040)		5	15	25,336	55	75	0	0	1.8%	0.7%	70.6	###	###	###	399	158	23	5	34	14	72.7	79.9	83.8	-1.4	70.6	60.9	60.9	71.5	67.6	53.4	50.7	67.9	54.5	51.5	51.7	57.5		
Cumulative plus Project		5	15	25,656	55	75	0	0	1.8%	0.7%	70.7	###	###	###	404	160	23	5	35	14	72.7	79.9	83.8	-1.4	70.7	61.0	60.9	71.5	67.7	53.4	50.8	67.9	54.5	51.5	51.7	57.6		
		5	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	
		5	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	
		5	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 5  
 Bob Hope Drive & Dinah Shore Drive

**Bob Hope Drive**

Southbound

	right	through	left
Existing (2018)	78	815	97
Existing plus Pro	78	905	118
Cumulative (204	210	1,410	280
Cumulative plus	210	1,476	294

Westbound

	right	through	left
Existing (2018)	79	388	79
Existing plus Pro	101	388	88
Cumulative (204	365	550	100
Cumulative plus	387	550	105

Northbound

	left	through	right
Existing (2018)	88	243	76
Existing plus Pro	92	375	100
Cumulative (204	180	430	180
Cumulative plus	184	562	204

W N E  
 S

Eastbound

	left	through	right
Existing (2018)	54	400	147
Existing plus Pro	54	400	149
Cumulative (204	95	510	160
Cumulative plus	95	510	162

ADT

Road	Bob Hope Drive		Dinah Shore Drive	
	North of	South of	East of	West of
Leg				
Cross Street	Dinah Shore Drive		Bob Hope Drive	
Existing (2018)	10,928.0	11,584.0	8,952.0	9,240.0
Existing plus Pro	13,048.0	13,672.0	9,560.0	9,288.0
Cumulative (204	22,320.0	19,680.0	15,880.0	13,640.0
Cumulative plus	24,192.0	21,544.0	16,400.0	13,688.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

**NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes**

ROADWAY NAME Segment	Land Use	Median Lanes	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor (ft)	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix		dB(A) CNEL	Traffic Volumes								Ref. Energy Level			Dist			Le			Ln								
								Medium Trucks	Heavy Trucks		Day	Eve	Night	MTd	HTd	MTe	HTe	MTn	HTn	A	MT	HT	Adj	A	MT	HT	Total	A	MT	HT	Total	A	MT	HT	Total	
<b>Bob Hope Drive n/o Dinah</b>											###	###	###	172	68	10	2	15	6	71.1	78.8	83.0	-1.4	65.8	56.6	56.9	66.8	62.8	49.1	46.7	63.1	49.6	47.2	47.6	53.0	
Existing (2018)		5	10,928	50	75	0	0	1.8%	0.7%	65.9	###	###	###	172	68	10	2	15	6	71.1	78.8	83.0	-1.4	65.8	56.6	56.9	66.8	62.8	49.1	46.7	63.1	49.6	47.2	47.6	53.0	
Existing plus Project		5	13,048	50	75	0	0	1.8%	0.7%	66.7	###	###	###	205	81	12	3	18	7	71.1	78.8	83.0	-1.4	66.6	57.4	57.6	67.5	63.6	49.8	47.5	63.9	50.4	48.0	48.4	53.8	
Cumulative (2040)		5	22,320	50	75	0	0	1.8%	0.7%	69.0	###	###	###	351	139	20	4	30	13	71.1	78.8	83.0	-1.4	68.9	59.7	60.0	69.9	65.9	52.2	49.8	66.2	52.7	50.3	50.7	56.1	
Cumulative plus Project		5	24,192	50	75	0	0	1.8%	0.7%	69.4	###	###	###	381	151	22	5	33	14	71.1	78.8	83.0	-1.4	69.2	60.1	60.3	70.2	66.3	52.5	50.1	66.5	53.1	50.6	51.1	56.5	
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###
<b>Bob Hope Drive s/o Dinah</b>											###	###	###	182	72	11	2	16	7	71.1	78.8	83.0	-1.2	66.2	57.1	57.3	67.2	63.3	49.5	47.1	63.5	50.1	47.6	48.1	53.5	
Existing (2018)		6	11,584	50	75	0	0	1.8%	0.7%	66.4	###	###	###	182	72	11	2	16	7	71.1	78.8	83.0	-1.2	66.2	57.1	57.3	67.2	63.3	49.5	47.1	63.5	50.1	47.6	48.1	53.5	
Existing plus Project		6	13,672	50	75	0	0	1.8%	0.7%	67.1	###	###	###	215	85	12	3	19	8	71.1	78.8	83.0	-1.2	67.0	57.8	58.0	67.9	64.0	50.2	47.9	64.3	50.8	48.4	48.8	54.2	
Cumulative (2040)		6	19,680	50	75	0	0	1.8%	0.7%	68.7	###	###	###	310	123	18	4	27	11	71.1	78.8	83.0	-1.2	68.5	59.4	59.6	69.5	65.6	51.8	49.4	65.8	52.4	50.0	50.4	55.8	
Cumulative plus Project		6	21,544	50	75	0	0	1.8%	0.7%	69.1	###	###	###	339	134	20	4	29	12	71.1	78.8	83.0	-1.2	68.9	59.8	60.0	69.9	66.0	52.2	49.8	66.2	52.8	50.3	50.8	56.2	
		6	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	###	###	###	###	###	###	###	###	###	###	###	###	###
		6	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	###	###	###	###	###	###	###	###	###	###	###	###	###
		6	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	###	###	###	###	###	###	###	###	###	###	###	###	###
<b>Dinah Shore Drive e/o Bob</b>											###	###	###	859	141	56	8	2	12	5	71.1	78.8	83.0	-1.6	64.8	55.6	55.8	65.7	61.8	48.0	45.7	62.1	48.6	46.2	46.6	52.0
Existing (2018)		4	8,952	50	75	0	0	1.8%	0.7%	64.9	###	###	###	859	141	56	8	2	12	5	71.1	78.8	83.0	-1.6	64.8	55.6	55.8	65.7	61.8	48.0	45.7	62.1	48.6	46.2	46.6	52.0
Existing plus Project		4	9,560	50	75	0	0	1.8%	0.7%	65.2	###	###	###	918	150	60	9	2	13	5	71.1	78.8	83.0	-1.6	65.0	55.9	56.1	66.0	62.1	48.3	46.0	62.3	48.9	46.5	46.9	52.3
Cumulative (2040)		4	15,880	50	75	0	0	1.8%	0.7%	67.4	###	###	###	250	99	14	3	21	9	71.1	78.8	83.0	-1.6	67.3	58.1	58.3	68.2	64.3	50.5	48.2	64.6	51.1	48.7	49.1	54.5	
Cumulative plus Project		4	16,400	50	75	0	0	1.8%	0.7%	67.5	###	###	###	258	102	15	3	22	9	71.1	78.8	83.0	-1.6	67.4	58.3	58.5	68.4	64.4	50.7	48.3	64.7	51.2	48.8	49.2	54.7	
		4	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	###	###	###	###	###	###	###	###	###	###	###	###	###
		4	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	###	###	###	###	###	###	###	###	###	###	###	###	###
		4	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	###	###	###	###	###	###	###	###	###	###	###	###	###
<b>Dinah Shore Drive w/o Bob</b>											###	###	###	887	145	58	8	2	13	5	71.1	78.8	83.0	-1.6	64.9	55.8	56.0	65.9	61.9	48.2	45.8	62.2	48.7	46.3	46.7	52.2
Existing (2018)		4	9,240	50	75	0	0	1.8%	0.7%	65.1	###	###	###	887	145	58	8	2	13	5	71.1	78.8	83.0	-1.6	64.9	55.8	56.0	65.9	61.9	48.2	45.8	62.2	48.7	46.3	46.7	52.2
Existing plus Project		4	9,288	50	75	0	0	1.8%	0.7%	65.1	###	###	###	892	146	58	8	2	13	5	71.1	78.8	83.0	-1.6	64.9	55.8	56.0	65.9	61.9	48.2	45.8	62.2	48.7	46.3	46.8	52.2
Cumulative (2040)		4	13,640	50	75	0	0	1.8%	0.7%	66.7	###	###	###	215	85	12	3	18	8	71.1	78.8	83.0	-1.6	66.6	57.5	57.7	67.6	63.6	49.9	47.5	63.9	50.4	48.0	48.4	53.9	
Cumulative plus Project		4	13,688	50	75	0	0	1.8%	0.7%	66.8	###	###	###	215	85	12	3	19	8	71.1	78.8	83.0	-1.6	66.6	57.5	57.7	67.6	63.6	49.9	47.5	63.9	50.4	48.0	48.4	53.9	
		4	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	###	###	###	###	###	###	###	###	###	###	###	###	###
		4	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	###	###	###	###	###	###	###	###	###	###	###	###	###
		4	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	###	###	###	###	###	###	###	###	###	###	###	###	###

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 6  
 Monterey Avenue & Varner Road

**Monterey Avenue**

Southbound

	right	through	left
Existing (2018)	14	486	45
Existing plus Pro	14	495	45
Cumulative (204	20	710	80
Cumulative plus	20	719	80

Westbound

	right	through	left
Existing (2018)	108	194	696
Existing plus Pro	108	194	725
Cumulative (204	240	610	800
Cumulative plus	240	610	817

Northbound

	left	through	right
Existing (2018)	152	159	48
Existing plus Pro	152	176	212
Cumulative (204	410	430	166
Cumulative plus	410	447	330

Eastbound

	left	through	right
Existing (2018)	19	87	201
Existing plus Pro	19	87	201
Cumulative (204	20	90	335
Cumulative plus	20	90	335

Varner Road

W N E  
S

ADT

Road	Monterey Avenue		Varner Road	
	North of	South of	East of	West of
Leg	Varner Road		Monterey Avenue	
Existing (2018)	6,648.0	13,936.0	9,424.0	5,336.0
Existing plus Pro	6,856.0	15,688.0	10,968.0	5,336.0
Cumulative (204	12,000.0	22,808.0	15,888.0	11,880.0
Cumulative plus	12,208.0	24,464.0	17,336.0	11,880.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

- Existing (2018)
- Existing plus Project
- Cumulative (2040)
- Cumulative plus Project



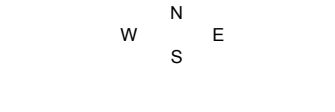
**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 7  
 I-10 WB Ramps & Varner Road

Varner Road

Eastbound			
	left	through	right
Existing (2018)		180	
Existing plus Project		180	
Cumulative (2040)		340	
Cumulative plus Project		340	

I-10 WB Ramps			
Southbound			
	right	through	left
Existing (2018)			
Existing plus Project			
Cumulative (2040)			
Cumulative plus Project			



Northbound			
	left	through	right
Existing (2018)	771		5
Existing plus Project	800		5
Cumulative (2040)	1,140		40
Cumulative plus Project	1,157		40

Westbound			
	right	through	left
Existing (2018)		224	
Existing plus Project		245	
Cumulative (2040)		550	
Cumulative plus Project		550	

Road	ADT		ADT	
	I-10 WB Ramps		Varner Road	
Leg	North of	South of	East of	West of
Cross Street	Varner Road		I-10 WB Ramps	
Existing (2018)	0.0	6,208.0	3,272.0	9,400.0
Existing plus Project	0.0	6,440.0	3,440.0	9,800.0
Cumulative (2040)	0.0	9,440.0	7,440.0	16,240.0
Cumulative plus Project	0.0	9,576.0	7,440.0	16,376.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0





**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 8  
 Monterey Avenue & I-10 EB Ramps

**Monterey Avenue**

Southbound

	right	through	left
Existing (2018)		1,182	173
Existing plus Project		1,220	168
Cumulative (2040)		1,420	430
Cumulative plus Project		1,446	430

Westbound

	right	through	left
Existing (2018)			
Existing plus Project			
Cumulative (2040)			
Cumulative plus Project			

Northbound

	left	through	right
Existing (2018)		677	326
Existing plus Project		858	369
Cumulative (2040)		940	520
Cumulative plus Project		1,121	542

Eastbound

	left	through	right
Existing (2018)	41	2	977
Existing plus Project	41	2	1,043
Cumulative (2040)	60		1,175
Cumulative plus Project	60		1,212

W N E  
 S

ADT

Road Leg	Monterey Avenue		I-10 EB Ramps	
	North of	South of	East of	West of
Cross Street	I-10 EB Ramps		Monterey Avenue	
Existing (2018)	16,584.0	25,296.0	4,008.0	8,160.0
Existing plus Project	18,296.0	27,920.0	4,312.0	8,688.0
Cumulative (2040)	22,800.0	32,440.0	7,600.0	9,880.0
Cumulative plus Project	24,456.0	34,568.0	7,776.0	10,176.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

I-10 EB Ramps

**NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes**

ROADWAY NAME Segment	Land Use	Median Lanes	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor (1)	Barrier Attn. dB(A)	Vehicle Mix		dB(A) CNEL	Traffic Volumes								Ref. Energy Level				Dist				Ld				Le				Ln					
								Medium Trucks	Heavy Trucks		Day	Even	Night	MTd	HTd	MTe	HTe	MTn	HTn	A	MT	HT	Adj	A	MT	HT	Total	A	MT	HT	Total	A	MT	HT	Total					
<b>Monterey Avenue n/o I-10</b>																																								
Existing (2018)		4	15	16,584	55	75	0	0	1.8%	0.7%	68.6	####	####	####	261	103	15	3	22	9	72.7	79.9	83.8	-1.6	68.6	58.9	58.9	69.5	65.7	51.4	48.7	65.9	52.5	49.5	49.7	55.5				
Existing plus Project		4	15	18,296	55	75	0	0	1.8%	0.7%	69.1	####	####	####	288	114	17	4	25	10	72.7	79.9	83.8	-1.6	69.1	59.4	59.3	69.9	66.1	51.8	49.2	66.3	52.9	49.9	50.1	56.0				
Cumulative (2040)		4	15	22,800	55	75	0	0	1.8%	0.7%	70.0	####	####	####	359	142	21	5	31	13	72.7	79.9	83.8	-1.6	70.0	60.3	60.3	70.9	67.0	52.7	50.1	67.3	53.8	50.9	51.0	56.9				
Cumulative plus Project		4	15	24,456	55	75	0	0	1.8%	0.7%	70.3	####	####	####	385	153	22	5	33	14	72.7	79.9	83.8	-1.6	70.3	60.6	60.6	71.2	67.3	53.1	50.4	67.6	54.1	51.2	51.3	57.2				
		4	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.6	####	####	####	####	####	####	####	####	####	####	####	####	####	####		
		4	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.6	####	####	####	####	####	####	####	####	####	####	####	####	####	####		
		4	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.6	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	
<b>Monterey Avenue s/o I-10</b>																																								
Existing (2018)		4	15	25,296	55	75	0	0	1.8%	0.7%	70.5	####	####	####	398	158	23	5	34	14	72.7	79.9	83.8	-1.6	70.5	60.8	60.7	71.3	67.5	53.2	50.6	67.7	54.3	51.3	51.5	57.4				
Existing plus Project		4	15	27,920	55	75	0	0	1.8%	0.7%	70.9	####	####	####	439	174	25	6	38	16	72.7	79.9	83.8	-1.6	70.9	61.2	61.2	71.7	67.9	53.6	51.0	68.2	54.7	51.8	51.9	57.8				
Cumulative (2040)		4	15	32,440	55	75	0	0	1.8%	0.7%	71.5	####	####	####	511	202	29	6	44	18	72.7	79.9	83.8	-1.6	71.5	61.9	61.8	72.4	68.6	54.3	51.6	68.8	55.4	52.4	52.6	58.4				
Cumulative plus Project		4	15	34,568	55	75	0	0	1.8%	0.7%	71.8	####	####	####	544	216	31	7	47	20	72.7	79.9	83.8	-1.6	71.8	62.1	62.1	72.7	68.8	54.6	51.9	69.1	55.6	52.7	52.8	58.7				
		4	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.6	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	
		4	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.6	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	
		4	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.6	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####
<b>I-10 EB Ramps o/o Monterey</b>																																								
Existing (2018)		0	15	4,008	70	75	0	0	1.8%	0.7%	64.9	####	509	385	63	25	4	1	5	2	76.8	82.5	85.8	-1.8	65.2	54.1	53.4	65.8	62.2	46.6	43.3	62.4	49.0	44.7	44.2	51.3				
Existing plus Project		0	15	4,312	70	75	0	0	1.8%	0.7%	65.2	####	548	414	68	27	4	1	6	2	76.8	82.5	85.8	-1.8	65.5	54.5	53.7	66.1	62.6	46.9	43.6	62.7	49.4	45.0	44.5	51.6				
Cumulative (2040)		0	15	7,600	70	75	0	0	1.8%	0.7%	67.7	####	965	730	120	47	7	2	10	4	76.8	82.5	85.8	-1.8	68.0	56.9	56.2	68.6	65.0	49.3	46.0	65.2	51.8	47.5	47.0	54.1				
Cumulative plus Project		0	15	7,776	70	75	0	0	1.8%	0.7%	67.8	####	988	746	122	48	7	2	11	4	76.8	82.5	85.8	-1.8	68.1	57.0	56.3	68.7	65.1	49.4	46.1	65.3	51.9	47.6	47.1	54.2				
		0	15	0	70	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	76.8	82.5	85.8	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	
		0	15	0	70	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	76.8	82.5	85.8	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	
		0	15	0	70	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	76.8	82.5	85.8	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	
<b>I-10 EB Ramps w/o</b>																																								
Existing (2018)		3	15	8,160	70	75	0	0	1.8%	0.7%	68.1	####	####	783	128	51	7	2	11	5	76.8	82.5	85.8	-1.7	68.5	57.4	56.7	69.0	65.5	49.8	46.5	65.6	52.3	47.9	47.4	54.6				
Existing plus Project		3	15	8,688	70	75	0	0	1.8%	0.7%	68.4	####	####	834	137	54	8	2	12	5	76.8	82.5	85.8	-1.7	68.7	57.7	56.9	69.3	65.7	50.1	46.8	65.9	52.6	48.2	47.7	54.8				
Cumulative (2040)		3	15	9,880	70	75	0	0	1.8%	0.7%	69.0	####	####	948	155	62	9	2	13	6	76.8	82.5	85.8	-1.7	69.3	58.2	57.5	69.9	66.3	50.6	47.3	66.5	53.1	48.8	48.3	55.4				
Cumulative plus Project		3	15	10,176	70	75	0	0	1.8%	0.7%	69.1	####	####	977	160	63	9	2	14	6	76.8	82.5	85.8	-1.7	69.4	58.3	57.6	70.0	66.4	50.8	47.5	66.6	53.2	48.9	48.4	55.5				
		3	15	0	70	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	76.8	82.5	85.8	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	
		3	15	0	70	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	76.8	82.5	85.8	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	
		3	15	0	70	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	76.8	82.5	85.8	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 9  
 Monterey Avenue & Dinah Shore Drive

**Monterey Avenue**

Southbound

	right	through	left
Existing (2018)	374	1,425	355
Existing plus Pro	382	1,521	355
Cumulative (204	610	1,560	430
Cumulative plus	614	1,618	430

Westbound

	right	through	left
Existing (2018)	312	201	34
Existing plus Pro	312	201	34
Cumulative (204	510	335	80
Cumulative plus	510	335	80

Northbound

	left	through	right
Existing (2018)	143	424	16
Existing plus Pro	175	626	16
Cumulative (204	240	630	40
Cumulative plus	272	812	40

Eastbound

	left	through	right
Existing (2018)	268	233	174
Existing plus Pro	289	233	200
Cumulative (204	320	400	290
Cumulative plus	341	400	309

Dinah Shore Drive

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ADT

Road	Monterey Avenue		Dinah Shore Drive	
	North of	South of	East of	West of
Leg	Dinah Shore Drive		Monterey Avenue	
Existing (2018)	25,264.0	17,728.0	9,208.0	11,144.0
Existing plus Pro	27,880.0	20,576.0	9,208.0	11,840.0
Cumulative (204	32,480.0	22,720.0	14,360.0	17,560.0
Cumulative plus	34,600.0	25,048.0	14,360.0	18,168.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

**NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes**

ROADWAY NAME Segment	Land Use	Median Lanes	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix		dB(A) CNEL	Traffic Volumes								Ref. Energy Levels				Dist				Ln										
								Medium Trucks	Heavy Trucks		Day	Eve	Night	MTd	HTd	MTe	HTe	MTn	HTn	A	MT	HT	Adj	A	MT	HT	Total	A	MT	HT	Total	A	MT	HT	Total		
<b>Monterey Avenue n/o Dinah</b>											###	###	###	398	158	23	5	34	14	72.7	79.9	83.8	-1.2	70.8	61.1	61.1	71.7	67.8	53.6	50.9	68.1	54.6	51.7	51.8	57.7		
Existing (2018)		6	25,264	55	75	0	0	1.8%	0.7%	70.8	###	###	###	398	158	23	5	34	14	72.7	79.9	83.8	-1.2	70.8	61.1	61.1	71.7	67.8	53.6	50.9	68.1	54.6	51.7	51.8	57.7		
Existing plus Project		6	27,880	55	75	0	0	1.8%	0.7%	71.3	###	###	###	439	174	25	6	38	16	72.7	79.9	83.8	-1.2	71.2	61.6	61.5	72.1	68.3	54.0	51.3	68.5	55.1	52.1	52.3	58.1		
Cumulative (2040)		6	32,480	55	75	0	0	1.8%	0.7%	71.9	###	###	###	511	203	30	6	44	18	72.7	79.9	83.8	-1.2	71.9	62.2	62.2	72.8	68.9	54.6	52.0	69.2	55.7	52.8	52.9	58.8		
Cumulative plus Project		6	34,600	55	75	0	0	1.8%	0.7%	72.2	###	###	###	545	216	31	7	47	20	72.7	79.9	83.8	-1.2	72.2	62.5	62.4	73.0	69.2	54.9	52.3	69.4	56.0	53.0	53.2	59.1		
		6	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.2	###	###	###	###	###	###	###	###	###	###	###	###	###	
		6	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.2	###	###	###	###	###	###	###	###	###	###	###	###	###	
		6	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.2	###	###	###	###	###	###	###	###	###	###	###	###	###	###
<b>Monterey Avenue s/o Dinah</b>											###	###	###	279	111	16	4	24	10	72.7	79.9	83.8	-1.4	69.1	59.4	59.3	69.9	66.1	51.8	49.2	66.3	52.9	49.9	50.1	56.0		
Existing (2018)		5	17,728	55	75	0	0	1.8%	0.7%	69.1	###	###	###	279	111	16	4	24	10	72.7	79.9	83.8	-1.4	69.1	59.4	59.3	69.9	66.1	51.8	49.2	66.3	52.9	49.9	50.1	56.0		
Existing plus Project		5	20,576	55	75	0	0	1.8%	0.7%	69.7	###	###	###	324	128	19	4	28	12	72.7	79.9	83.8	-1.4	69.7	60.0	60.0	70.6	66.7	52.5	49.8	67.0	53.5	50.6	50.7	56.6		
Cumulative (2040)		5	22,720	55	75	0	0	1.8%	0.7%	70.2	###	###	###	358	142	21	5	31	13	72.7	79.9	83.8	-1.4	70.2	60.5	60.4	71.0	67.2	52.9	50.2	67.4	54.0	51.0	51.2	57.1		
Cumulative plus Project		5	25,048	55	75	0	0	1.8%	0.7%	70.6	###	###	###	394	156	23	5	34	14	72.7	79.9	83.8	-1.4	70.6	60.9	60.8	71.4	67.6	53.3	50.7	67.8	54.4	51.4	51.6	57.5		
		5	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###
		5	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###
		5	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###
<b>Dinah Shore Drive e/o</b>											###	###	###	884	145	57	8	2	12	5	71.1	78.8	83.0	-1.4	65.0	55.9	56.1	66.0	62.1	48.3	45.9	62.3	48.9	46.4	46.9	52.3	
Existing (2018)		5	9,208	50	75	0	0	1.8%	0.7%	65.2	###	###	###	884	145	57	8	2	12	5	71.1	78.8	83.0	-1.4	65.0	55.9	56.1	66.0	62.1	48.3	45.9	62.3	48.9	46.4	46.9	52.3	
Existing plus Project		5	9,208	50	75	0	0	1.8%	0.7%	65.2	###	###	###	884	145	57	8	2	12	5	71.1	78.8	83.0	-1.4	65.0	55.9	56.1	66.0	62.1	48.3	45.9	62.3	48.9	46.4	46.9	52.3	
Cumulative (2040)		5	14,360	50	75	0	0	1.8%	0.7%	67.1	###	###	###	226	90	13	3	19	8	71.1	78.8	83.0	-1.4	67.0	57.8	58.0	67.9	64.0	50.2	47.9	64.3	50.8	48.4	48.8	54.2		
Cumulative plus Project		5	14,360	50	75	0	0	1.8%	0.7%	67.1	###	###	###	226	90	13	3	19	8	71.1	78.8	83.0	-1.4	67.0	57.8	58.0	67.9	64.0	50.2	47.9	64.3	50.8	48.4	48.8	54.2		
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	
<b>Dinah Shore Drive w/o</b>											###	###	###	175	70	10	2	15	6	71.1	78.8	83.0	-1.4	65.9	56.7	56.9	66.8	62.9	49.1	46.8	63.2	49.7	47.3	47.7	53.1		
Existing (2018)		5	11,144	50	75	0	0	1.8%	0.7%	66.0	###	###	###	175	70	10	2	15	6	71.1	78.8	83.0	-1.4	65.9	56.7	56.9	66.8	62.9	49.1	46.8	63.2	49.7	47.3	47.7	53.1		
Existing plus Project		5	11,840	50	75	0	0	1.8%	0.7%	66.3	###	###	###	186	74	11	2	16	7	71.1	78.8	83.0	-1.4	66.1	57.0	57.2	67.1	63.2	49.4	47.0	63.4	50.0	47.5	48.0	53.4		
Cumulative (2040)		5	17,560	50	75	0	0	1.8%	0.7%	68.0	###	###	###	276	110	16	3	24	10	71.1	78.8	83.0	-1.4	67.8	58.7	58.9	68.8	64.9	51.1	48.7	65.1	51.7	49.3	49.7	55.1		
Cumulative plus Project		5	18,168	50	75	0	0	1.8%	0.7%	68.1	###	###	###	286	113	17	4	25	10	71.1	78.8	83.0	-1.4	68.0	58.9	59.1	69.0	65.0	51.3	48.9	65.3	51.8	49.4	49.8	55.3		
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 10  
 Portola Road & I-10 WB Ramps

I-10 WB Ramps

Eastbound			
	left	through	right
Existing (2018)			
Existing plus Project			
Cumulative (2040)			
Cumulative plus Project			

Portola Road			
Southbound			
	right	through	left
Existing (2018)			
Existing plus Project			
Cumulative (2040)	100	450	
Cumulative plus Project	100	450	

Northbound			
	left	through	right
Existing (2018)			
Existing plus Project			
Cumulative (2040)		340	100
Cumulative plus Project		340	100

Westbound			
	right	through	left
Existing (2018)			
Existing plus Project			
Cumulative (2040)	120		230
Cumulative plus Project	120		258

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ADT				
Road	0		0	
Leg	North of	South of	East of	West of
Cross Street	0		0	
Existing (2018)	0.0	0.0	0.0	0.0
Existing plus Project	0.0	0.0	0.0	0.0
Cumulative (2040)	8,080.0	8,960.0	1,840.0	800.0
Cumulative plus Project	8,080.0	9,184.0	2,064.0	800.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0



**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 11  
 Portola Road & I-10 EB Ramps

I-10 EB Ramps

Eastbound			
	left	through	right
Existing (2018)			
Existing plus Project			
Cumulative (2040)	170		170
Cumulative plus Project	170		230

Portola Road			
Southbound			
	right	through	left
Existing (2018)			
Existing plus Project			
Cumulative (2040)	540	100	
Cumulative plus Project	568	100	

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Northbound			
	left	through	right
Existing (2018)			
Existing plus Project			
Cumulative (2040)	270	560	
Cumulative plus Project	270	620	

Westbound			
	right	through	left
Existing (2018)			
Existing plus Project			
Cumulative (2040)			
Cumulative plus Project			

Road	ADT		ADT	
	Portola Road		I-10 EB Ramps	
Leg	North of	South of	East of	West of
Cross Street	I-10 EB Ramps		Portola Road	
Existing (2018)	0.0	0.0	0.0	0.0
Existing plus Project	0.0	0.0	0.0	0.0
Cumulative (2040)	8,640.0	12,320.0	5,280.0	2,720.0
Cumulative plus Project	8,864.0	13,504.0	5,760.0	3,200.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0





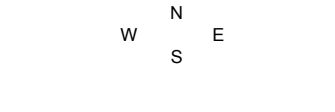
**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 12  
 Portola Road & Dinah Shore Drive

Dinah Shore Drive

Eastbound			
	left	through	right
Existing (2018)	10	120	235
Existing plus Prj	10	120	235
Cumulative (204	350	150	310
Cumulative plus	350	150	310

Portola Road			
Southbound			
	right	through	left
Existing (2018)			
Existing plus Project			
Cumulative (204	130	530	50
Cumulative plus	130	617	50



Northbound			
	left	through	right
Existing (2018)	398		20
Existing plus Prj	398		20
Cumulative (204	740	480	20
Cumulative plus	740	540	20

Westbound			
	right	through	left
Existing (2018)		100	40
Existing plus Project		100	40
Cumulative (2040)		100	40
Cumulative plus Project		100	40

Road	ADT		ADT	
	Portola Road		Dinah Shore Drive	
Leg	North of	South of	East of	West of
Cross Street	Dinah Shore Drive		Portola Road	
Existing (2018)	80.0	5,544.0	2,240.0	6,904.0
Existing plus Pro	80.0	5,544.0	2,240.0	6,904.0
Cumulative (204	12,320.0	16,960.0	2,880.0	14,240.0
Cumulative plus	13,496.0	18,136.0	2,880.0	14,240.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0



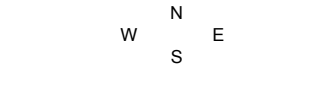
**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 13  
 Date Palm Drive & Gerald Ford Drive

Gerald Ford Drive

Eastbound				
	left	through	right	
Existing (2018)	47	51	21	
Existing plus Pro	47	51	21	
Cumulative (204	50	210	30	
Cumulative plus	50	210	30	

Date Palm Drive				
Southbound				
	right	through	left	
Existing (2018)	62	470	164	
Existing plus Pro	62	470	170	
Cumulative (204	110	835	380	
Cumulative plus	110	835	386	



Northbound				
	left	through	right	
Existing (2018)	27	223	161	
Existing plus Pro	27	223	181	
Cumulative (204	30	530	400	
Cumulative plus	30	530	420	

Westbound				
	right	through	left	
Existing (2018)	147	56	278	
Existing plus Pro	158	56	300	
Cumulative (204	180	180	300	
Cumulative plus	191	180	322	

Road	ADT			
	Date Palm Drive		Gerald Ford Drive	
	North of	South of	East of	West of
Leg				
Cross Street	Gerald Ford Drive		Date Palm Drive	
Existing (2018)	8,904.0	9,440.0	6,856.0	2,112.0
Existing plus Pro	9,040.0	9,776.0	7,328.0	2,112.0
Cumulative (204	16,680.0	17,000.0	13,200.0	4,880.0
Cumulative plus	16,816.0	17,336.0	13,672.0	4,880.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0



**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 14  
 Da Vall Drive & Gerald Ford Drive

Gerald Ford Drive

Eastbound				
	left	through	right	
Existing (2018)	37	379	191	
Existing plus Pro	37	425	193	
Cumulative (204	40	710	240	
Cumulative plus	40	756	242	

Da Vall Drive				
Southbound				
	right	through	left	
Existing (2018)	68	486	127	
Existing plus Pro	68	490	137	
Cumulative (204	110	785	210	
Cumulative plus	110	789	221	

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Northbound				
	left	through	right	
Existing (2018)	75	220	29	
Existing plus Pro	91	235	29	
Cumulative (204	80	368	90	
Cumulative plus	96	382	90	

Westbound				
	right	through	left	
Existing (2018)	93	300	40	
Existing plus Pro	116	358	40	
Cumulative (204	110	470	90	
Cumulative plus	135	528	90	

Road	Da Vall Drive		Gerald Ford Drive	
	North of	South of	East of	West of
Leg	Gerald Ford Drive		Da Vall Drive	
Existing (2018)	8,248.0	8,328.0	7,744.0	8,400.0
Existing plus Pro	8,664.0	8,624.0	8,840.0	9,376.0
Cumulative (204	12,984.0	13,224.0	13,440.0	13,200.0
Cumulative plus	13,416.0	13,512.0	14,560.0	14,176.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0



**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 15  
 Bob Hope Drive & Gerald Ford Drive

**Bob Hope Drive**

Southbound

	right	through	left
Existing (2018)	64	829	54
Existing plus Pro	64	852	131
Cumulative (204	110	1,320	90
Cumulative plus	110	1,334	149

Westbound

	right	through	left
Existing (2018)	80	368	114
Existing plus Pro	172	429	131
Cumulative (204	130	500	130
Cumulative plus	222	562	154

Northbound

	left	through	right
Existing (2018)	56	260	26
Existing plus Pro	76	327	50
Cumulative (204	60	610	40
Cumulative plus	81	677	64

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 S

Eastbound

	left	through	right
Existing (2018)	97	386	140
Existing plus Pro	97	435	147
Cumulative (204	100	655	260
Cumulative plus	100	705	267

Gerald Ford Drive

ADT

Road Leg	Bob Hope Drive		Gerald Ford Drive	
	North of	South of	East of	West of
Cross Street	Gerald Ford Drive		Bob Hope Drive	
Existing (2018)	11,072.0	11,400.0	8,224.0	8,888.0
Existing plus Pro	13,144.0	12,664.0	10,784.0	9,984.0
Cumulative (204	18,880.0	19,360.0	12,360.0	13,480.0
Cumulative plus	20,736.0	20,616.0	14,848.0	14,600.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0



**NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes**

ROADWAY NAME Segment	Land Use	Median Lanes	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor (ft)	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix		dB(A) CNEL	Traffic Volumes								Ref. Energy Levels Dist Le Ln																	
								Medium Trucks	Heavy Trucks		Day	Even	Night	MTd	HTd	MTe	HTe	MTn	HTn	A	MT	HT	Adj	A	MT	HT	Total	A	MT	HT	Total	A	MT	HT	Total	
<b>Bob Hope Drive n/o Gerald</b>																																				
Existing (2018)		5	11,072	50	75	0	0	1.8%	0.7%	66.0	####	####	####	174	69	10	2	15	6	71.1	78.8	83.0	-1.4	65.8	56.7	56.9	66.8	62.9	49.1	46.7	63.1	49.7	47.2	47.7	53.1	
Existing plus Project		5	13,144	50	75	0	0	1.8%	0.7%	66.7	####	####	####	207	82	12	3	18	7	71.1	78.8	83.0	-1.4	66.6	57.4	57.7	67.6	63.6	49.9	47.5	63.9	50.4	48.0	48.4	53.8	
Cumulative (2040)		5	18,880	50	75	0	0	1.8%	0.7%	68.3	####	####	####	297	118	17	4	26	11	71.1	78.8	83.0	-1.4	68.2	59.0	59.2	69.1	65.2	51.4	49.1	65.5	52.0	49.6	50.0	55.4	
Cumulative plus Project		5	20,736	50	75	0	0	1.8%	0.7%	68.7	####	####	####	326	129	19	4	28	12	71.1	78.8	83.0	-1.4	68.6	59.4	59.6	69.5	65.6	51.8	49.5	65.9	52.4	50.0	50.4	55.8	
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	####	####	####	####	####	####	####	####	####	####	####	####	####
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	####	####	####	####	####	####	####	####	####	####	####	####	####
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	####	####	####	####	####	####	####	####	####	####	####	####	####
<b>Bob Hope Drive s/o Gerald</b>																																				
Existing (2018)		5	11,400	50	75	0	0	1.8%	0.7%	66.1	####	####	####	179	71	10	2	15	6	71.1	78.8	83.0	-1.4	66.0	56.8	57.0	66.9	63.0	49.2	46.9	63.3	49.8	47.4	47.8	53.2	
Existing plus Project		5	12,664	50	75	0	0	1.8%	0.7%	66.6	####	####	####	199	79	12	3	17	7	71.1	78.8	83.0	-1.4	66.4	57.3	57.5	67.4	63.4	49.7	47.3	63.7	50.2	47.8	48.3	53.7	
Cumulative (2040)		5	19,360	50	75	0	0	1.8%	0.7%	68.4	####	####	####	305	121	18	4	26	11	71.1	78.8	83.0	-1.4	68.3	59.1	59.3	69.2	65.3	51.5	49.2	65.6	52.1	49.7	50.1	55.5	
Cumulative plus Project		5	20,616	50	75	0	0	1.8%	0.7%	68.7	####	####	####	324	129	19	4	28	12	71.1	78.8	83.0	-1.4	68.5	59.4	59.6	69.5	65.6	51.8	49.4	65.8	52.4	49.9	50.4	55.8	
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	####	####	####	####	####	####	####	####	####	####	####	####	####
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	####	####	####	####	####	####	####	####	####	####	####	####	####
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	####	####	####	####	####	####	####	####	####	####	####	####	####
<b>Gerald Ford Drive e/o Bob</b>																																				
Existing (2018)		5	8,224	50	75	0	0	1.8%	0.7%	64.7	####	####	####	790	129	51	7	2	11	5	71.1	78.8	83.0	-1.4	64.5	55.4	55.6	65.5	61.6	47.8	45.5	61.8	48.4	46.0	46.4	51.8
Existing plus Project		5	10,784	50	75	0	0	1.8%	0.7%	65.9	####	####	####	170	67	10	2	15	6	71.1	78.8	83.0	-1.4	65.7	56.6	56.8	66.7	62.7	49.0	46.6	63.0	49.6	47.1	47.6	53.0	
Cumulative (2040)		5	12,360	50	75	0	0	1.8%	0.7%	66.5	####	####	####	195	77	11	2	17	7	71.1	78.8	83.0	-1.4	66.3	57.2	57.4	67.3	63.3	49.6	47.2	63.6	50.1	47.7	48.2	53.6	
Cumulative plus Project		5	14,848	50	75	0	0	1.8%	0.7%	67.3	####	####	####	234	93	13	3	20	8	71.1	78.8	83.0	-1.4	67.1	58.0	58.2	68.1	64.1	50.4	48.0	64.4	50.9	48.5	48.9	54.4	
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	####	####	####	####	####	####	####	####	####	####	####	####	####
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	####	####	####	####	####	####	####	####	####	####	####	####	####
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	####	####	####	####	####	####	####	####	####	####	####	####	####
<b>Gerald Ford Drive w/o Bob</b>																																				
Existing (2018)		5	8,888	50	75	0	0	1.8%	0.7%	65.0	####	####	####	853	140	55	8	2	12	5	71.1	78.8	83.0	-1.4	64.9	55.7	56.0	65.9	61.9	48.2	45.8	62.2	48.7	46.3	46.7	52.1
Existing plus Project		5	9,984	50	75	0	0	1.8%	0.7%	65.5	####	####	####	958	157	62	9	2	14	6	71.1	78.8	83.0	-1.4	65.4	56.3	56.5	66.4	62.4	48.7	46.3	62.7	49.2	46.8	47.2	52.7
Cumulative (2040)		5	13,480	50	75	0	0	1.8%	0.7%	66.9	####	####	####	212	84	12	3	18	8	71.1	78.8	83.0	-1.4	66.7	57.6	57.8	67.7	63.7	50.0	47.6	64.0	50.5	48.1	48.5	54.0	
Cumulative plus Project		5	14,600	50	75	0	0	1.8%	0.7%	67.2	####	####	####	230	91	13	3	20	8	71.1	78.8	83.0	-1.4	67.0	57.9	58.1	68.0	64.1	50.3	47.9	64.3	50.9	48.4	48.9	54.3	
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	####	####	####	####	####	####	####	####	####	####	####	####	####
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	####	####	####	####	####	####	####	####	####	####	####	####	####
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	####	####	####	####	####	####	####	####	####	####	####	####	####

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 16  
 Monterey Avenue & Gerald Ford Drive

**Monterey Avenue**

Southbound

	right	through	left
Existing (2018)	126	1,298	35
Existing plus Pro	144	1,417	35
Cumulative (204	130	1,350	370
Cumulative plus	142	1,430	370

Westbound

	right	through	left
Existing (2018)	45	376	101
Existing plus Pro	45	384	119
Cumulative (204	190	505	175
Cumulative plus	190	530	243

Northbound

	left	through	right
Existing (2018)	91	564	32
Existing plus Pro	183	700	41
Cumulative (204	120	740	100
Cumulative plus	213	865	115

Eastbound

	left	through	right
Existing (2018)	77	286	151
Existing plus Pro	199	318	255
Cumulative (204	80	530	180
Cumulative plus	193	571	272

Gerald Ford Drive

W N E  
 S

ADT

Road Leg	Monterey Avenue		Gerald Ford Drive	
	North of	South of	East of	West of
Cross Street	Gerald Ford Drive		Monterey Avenue	
Existing (2018)	17,160.0	17,896.0	7,000.0	8,856.0
Existing plus Pro	20,320.0	21,720.0	7,536.0	11,864.0
Cumulative (204	22,880.0	21,320.0	14,960.0	12,360.0
Cumulative plus	25,520.0	25,104.0	16,152.0	15,368.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

**NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes**

ROADWAY NAME Segment	Land Use	Median Lanes	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix		dB(A) CNEL	Traffic Volumes								Ref. Energy Levels				Dist. Le				Ln											
								Medium Trucks	Heavy Trucks		Day	Eve	Night	MTd	HTd	MTe	HTe	MTn	HTn	A	MT	HT	Adj	A	MT	HT	Total	A	MT	HT	Total	A	MT	HT	Total			
<b>Monterey Avenue n/o Gerald</b>											###	###	###	270	107	16	3	23	10	72.7	79.9	83.8	-1.2	69.1	59.5	59.4	70.0	66.2	51.9	49.2	66.4	53.0	50.0	50.2	56.0			
Existing (2018)		6	17,160	55	75	0	0	1.8%	0.7%	69.1	###	###	###	270	107	16	3	23	10	72.7	79.9	83.8	-1.2	69.1	59.5	59.4	70.0	66.2	51.9	49.2	66.4	53.0	50.0	50.2	56.0			
Existing plus Project		6	20,320	55	75	0	0	1.8%	0.7%	69.9	###	###	###	320	127	18	4	28	11	72.7	79.9	83.8	-1.2	69.9	60.2	60.1	70.7	66.9	52.6	50.0	67.1	53.7	50.7	50.9	56.8			
Cumulative (2040)		6	22,880	55	75	0	0	1.8%	0.7%	70.4	###	###	###	360	143	21	5	31	13	72.7	79.9	83.8	-1.2	70.4	60.7	60.6	71.2	67.4	53.1	50.5	67.7	54.2	51.3	51.4	57.3			
Cumulative plus Project		6	25,520	55	75	0	0	1.8%	0.7%	70.9	###	###	###	402	159	23	5	35	14	72.7	79.9	83.8	-1.2	70.9	61.2	61.1	71.7	67.9	53.6	51.0	68.1	54.7	51.7	51.9	57.8			
		6	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.2	###	###	###	###	###	###	###	###	###	###	###	###	###		
		6	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.2	###	###	###	###	###	###	###	###	###	###	###	###	###		
		6	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.2	###	###	###	###	###	###	###	###	###	###	###	###	###	###	
<b>Monterey Avenue s/o Gerald</b>											###	###	###	282	112	16	4	24	10	72.7	79.9	83.8	-1.4	69.1	59.4	59.4	70.0	66.1	51.9	49.2	66.4	52.9	50.0	50.1	56.0			
Existing (2018)		5	17,896	55	75	0	0	1.8%	0.7%	69.1	###	###	###	282	112	16	4	24	10	72.7	79.9	83.8	-1.4	69.1	59.4	59.4	70.0	66.1	51.9	49.2	66.4	52.9	50.0	50.1	56.0			
Existing plus Project		5	21,720	55	75	0	0	1.8%	0.7%	70.0	###	###	###	342	135	20	4	29	12	72.7	79.9	83.8	-1.4	70.0	60.3	60.2	70.8	67.0	52.7	50.1	67.2	53.8	50.8	51.0	56.9			
Cumulative (2040)		5	21,320	55	75	0	0	1.8%	0.7%	69.9	###	###	###	336	133	19	4	29	12	72.7	79.9	83.8	-1.4	69.9	60.2	60.1	70.7	66.9	52.6	50.0	67.1	53.7	50.7	50.9	56.8			
Cumulative plus Project		5	25,104	55	75	0	0	1.8%	0.7%	70.6	###	###	###	395	157	23	5	34	14	72.7	79.9	83.8	-1.4	70.6	60.9	60.8	71.4	67.6	53.3	50.7	67.9	54.4	51.4	51.6	57.5			
		5	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###	
		5	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###	
		5	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###	###
<b>Gerald Ford Drive e/o</b>											###	889	672	110	44	6	1	9	4	71.1	78.8	83.0	-1.4	63.8	54.7	54.9	64.8	60.9	47.1	44.8	61.1	47.7	45.3	45.7	51.1			
Existing (2018)		5	7,000	50	75	0	0	1.8%	0.7%	64.0	###	889	672	110	44	6	1	9	4	71.1	78.8	83.0	-1.4	63.8	54.7	54.9	64.8	60.9	47.1	44.8	61.1	47.7	45.3	45.7	51.1			
Existing plus Project		5	7,536	50	75	0	0	1.8%	0.7%	64.3	###	957	723	119	47	7	1	10	4	71.1	78.8	83.0	-1.4	64.2	55.0	55.2	65.1	61.2	47.4	45.1	61.5	48.0	45.6	46.0	51.4			
Cumulative (2040)		5	14,960	50	75	0	0	1.8%	0.7%	67.3	###	###	###	235	93	14	3	20	8	71.1	78.8	83.0	-1.4	67.1	58.0	58.2	68.1	64.2	50.4	48.1	64.4	51.0	48.6	49.0	54.4			
Cumulative plus Project		5	16,152	50	75	0	0	1.8%	0.7%	67.6	###	###	###	254	101	15	3	22	9	71.1	78.8	83.0	-1.4	67.5	58.3	58.5	68.4	64.5	50.8	48.4	64.8	51.3	48.9	49.3	54.7			
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###	
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###	
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###	
<b>Gerald Ford Drive w/o</b>											###	###	850	139	55	8	2	12	5	71.1	78.8	83.0	-1.4	64.9	55.7	55.9	65.8	61.9	48.1	45.8	62.2	48.7	46.3	46.7	52.1			
Existing (2018)		5	8,856	50	75	0	0	1.8%	0.7%	65.0	###	###	850	139	55	8	2	12	5	71.1	78.8	83.0	-1.4	64.9	55.7	55.9	65.8	61.9	48.1	45.8	62.2	48.7	46.3	46.7	52.1			
Existing plus Project		5	11,864	50	75	0	0	1.8%	0.7%	66.3	###	###	###	187	74	11	2	16	7	71.1	78.8	83.0	-1.4	66.1	57.0	57.2	67.1	63.2	49.4	47.0	63.4	50.0	47.5	48.0	53.4			
Cumulative (2040)		5	12,360	50	75	0	0	1.8%	0.7%	66.5	###	###	###	195	77	11	2	17	7	71.1	78.8	83.0	-1.4	66.3	57.2	57.4	67.3	63.3	49.6	47.2	63.6	50.1	47.7	48.2	53.6			
Cumulative plus Project		5	15,368	50	75	0	0	1.8%	0.7%	67.4	###	###	###	242	96	14	3	21	9	71.1	78.8	83.0	-1.4	67.3	58.1	58.3	68.2	64.3	50.5	48.2	64.6	51.1	48.7	49.1	54.5			
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###	
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###	
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###	

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 17  
 Portola Road & Gerald Ford Drive

Gerald Ford Drive

Eastbound

	left	through	right
Existing (2018)	9	287	139
Existing plus Pro	9	329	139
Cumulative (204	70	610	320
Cumulative plus	104	633	320

**Portola Road**  
Southbound

	right	through	left
Existing (2018)	4	208	63
Existing plus Pro	4	208	63
Cumulative (204	20	780	80
Cumulative plus	97	791	80

Westbound

	right	through	left
Existing (2018)	153	409	43
Existing plus Pro	153	435	43
Cumulative (204	340	730	100
Cumulative plus	340	745	100

Northbound

	left	through	right
Existing (2018)	114	286	48
Existing plus Pro	114	286	48
Cumulative (204	120	830	100
Cumulative plus	120	856	100

N  
E  
S  
W

ADT

Road	Portola Road		Gerald Ford Drive	
	North of	South of	East of	West of
Leg				
Cross Street	Gerald Ford Drive		Portola Road	
Existing (2018)	5,784.0	6,704.0	8,024.0	7,696.0
Existing plus Pro	5,784.0	6,704.0	8,568.0	8,240.0
Cumulative (204	16,960.0	18,000.0	15,680.0	14,960.0
Cumulative plus	18,144.0	18,296.0	15,984.0	16,152.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

**NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes**

ROADWAY NAME Segment	Land Use	Median Lanes	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix		dB(A) CNEL	Traffic Volumes								Ref. Energy Level				Dist				Ln									
								Medium Trucks	Heavy Trucks		Day	Eve	Night	MTd	HTd	MTe	HTe	MTn	HTn	A	MT	HT	Adj	A	MT	HT	Total	A	MT	HT	Total	A	MT	HT	Total	
<b>Portola Road n/o Gerald</b>																																				
Existing (2018)		6	5,784	50	75	0	0	1.8%	0.7%	63.4	####	735	555	91	36	5	1	8	3	71.1	78.8	83.0	-1.2	63.2	54.1	54.3	64.2	60.2	46.5	44.1	60.5	47.0	44.6	45.1	50.5	
Existing plus Project		6	5,784	50	75	0	0	1.8%	0.7%	63.4	####	735	555	91	36	5	1	8	3	71.1	78.8	83.0	-1.2	63.2	54.1	54.3	64.2	60.2	46.5	44.1	60.5	47.0	44.6	45.1	50.5	
Cumulative (2040)		6	16,960	50	75	0	0	1.8%	0.7%	68.1	####	####	####	267	106	15	3	23	10	71.1	78.8	83.0	-1.2	67.9	58.8	59.0	68.9	64.9	51.2	48.8	65.2	51.7	49.3	49.7	55.2	
Cumulative plus Project		6	18,144	50	75	0	0	1.8%	0.7%	68.3	####	####	####	286	113	16	4	25	10	71.1	78.8	83.0	-1.2	68.2	59.1	59.3	69.2	65.2	51.5	49.1	65.5	52.0	49.6	50.0	55.4	
		6	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	####	####	####	####	####	####	####	####	####	####	####	####	####
		6	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	####	####	####	####	####	####	####	####	####	####	####	####	####
		6	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	####	####	####	####	####	####	####	####	####	####	####	####	####
<b>Portola Road s/o Gerald</b>																																				
Existing (2018)		6	6,704	50	75	0	0	1.8%	0.7%	64.0	####	851	644	106	42	6	1	9	4	71.1	78.8	83.0	-1.2	63.9	54.7	54.9	64.8	60.9	47.1	44.8	61.2	47.7	45.3	45.7	51.1	
Existing plus Project		6	6,704	50	75	0	0	1.8%	0.7%	64.0	####	851	644	106	42	6	1	9	4	71.1	78.8	83.0	-1.2	63.9	54.7	54.9	64.8	60.9	47.1	44.8	61.2	47.7	45.3	45.7	51.1	
Cumulative (2040)		6	18,000	50	75	0	0	1.8%	0.7%	68.3	####	####	####	283	112	16	4	24	10	71.1	78.8	83.0	-1.2	68.2	59.0	59.2	69.1	65.2	51.4	49.1	65.5	52.0	49.6	50.0	55.4	
Cumulative plus Project		6	18,296	50	75	0	0	1.8%	0.7%	68.4	####	####	####	288	114	17	4	25	10	71.1	78.8	83.0	-1.2	68.2	59.1	59.3	69.2	65.2	51.5	49.1	65.5	52.0	49.6	50.1	55.5	
		6	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	####	####	####	####	####	####	####	####	####	####	####	####	####
		6	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	####	####	####	####	####	####	####	####	####	####	####	####	####
		6	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	####	####	####	####	####	####	####	####	####	####	####	####	####
<b>Gerald Ford Drive e/o</b>																																				
Existing (2018)		6	8,024	50	75	0	0	1.8%	0.7%	64.8	####	####	770	126	50	7	2	11	5	71.1	78.8	83.0	-1.2	64.6	55.5	55.7	65.6	61.7	47.9	45.5	61.9	48.5	46.1	46.5	51.9	
Existing plus Project		6	8,568	50	75	0	0	1.8%	0.7%	65.1	####	####	823	135	53	8	2	12	5	71.1	78.8	83.0	-1.2	64.9	55.8	56.0	65.9	62.0	48.2	45.8	62.2	48.8	46.3	46.8	52.2	
Cumulative (2040)		6	15,680	50	75	0	0	1.8%	0.7%	67.7	####	####	####	247	98	14	3	21	9	71.1	78.8	83.0	-1.2	67.6	58.4	58.6	68.5	64.6	50.8	48.5	64.9	51.4	49.0	49.4	54.8	
Cumulative plus Project		6	15,984	50	75	0	0	1.8%	0.7%	67.8	####	####	####	252	100	15	3	22	9	71.1	78.8	83.0	-1.2	67.6	58.5	58.7	68.6	64.7	50.9	48.5	64.9	51.5	49.0	49.5	54.9	
		6	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	####	####	####	####	####	####	####	####	####	####	####	####	####
		6	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	####	####	####	####	####	####	####	####	####	####	####	####	####
		6	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	####	####	####	####	####	####	####	####	####	####	####	####	####
<b>Gerald Ford Drive w/o</b>																																				
Existing (2018)		3	7,696	50	75	0	0	1.8%	0.7%	64.1	####	977	739	121	48	7	2	10	4	71.1	78.8	83.0	-1.7	64.0	54.9	55.1	65.0	61.0	47.3	44.9	61.3	47.8	45.4	45.8	51.3	
Existing plus Project		3	8,240	50	75	0	0	1.8%	0.7%	64.4	####	####	791	130	51	7	2	11	5	71.1	78.8	83.0	-1.7	64.3	55.2	55.4	65.3	61.3	47.6	45.2	61.6	48.1	45.7	46.1	51.5	
Cumulative (2040)		3	14,960	50	75	0	0	1.8%	0.7%	67.0	####	####	####	235	93	14	3	20	8	71.1	78.8	83.0	-1.7	66.9	57.7	57.9	67.8	63.9	50.2	47.8	64.2	50.7	48.3	48.7	54.1	
Cumulative plus Project		3	16,152	50	75	0	0	1.8%	0.7%	67.4	####	####	####	254	101	15	3	22	9	71.1	78.8	83.0	-1.7	67.2	58.1	58.3	68.2	64.2	50.5	48.1	64.5	51.0	48.6	49.0	54.5	
		3	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
		3	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
		3	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 18  
 Cook Street & I-10 WB Ramps

I-10 WB Ramps	Eastbound			
		left	through	right
	Existing (2018)			
	Existing plus Project			
	Cumulative (2040)			

**Cook Street**

Southbound

	right	through	left
Existing (2018)	40	418	
Existing plus Pro	40	418	
Cumulative (2040)	50	570	
Cumulative plus	50	570	

Westbound

	right	through	left
Existing (2018)	83	3	848
Existing plus Pro	83	3	884
Cumulative (2040)	120		870
Cumulative plus	120		890

Northbound

	left	through	right
Existing (2018)		411	303
Existing plus Project		411	303
Cumulative (2040)		670	370
Cumulative plus Project		670	370

N  
 W     E  
 S

ADT

Road	Cook Street		I-10 WB Ramps	
Leg	North of	South of	East of	West of
Cross Street	I-10 WB Ramps		Cook Street	
Existing (2018)	7,616.0	15,840.0	9,896.0	344.0
Existing plus Pro	7,616.0	16,128.0	10,184.0	344.0
Cumulative (2040)	11,280.0	19,840.0	10,880.0	400.0
Cumulative plus	11,280.0	20,000.0	11,040.0	400.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

**NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes**

ROADWAY NAME Segment	Land Use	Median Lanes	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor (1)	Barrier Attn. dB(A)	Vehicle Mix		dB(A) CNEL	Traffic Volumes								Ref. Energy Level				Dist				Ln									
								Medium Trucks	Heavy Trucks		Day	Eve	Night	MTd	HTd	MTe	HTe	MTn	HTn	A	MT	HT	Adj	A	MT	HT	Total	A	MT	HT	Total	A	MT	HT	Total	
<b>Cook Street n/o I-10 WB</b>																																				
Existing (2018)		3	7,616	55	75	0	0	1.8%	0.7%	65.1	####	967	731	120	48	7	2	10	4	72.7	79.9	83.8	-1.7	65.1	55.5	55.4	66.0	62.2	47.9	45.2	62.4	49.0	46.0	46.2	52.0	
Existing plus Project		3	7,616	55	75	0	0	1.8%	0.7%	65.1	####	967	731	120	48	7	2	10	4	72.7	79.9	83.8	-1.7	65.1	55.5	55.4	66.0	62.2	47.9	45.2	62.4	49.0	46.0	46.2	52.0	
Cumulative (2040)		3	11,280	55	75	0	0	1.8%	0.7%	66.8	####	####	####	178	70	10	2	15	6	72.7	79.9	83.8	-1.7	66.8	57.2	57.1	67.7	63.9	49.6	46.9	64.1	50.7	47.7	47.9	53.7	
Cumulative plus Project		3	11,280	55	75	0	0	1.8%	0.7%	66.8	####	####	####	178	70	10	2	15	6	72.7	79.9	83.8	-1.7	66.8	57.2	57.1	67.7	63.9	49.6	46.9	64.1	50.7	47.7	47.9	53.7	
		3	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
		3	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
		3	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
<b>Cook Street s/o I-10 WB</b>																																				
Existing (2018)		3	15,840	55	75	0	0	1.8%	0.7%	68.3	####	####	####	249	99	14	3	21	9	72.7	79.9	83.8	-1.7	68.3	58.6	58.6	69.2	65.3	51.1	48.4	65.6	52.1	49.2	49.3	55.2	
Existing plus Project		3	16,128	55	75	0	0	1.8%	0.7%	68.4	####	####	####	254	101	15	3	22	9	72.7	79.9	83.8	-1.7	68.4	58.7	58.7	69.2	65.4	51.1	48.5	65.7	52.2	49.3	49.4	55.3	
Cumulative (2040)		3	19,840	55	75	0	0	1.8%	0.7%	69.3	####	####	####	312	124	18	4	27	11	72.7	79.9	83.8	-1.7	69.3	59.6	59.6	70.1	66.3	52.0	49.4	66.6	53.1	50.2	50.3	56.2	
Cumulative plus Project		3	20,000	55	75	0	0	1.8%	0.7%	69.3	####	####	####	315	125	18	4	27	11	72.7	79.9	83.8	-1.7	69.3	59.6	59.6	70.2	66.4	52.1	49.4	66.6	53.2	50.2	50.4	56.2	
		3	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
		3	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
		3	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
<b>I-10 WB Ramps e/o Cook</b>																																				
Existing (2018)		2	9,896	70	75	0	0	1.8%	0.7%	68.9	####	####	950	156	62	9	2	13	6	76.8	82.5	85.8	-1.8	69.2	58.1	57.4	69.8	66.2	50.6	47.3	66.4	53.0	48.7	48.2	55.3	
Existing plus Project		2	10,184	70	75	0	0	1.8%	0.7%	69.0	####	####	978	160	64	9	2	14	6	76.8	82.5	85.8	-1.8	69.3	58.3	57.5	69.9	66.4	50.7	47.4	66.5	53.2	48.8	48.3	55.5	
Cumulative (2040)		2	10,880	70	75	0	0	1.8%	0.7%	69.3	####	####	####	171	68	10	2	15	6	76.8	82.5	85.8	-1.8	69.6	58.6	57.8	70.2	66.6	51.0	47.7	66.8	53.4	49.1	48.6	55.7	
Cumulative plus Project		2	11,040	70	75	0	0	1.8%	0.7%	69.4	####	####	####	174	69	10	2	15	6	76.8	82.5	85.8	-1.8	69.7	58.6	57.9	70.3	66.7	51.0	47.7	66.9	53.5	49.2	48.7	55.8	
		2	0	70	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	76.8	82.5	85.8	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####
		2	0	70	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	76.8	82.5	85.8	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####
		2	0	70	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	76.8	82.5	85.8	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####
<b>I-10 WB Ramps w/o Cook</b>																																				
Existing (2018)		0	344	70	75	0	0	1.8%	0.7%	54.2	267	44	33	5	2	0	0	0	0	76.8	82.5	85.8	-1.8	54.6	43.5	42.8	55.1	51.6	35.9	32.6	51.7	38.4	34.0	33.5	40.7	
Existing plus Project		0	344	70	75	0	0	1.8%	0.7%	54.2	267	44	33	5	2	0	0	0	0	76.8	82.5	85.8	-1.8	54.6	43.5	42.8	55.1	51.6	35.9	32.6	51.7	38.4	34.0	33.5	40.7	
Cumulative (2040)		0	400	70	75	0	0	1.8%	0.7%	54.9	311	51	38	6	2	0	0	1	0	76.8	82.5	85.8	-1.8	55.2	44.1	43.4	55.8	52.2	36.6	33.2	52.4	39.0	34.7	34.2	41.3	
Cumulative plus Project		0	400	70	75	0	0	1.8%	0.7%	54.9	311	51	38	6	2	0	0	1	0	76.8	82.5	85.8	-1.8	55.2	44.1	43.4	55.8	52.2	36.6	33.2	52.4	39.0	34.7	34.2	41.3	
		0	0	70	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	76.8	82.5	85.8	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####
		0	0	70	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	76.8	82.5	85.8	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####
		0	0	70	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	76.8	82.5	85.8	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 19  
 Cook Street & I-10 EB Ramps

I-10 EB Ramps

Eastbound			
	left	through	right
Existing (2018)	89	2	929
Existing plus Pro	89	2	929
Cumulative (2040)	220		1,135
Cumulative plus	220		1,135

Cook Street			
Southbound			
	right	through	left
Existing (2018)		1,216	48
Existing plus Project		1,252	48
Cumulative (2040)		1,360	80
Cumulative plus Project		1,380	80

Westbound			
	right	through	left
Existing (2018)			
Existing plus Project			
Cumulative (2040)			
Cumulative plus Project			

Northbound			
	left	through	right
Existing (2018)		628	338
Existing plus Project		628	419
Cumulative (2040)		820	370
Cumulative plus Project		820	412

N  
W     E  
S

Road	Cook Street		I-10 EB Ramps	
	North of	South of	East of	West of
Leg	I-10 EB Ramps		Cook Street	
Existing (2018)	15,848.0	24,888.0	3,104.0	8,160.0
Existing plus Pro	16,136.0	25,824.0	3,752.0	8,160.0
Cumulative (2040)	19,840.0	29,480.0	3,600.0	10,840.0
Cumulative plus	20,000.0	29,976.0	3,936.0	10,840.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

ADT



2  
 NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes

ROADWAY NAME Segment	Land Use	Median Lanes	ADT Volume	Design Dist. from		Barrier Attn. dB(A)	Vehicle Mix		dB(A) CNEL	Traffic Volumes									Ref. Energy Level				Dist Ld				Le				Ln								
				Speed (mph)	Center to Receptor		Alpha Factor (1)	Medium Trucks		Heavy Trucks	Day	Eve	Night	MTd	HTd	MTe	HTe	MTn	HTn	A	MT	HT	Adj	A	MT	HT	Total	A	MT	HT	Total	A	MT	HT	Total				
<b>Cook Street n/o I-10 EB</b>																																							
Existing (2018)		4	15	15,848	55	75	0	0	1.8%	0.7%	68.4	####	####	####	249	99	14	3	21	9	72.7	79.9	83.8	-1.6	68.4	58.8	58.7	69.3	65.5	51.2	48.5	65.7	52.3	49.3	49.5	55.3			
Existing plus Project		4	15	16,136	55	75	0	0	1.8%	0.7%	68.5	####	####	####	254	101	15	3	22	9	72.7	79.9	83.8	-1.6	68.5	58.8	58.8	69.4	65.5	51.2	48.6	65.8	52.3	49.4	49.5	55.4			
Cumulative (2040)		4	15	19,840	55	75	0	0	1.8%	0.7%	69.4	####	####	####	312	124	18	4	27	11	72.7	79.9	83.8	-1.6	69.4	59.7	59.7	70.3	66.4	52.1	49.5	66.7	53.2	50.3	50.4	56.3			
Cumulative plus Project		4	15	20,000	55	75	0	0	1.8%	0.7%	69.4	####	####	####	315	125	18	4	27	11	72.7	79.9	83.8	-1.6	69.4	59.8	59.7	70.3	66.5	52.2	49.5	66.7	53.3	50.3	50.5	56.3			
		4	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.6	####	####	####	####	####	####	####	####	####	####	####	####	####	####	
		4	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.6	####	####	####	####	####	####	####	####	####	####	####	####	####	####	
		4	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.6	####	####	####	####	####	####	####	####	####	####	####	####	####	####	
<b>Cook Street s/o I-10 EB</b>																																							
Existing (2018)		3	15	24,888	55	75	0	0	1.8%	0.7%	70.3	####	####	####	392	155	23	5	34	14	72.7	79.9	83.8	-1.7	70.3	60.6	60.5	71.1	67.3	53.0	50.4	67.5	54.1	51.1	51.3	57.2			
Existing plus Project		3	15	25,824	55	75	0	0	1.8%	0.7%	70.4	####	####	####	406	161	23	5	35	15	72.7	79.9	83.8	-1.7	70.4	60.8	60.7	71.3	67.5	53.2	50.5	67.7	54.3	51.3	51.5	57.3			
Cumulative (2040)		3	15	29,480	55	75	0	0	1.8%	0.7%	71.0	####	####	####	464	184	27	6	40	17	72.7	79.9	83.8	-1.7	71.0	61.3	61.3	71.9	68.0	53.7	51.1	68.3	54.8	51.9	52.0	57.9			
Cumulative plus Project		3	15	29,976	55	75	0	0	1.8%	0.7%	71.1	####	####	####	472	187	27	6	41	17	72.7	79.9	83.8	-1.7	71.1	61.4	61.3	71.9	68.1	53.8	51.2	68.4	54.9	51.9	52.1	58.0			
		3	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####
		3	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####
		3	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####
<b>I-10 EB Ramps e/o Cook</b>																																							
Existing (2018)		0	15	3,104	70	75	0	0	1.8%	0.7%	63.8	####	394	298	49	19	3	1	4	2	76.8	82.5	85.8	-1.8	64.1	53.0	52.3	64.7	61.1	45.5	42.1	61.3	47.9	43.6	43.1	50.2			
Existing plus Project		0	15	3,752	70	75	0	0	1.8%	0.7%	64.6	####	477	360	59	23	3	1	5	2	76.8	82.5	85.8	-1.8	64.9	53.9	53.1	65.5	61.9	46.3	43.0	62.1	48.8	44.4	43.9	51.0			
Cumulative (2040)		0	15	3,600	70	75	0	0	1.8%	0.7%	64.4	####	457	346	57	22	3	1	5	2	76.8	82.5	85.8	-1.8	64.7	53.7	53.0	65.3	61.8	46.1	42.8	61.9	48.6	44.2	43.7	50.9			
Cumulative plus Project		0	15	3,936	70	75	0	0	1.8%	0.7%	64.8	####	500	378	62	25	4	1	5	2	76.8	82.5	85.8	-1.8	65.1	54.1	53.3	65.7	62.2	46.5	43.2	62.3	49.0	44.6	44.1	51.3			
		0	15	0	70	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	76.8	82.5	85.8	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####
		0	15	0	70	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	76.8	82.5	85.8	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####
		0	15	0	70	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	76.8	82.5	85.8	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####
<b>I-10 EB Ramps w/o Cook</b>																																							
Existing (2018)		3	15	8,160	70	75	0	0	1.8%	0.7%	68.1	####	####	783	128	51	7	2	11	5	76.8	82.5	85.8	-1.7	68.5	57.4	56.7	69.0	65.5	49.8	46.5	65.6	52.3	47.9	47.4	54.6			
Existing plus Project		3	15	8,160	70	75	0	0	1.8%	0.7%	68.1	####	####	783	128	51	7	2	11	5	76.8	82.5	85.8	-1.7	68.5	57.4	56.7	69.0	65.5	49.8	46.5	65.6	52.3	47.9	47.4	54.6			
Cumulative (2040)		3	15	10,840	70	75	0	0	1.8%	0.7%	69.4	####	####	####	171	68	10	2	15	6	76.8	82.5	85.8	-1.7	69.7	58.6	57.9	70.3	66.7	51.0	47.7	66.9	53.5	49.2	48.7	55.8			
Cumulative plus Project		3	15	10,840	70	75	0	0	1.8%	0.7%	69.4	####	####	####	171	68	10	2	15	6	76.8	82.5	85.8	-1.7	69.7	58.6	57.9	70.3	66.7	51.0	47.7	66.9	53.5	49.2	48.7	55.8			
		3	15	0	70	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	76.8	82.5	85.8	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####
		3	15	0	70	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	76.8	82.5	85.8	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####
		3	15	0	70	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	76.8	82.5	85.8	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 20  
 Cook Street & Gerald Ford Drive

Gerald Ford Drive

Eastbound

	left	through	right
Existing (2018)	250	130	114
Existing plus Pro	289	130	116
Cumulative (204	360	210	220
Cumulative plus	380	210	222

**Cook Street**  
Southbound

	right	through	left
Existing (2018)	348	1,402	247
Existing plus Pro	372	1,414	247
Cumulative (204	570	1,670	250
Cumulative plus	583	1,677	250

Westbound

	right	through	left
Existing (2018)	153	225	42
Existing plus Pro	153	225	42
Cumulative (204	160	230	50
Cumulative plus	160	230	50

Northbound

	left	through	right
Existing (2018)	165	562	36
Existing plus Pro	167	604	36
Cumulative (204	370	670	40
Cumulative plus	372	692	40

N  
W     E  
S

ADT

Road	Cook Street		Gerald Ford Drive	
	North of	South of	East of	West of
Leg				
Cross Street	Gerald Ford Drive		Cook Street	
Existing (2018)	23,696.0	18,568.0	6,664.0	9,856.0
Existing plus Pro	24,632.0	19,032.0	6,664.0	10,392.0
Cumulative (204	29,440.0	24,160.0	7,520.0	15,680.0
Cumulative plus	29,936.0	24,424.0	7,520.0	15,976.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0



**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 21  
 SR-111 & Frank Sinatra Drive

Frank Sinatra Drive

Eastbound

	left	through	right
Existing (2018)	13	27	20
Existing plus Pro	13	27	20
Cumulative (204	30	48	30
Cumulative plus	30	48	30

**SR-111**

Southbound

	right	through	left
Existing (2018)	39	1,144	258
Existing plus Pro	39	1,144	272
Cumulative (204	40	1,370	410
Cumulative plus	40	1,370	424

Westbound

	right	through	left
Existing (2018)	302	68	292
Existing plus Pro	346	68	292
Cumulative (204	495	70	480
Cumulative plus	539	70	480

Northbound

	left	through	right
Existing (2018)	25	786	81
Existing plus Pro	25	768	81
Cumulative (204	30	1,145	320
Cumulative plus	30	1,145	320

N  
W     E  
S

ADT

Road	SR-111		Frank Sinatra Drive	
	North of	South of	East of	West of
Leg				
Cross Street	Frank Sinatra Drive		SR-111	
Existing (2018)	20,336.0	18,784.0	8,224.0	1,536.0
Existing plus Pro	20,656.0	18,640.0	8,688.0	1,536.0
Cumulative (204	27,920.0	27,000.0	14,584.0	1,984.0
Cumulative plus	28,384.0	27,000.0	15,048.0	1,984.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

**2**  
**NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes**

ROADWAY NAME Segment	Land Use										Traffic Volumes								Ref. Energy Levels Dist				Ld			Le			Ln									
		Lanes	Median Width	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor (ft)	Alpha Factor	Barrier Attn. (dB(A))	Vehicle Mix Medium Trucks	Vehicle Mix Heavy Trucks	dB(A) CNEL	Day	Eve	Night	MTd	HTd	MTe	HTe	MTn	HTn	A	MT	HT	Adj	A	MT	HT	Total	A	MT	HT	Total	A	MT	HT	Total		
<b>SR-111 n/o Frank Sinatra</b>																																						
Existing (2018)		6	15	20,336	55	75	0	0	1.8%	0.7%	69.9	#####	#####	#####	320	127	18	4	28	11	72.7	79.9	83.8	-1.2	69.9	60.2	60.1	70.7	66.9	52.6	50.0	67.1	53.7	50.7	50.9	56.8		
Existing plus Project		6	15	20,656	55	75	0	0	1.8%	0.7%	69.9	#####	#####	#####	325	129	19	4	28	12	72.7	79.9	83.8	-1.2	69.9	60.3	60.2	70.8	67.0	52.7	50.0	67.2	53.8	50.8	51.0	56.8		
Cumulative (2040)		6	15	27,920	55	75	0	0	1.8%	0.7%	71.3	#####	#####	#####	439	174	25	6	38	16	72.7	79.9	83.8	-1.2	71.3	61.6	61.5	72.1	68.3	54.0	51.3	68.5	55.1	52.1	52.3	58.2		
Cumulative plus Project		6	15	28,384	55	75	0	0	1.8%	0.7%	71.3	#####	#####	#####	447	177	26	6	38	16	72.7	79.9	83.8	-1.2	71.3	61.6	61.6	72.2	68.3	54.1	51.4	68.6	55.1	52.2	52.3	58.2		
		6	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.2	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	
		6	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.2	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	
		6	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.2	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	
<b>SR-111 s/o Frank Sinatra</b>																																						
Existing (2018)		5	15	18,784	55	75	0	0	1.8%	0.7%	69.3	#####	#####	#####	296	117	17	4	25	11	72.7	79.9	83.8	-1.4	69.3	59.6	59.6	70.2	66.3	52.1	49.4	66.6	53.2	50.2	50.4	56.2		
Existing plus Project		5	15	18,640	55	75	0	0	1.8%	0.7%	69.3	#####	#####	#####	293	116	17	4	25	11	72.7	79.9	83.8	-1.4	69.3	59.6	59.6	70.1	66.3	52.0	49.4	66.6	53.1	50.2	50.3	56.2		
Cumulative (2040)		5	15	27,000	55	75	0	0	1.8%	0.7%	70.9	#####	#####	#####	425	168	25	5	37	15	72.7	79.9	83.8	-1.4	70.9	61.2	61.2	71.7	67.9	53.6	51.0	68.2	54.7	51.8	51.9	57.8		
Cumulative plus Project		5	15	27,000	55	75	0	0	1.8%	0.7%	70.9	#####	#####	#####	425	168	25	5	37	15	72.7	79.9	83.8	-1.4	70.9	61.2	61.2	71.7	67.9	53.6	51.0	68.2	54.7	51.8	51.9	57.8		
		5	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	
		5	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	
		5	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	
<b>Frank Sinatra Drive e/o SR-</b>																																						
Existing (2018)		4	15	8,224	50	75	0	0	1.8%	0.7%	64.6	#####	#####	#####	790	129	51	7	2	11	5	71.1	78.8	83.0	-1.6	64.4	55.3	55.5	65.4	61.4	47.7	45.3	61.7	48.2	45.8	46.2	51.7	
Existing plus Project		4	15	8,688	50	75	0	0	1.8%	0.7%	64.8	#####	#####	#####	834	137	54	8	2	12	5	71.1	78.8	83.0	-1.6	64.6	55.5	55.7	65.6	61.7	47.9	45.5	61.9	48.5	46.0	46.5	51.9	
Cumulative (2040)		4	15	14,584	50	75	0	0	1.8%	0.7%	67.0	#####	#####	#####	230	91	13	3	20	8	71.1	78.8	83.0	-1.6	66.9	57.7	58.0	67.9	63.9	50.2	47.8	64.2	50.7	48.3	48.7	54.1		
Cumulative plus Project		4	15	15,048	50	75	0	0	1.8%	0.7%	67.2	#####	#####	#####	237	94	14	3	20	8	71.1	78.8	83.0	-1.6	67.0	57.9	58.1	68.0	64.0	50.3	47.9	64.3	50.8	48.4	48.9	54.3		
		4	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	
		4	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	
		4	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	
<b>Frank Sinatra Drive w/o SR-</b>																																						
Existing (2018)		2	15	1,536	50	75	0	0	1.8%	0.7%	57.1	#####	#####	#####	195	147	24	10	1	0	2	1	71.1	78.8	83.0	-1.8	56.9	47.8	48.0	57.9	53.9	40.2	37.8	54.2	40.7	38.3	38.7	44.2
Existing plus Project		2	15	1,536	50	75	0	0	1.8%	0.7%	57.1	#####	#####	#####	195	147	24	10	1	0	2	1	71.1	78.8	83.0	-1.8	56.9	47.8	48.0	57.9	53.9	40.2	37.8	54.2	40.7	38.3	38.7	44.2
Cumulative (2040)		2	15	1,984	50	75	0	0	1.8%	0.7%	58.2	#####	#####	#####	252	190	31	12	2	0	3	1	71.1	78.8	83.0	-1.8	58.0	48.9	49.1	59.0	55.0	41.3	38.9	55.3	41.8	39.4	39.9	45.3
Cumulative plus Project		2	15	1,984	50	75	0	0	1.8%	0.7%	58.2	#####	#####	#####	252	190	31	12	2	0	3	1	71.1	78.8	83.0	-1.8	58.0	48.9	49.1	59.0	55.0	41.3	38.9	55.3	41.8	39.4	39.9	45.3
		2	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.8	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	
		2	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.8	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	
		2	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.8	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 22  
 Morningside Drive & Frank Sinatra Drive

**Morningside Drive**

Southbound

	right	through	left
Existing (2018)	16	24	20
Existing plus Pro	16	24	20
Cumulative (204	50	30	20
Cumulative plus	50	30	20

Westbound

	right	through	left
Existing (2018)	21	493	49
Existing plus Pro	21	568	49
Cumulative (204	40	810	60
Cumulative plus	40	884	60

Northbound

	left	through	right
Existing (2018)	89	16	28
Existing plus Pro	89	16	28
Cumulative (204	150	20	40
Cumulative plus	150	20	40

Eastbound

	left	through	right
Existing (2018)	11	464	212
Existing plus Pro	11	483	212
Cumulative (204	20	564	300
Cumulative plus	20	583	300

N  
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 W

ADT

Road	Morningside Drive		Frank Sinatra Drive	
	North of	South of	East of	West of
Leg				
Cross Street	Frank Sinatra Drive		Morningside Drive	
Existing (2018)	864.0	3,344.0	8,600.0	10,280.0
Existing plus Pro	864.0	3,344.0	9,352.0	11,032.0
Cumulative (204	1,440.0	4,800.0	12,272.0	15,152.0
Cumulative plus	1,440.0	4,800.0	13,016.0	15,896.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

Frank Sinatra Drive



**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 23  
 Bob Hope Drive & Frank Sinatra Drive

**Bob Hope Drive**

Southbound

	right	through	left
Existing (2018)	88	898	52
Existing plus Pro	93	925	67
Cumulative (204	195	1,340	140
Cumulative plus	200	1,367	152

Westbound

	right	through	left
Existing (2018)	47	422	187
Existing plus Pro	74	492	206
Cumulative (204	80	610	380
Cumulative plus	107	679	399

Northbound

	left	through	right
Existing (2018)	81	285	48
Existing plus Pro	81	293	59
Cumulative (204	125	565	130
Cumulative plus	125	573	141

W N E  
 S

Eastbound

	left	through	right
Existing (2018)	48	278	201
Existing plus Pro	50	296	201
Cumulative (204	50	285	315
Cumulative plus	52	302	315

ADT

Road	Bob Hope Drive		Frank Sinatra Drive	
	North of	South of	East of	West of
Leg				
Cross Street	Frank Sinatra Drive		Bob Hope Drive	
Existing (2018)	11,344.0	13,600.0	8,272.0	8,944.0
Existing plus Pro	12,016.0	14,120.0	9,552.0	9,704.0
Cumulative (204	18,960.0	22,840.0	13,000.0	12,640.0
Cumulative plus	19,608.0	23,360.0	14,240.0	13,384.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

Frank Sinatra Drive



**NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes**

ROADWAY NAME Segment	Land Use	Median Lanes	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix		dB(A) CNEL	Traffic Volumes								Ref. Energy Level			Dist Ld			Le			Ln									
								Medium Trucks	Heavy Trucks		Day	Eve	Night	MTd	HTd	MTe	HTe	MTn	HTn	A	MT	HT	Adj	A	MT	HT	Total	A	MT	HT	Total	A	MT	HT	Total		
<b>Frank Sinatra Drive n/o</b>																																					
Existing (2018)		6	11,344	50	75	0	0	1.8%	0.7%	66.3	####	####	####	179	71	10	2	15	6	71.1	78.8	83.0	-1.2	66.1	57.0	57.2	67.1	63.2	49.4	47.1	63.4	50.0	47.6	48.0	53.4		
Existing plus Project		6	12,016	50	75	0	0	1.8%	0.7%	66.6	####	####	####	189	75	11	2	16	7	71.1	78.8	83.0	-1.2	66.4	57.3	57.5	67.4	63.4	49.7	47.3	63.7	50.2	47.8	48.2	53.7		
Cumulative (2040)		6	18,960	50	75	0	0	1.8%	0.7%	68.5	####	####	####	298	118	17	4	26	11	71.1	78.8	83.0	-1.2	68.4	59.2	59.4	69.3	65.4	51.7	49.3	65.7	52.2	49.8	50.2	55.6		
Cumulative plus Project		6	19,608	50	75	0	0	1.8%	0.7%	68.7	####	####	####	309	122	18	4	27	11	71.1	78.8	83.0	-1.2	68.5	59.4	59.6	69.5	65.5	51.8	49.4	65.8	52.4	49.9	50.4	55.8		
		6	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	####	####	####	####	####	####	####	####	####	####	####	####	####	
		6	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	####	####	####	####	####	####	####	####	####	####	####	####	####	
		6	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	####	####	####	####	####	####	####	####	####	####	####	####	####	
<b>Frank Sinatra Drive s/o</b>																																					
Existing (2018)		5	13,600	50	75	0	0	1.8%	0.7%	66.9	####	####	####	214	85	12	3	18	8	71.1	78.8	83.0	-1.4	66.7	57.6	57.8	67.7	63.8	50.0	47.6	64.0	50.6	48.1	48.6	54.0		
Existing plus Project		5	14,120	50	75	0	0	1.8%	0.7%	67.1	####	####	####	222	88	13	3	19	8	71.1	78.8	83.0	-1.4	66.9	57.8	58.0	67.9	63.9	50.2	47.8	64.2	50.7	48.3	48.7	54.2		
Cumulative (2040)		5	22,840	50	75	0	0	1.8%	0.7%	69.1	####	####	####	359	142	21	5	31	13	71.1	78.8	83.0	-1.4	69.0	59.8	60.1	70.0	66.0	52.3	49.9	66.3	52.8	50.4	50.8	56.2		
Cumulative plus Project		5	23,360	50	75	0	0	1.8%	0.7%	69.2	####	####	####	368	146	21	5	32	13	71.1	78.8	83.0	-1.4	69.1	59.9	60.2	70.1	66.1	52.4	50.0	66.4	52.9	50.5	50.9	56.3		
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	####	####	####	####	####	####	####	####	####	####	####	####	####	####
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	####	####	####	####	####	####	####	####	####	####	####	####	####	####
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	####	####	####	####	####	####	####	####	####	####	####	####	####	####
<b>Bob Hope Drive e/o Frank</b>																																					
Existing (2018)		5	8,272	50	75	0	0	1.8%	0.7%	64.7	####	####	794	130	52	8	2	11	5	71.1	78.8	83.0	-1.4	64.6	55.4	55.6	65.5	61.6	47.9	45.5	61.9	48.4	46.0	46.4	51.8		
Existing plus Project		5	9,552	50	75	0	0	1.8%	0.7%	65.4	####	####	917	150	60	9	2	13	5	71.1	78.8	83.0	-1.4	65.2	56.1	56.3	66.2	62.2	48.5	46.1	62.5	49.0	46.6	47.0	52.5		
Cumulative (2040)		5	13,000	50	75	0	0	1.8%	0.7%	66.7	####	####	####	205	81	12	3	18	7	71.1	78.8	83.0	-1.4	66.5	57.4	57.6	67.5	63.6	49.8	47.4	63.8	50.4	47.9	48.4	53.8		
Cumulative plus Project		5	14,240	50	75	0	0	1.8%	0.7%	67.1	####	####	####	224	89	13	3	19	8	71.1	78.8	83.0	-1.4	66.9	57.8	58.0	67.9	64.0	50.2	47.8	64.2	50.8	48.3	48.8	54.2		
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	####	####	####	####	####	####	####	####	####	####	####	####	####	####
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	####	####	####	####	####	####	####	####	####	####	####	####	####	####
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	####	####	####	####	####	####	####	####	####	####	####	####	####	####
<b>Bob Hope Drive w/o Frank</b>																																					
Existing (2018)		4	8,944	50	75	0	0	1.8%	0.7%	64.9	####	####	859	141	56	8	2	12	5	71.1	78.8	83.0	-1.6	64.8	55.6	55.8	65.7	61.8	48.0	45.7	62.1	48.6	46.2	46.6	52.0		
Existing plus Project		4	9,704	50	75	0	0	1.8%	0.7%	65.3	####	####	932	153	61	9	2	13	5	71.1	78.8	83.0	-1.6	65.1	56.0	56.2	66.1	62.1	48.4	46.0	62.4	48.9	46.5	46.9	52.4		
Cumulative (2040)		4	12,640	50	75	0	0	1.8%	0.7%	66.4	####	####	####	199	79	11	3	17	7	71.1	78.8	83.0	-1.6	66.3	57.1	57.3	67.2	63.3	49.5	47.2	63.6	50.1	47.7	48.1	53.5		
Cumulative plus Project		4	13,384	50	75	0	0	1.8%	0.7%	66.7	####	####	####	211	83	12	3	18	8	71.1	78.8	83.0	-1.6	66.5	57.4	57.6	67.5	63.5	49.8	47.4	63.8	50.3	47.9	48.3	53.8		
		4	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	####	####	####	####	####	####	####	####	####	####	####	####	####	####
		4	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	####	####	####	####	####	####	####	####	####	####	####	####	####	####
		4	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	####	####	####	####	####	####	####	####	####	####	####	####	####	####

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 24  
 Monterey Avenue & Frank Sinatra Drive

**Monterey Avenue**

Southbound

	right	through	left
Existing (2018)	102	1,384	40
Existing plus Pro	182	1,467	91
Cumulative (204	175	1,485	65
Cumulative plus	250	1,568	118

Westbound

	right	through	left
Existing (2018)	65	489	116
Existing plus Pro	83	494	116
Cumulative (204	120	810	200
Cumulative plus	137	822	200

Northbound

	left	through	right
Existing (2018)	78	615	49
Existing plus Pro	83	666	49
Cumulative (204	80	810	160
Cumulative plus	85	861	160

Eastbound

	left	through	right
Existing (2018)	31	251	90
Existing plus Pro	82	265	103
Cumulative (204	40	350	145
Cumulative plus	182	651	188

Frank Sinatra Drive

N  
 E  
 S  
 W

ADT

Road Leg	Monterey Avenue		Frank Sinatra Drive	
	North of	South of	East of	West of
Cross Street	Frank Sinatra Drive		Monterey Avenue	
Existing (2018)	17,896.0	18,656.0	8,080.0	8,328.0
Existing plus Pro	20,568.0	19,872.0	8,784.0	9,672.0
Cumulative (204	21,560.0	23,040.0	13,640.0	12,800.0
Cumulative plus	24,928.0	24,496.0	16,704.0	17,424.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes

ROADWAY NAME Segment	Land Use	Median Lanes	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix		dB(A) CNEL	Traffic Volumes								Ref. Energy Level				Dist				Le				Ln							
								Medium Trucks	Heavy Trucks		Day	Eve	Night	MTd	HTd	MTe	HTe	MTn	HTn	A	MT	HT	Adj	A	MT	HT	Total	A	MT	HT	Total	A	MT	HT	Total			
<b>Monterey Avenue n/o Frank</b>											###	###	###	282	112	16	4	24	10	72.7	79.9	83.8	-1.2	69.3	59.6	59.6	70.2	66.3	52.1	49.4	66.6	53.1	50.2	50.3	56.2			
Existing (2018)		6	17,896	55	75	0	0	1.8%	0.7%	69.3	###	###	###	282	112	16	4	24	10	72.7	79.9	83.8	-1.2	69.3	59.6	59.6	70.2	66.3	52.1	49.4	66.6	53.1	50.2	50.3	56.2			
Existing plus Project		6	20,568	55	75	0	0	1.8%	0.7%	69.9	###	###	###	324	128	19	4	28	12	72.7	79.9	83.8	-1.2	69.9	60.2	60.2	70.8	66.9	52.7	50.0	67.2	53.8	50.8	50.9	56.8			
Cumulative (2040)		6	21,560	55	75	0	0	1.8%	0.7%	70.1	###	###	###	339	134	20	4	29	12	72.7	79.9	83.8	-1.2	70.1	60.4	60.4	71.0	67.1	52.9	50.2	67.4	54.0	51.0	51.2	57.0			
Cumulative plus Project		6	24,928	55	75	0	0	1.8%	0.7%	70.8	###	###	###	392	155	23	5	34	14	72.7	79.9	83.8	-1.2	70.8	61.1	61.0	71.6	67.8	53.5	50.9	68.0	54.6	51.6	51.8	57.7			
		6	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.2	###	###	###	###	###	###	###	###	###	###	###	###	###		
		6	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.2	###	###	###	###	###	###	###	###	###	###	###	###	###	###	
		6	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.2	###	###	###	###	###	###	###	###	###	###	###	###	###	###	
<b>Monterey Avenue s/o Frank</b>											###	###	###	294	116	17	4	25	11	72.7	79.9	83.8	-1.4	69.3	59.6	59.6	70.1	66.3	52.0	49.4	66.6	53.1	50.2	50.3	56.2			
Existing (2018)		5	18,656	55	75	0	0	1.8%	0.7%	69.3	###	###	###	294	116	17	4	25	11	72.7	79.9	83.8	-1.4	69.3	59.6	59.6	70.1	66.3	52.0	49.4	66.6	53.1	50.2	50.3	56.2			
Existing plus Project		5	19,872	55	75	0	0	1.8%	0.7%	69.6	###	###	###	313	124	18	4	27	11	72.7	79.9	83.8	-1.4	69.6	59.9	59.8	70.4	66.6	52.3	49.7	66.8	53.4	50.4	50.6	56.5			
Cumulative (2040)		5	23,040	55	75	0	0	1.8%	0.7%	70.2	###	###	###	363	144	21	5	31	13	72.7	79.9	83.8	-1.4	70.2	60.5	60.5	71.1	67.2	52.9	50.3	67.5	54.0	51.1	51.2	57.1			
Cumulative plus Project		5	24,496	55	75	0	0	1.8%	0.7%	70.5	###	###	###	386	153	22	5	33	14	72.7	79.9	83.8	-1.4	70.5	60.8	60.7	71.3	67.5	53.2	50.6	67.7	54.3	51.3	51.5	57.4			
		5	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###	
		5	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###	###
		5	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###	###
<b>Frank Sinatra Drive e/o</b>											###	###	###	776	127	50	7	2	11	5	72.7	79.9	83.8	-1.4	65.7	56.0	55.9	66.5	62.7	48.4	45.8	62.9	49.5	46.5	46.7	52.6		
Existing (2018)		5	8,080	55	75	0	0	1.8%	0.7%	65.7	###	###	###	776	127	50	7	2	11	5	72.7	79.9	83.8	-1.4	65.7	56.0	55.9	66.5	62.7	48.4	45.8	62.9	49.5	46.5	46.7	52.6		
Existing plus Project		5	8,784	55	75	0	0	1.8%	0.7%	66.0	###	###	###	843	138	55	8	2	12	5	72.7	79.9	83.8	-1.4	66.0	56.3	56.3	66.9	63.0	48.8	46.1	63.3	49.9	46.9	47.0	52.9		
Cumulative (2040)		5	13,640	55	75	0	0	1.8%	0.7%	67.9	###	###	###	215	85	12	3	18	8	72.7	79.9	83.8	-1.4	67.9	58.3	58.2	68.8	65.0	50.7	48.0	65.2	51.8	48.8	49.0	54.8			
Cumulative plus Project		5	16,704	55	75	0	0	1.8%	0.7%	68.8	###	###	###	263	104	15	3	23	9	72.7	79.9	83.8	-1.4	68.8	59.1	59.1	69.7	65.8	51.6	48.9	66.1	52.6	49.7	49.8	55.7			
		5	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###	
		5	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###	###
		5	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###	###
<b>Frank Sinatra Drive w/o</b>											###	###	###	799	131	52	8	2	11	5	72.7	79.9	83.8	-1.4	65.8	56.1	56.1	66.6	62.8	48.5	45.9	63.1	49.6	46.7	46.8	52.7		
Existing (2018)		5	8,328	55	75	0	0	1.8%	0.7%	65.8	###	###	###	799	131	52	8	2	11	5	72.7	79.9	83.8	-1.4	65.8	56.1	56.1	66.6	62.8	48.5	45.9	63.1	49.6	46.7	46.8	52.7		
Existing plus Project		5	9,672	55	75	0	0	1.8%	0.7%	66.4	###	###	###	929	152	60	9	2	13	5	72.7	79.9	83.8	-1.4	66.4	56.8	56.7	67.3	63.5	49.2	46.5	63.7	50.3	47.3	47.5	53.3		
Cumulative (2040)		5	12,800	55	75	0	0	1.8%	0.7%	67.7	###	###	###	201	80	12	3	17	7	72.7	79.9	83.8	-1.4	67.7	58.0	57.9	68.5	64.7	50.4	47.8	64.9	51.5	48.5	48.7	54.6			
Cumulative plus Project		5	17,424	55	75	0	0	1.8%	0.7%	69.0	###	###	###	274	109	16	3	24	10	72.7	79.9	83.8	-1.4	69.0	59.3	59.3	69.8	66.0	51.7	49.1	66.3	52.8	49.9	50.0	55.9			
		5	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###	###
		5	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###	###
		5	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###	###

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

**Project Name: Section 31 Specific Plan Project**

**Weekday AM Peak Hour Volumes**

Intersection: 25  
Portola Road & Frank Sinatra Drive

ADT

**Portola Road**

Southbound			
	right	through	left
Existing (2018)	9	350	34
Existing plus Pro	9	350	34
Cumulative (204	40	690	60
Cumulative plus	51	690	60

Road Leg	Portola Road		Frank Sinatra Drive	
	North of	South of	East of	West of
Cross Street	Frank Sinatra Drive		Portola Road	
Existing (2018)	6,552.0	9,456.0	8,400.0	8,216.0
Existing plus Pro	6,552.0	9,456.0	9,104.0	8,920.0
Cumulative (204	12,960.0	15,880.0	13,840.0	12,840.0
Cumulative plus	13,256.0	15,880.0	14,344.0	13,640.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

Frank Sinatra Drive	Eastbound			
	left	through	right	
	Existing (2018)	19	260	122
	Existing plus Pro	19	325	122
	Cumulative (204	40	415	140
Cumulative plus	66	460	140	

Westbound			
	right	through	left
Existing (2018)	29	506	134
Existing plus Pro	29	529	134
Cumulative (204	90	840	220
Cumulative plus	90	858	220

W N E S

Northbound			
	left	through	right
Existing (2018)	111	378	87
Existing plus Pro	111	378	87
Cumulative (204	130	700	105
Cumulative plus	130	700	105

**NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes**

ROADWAY NAME Segment	Land Use	Lanes	Median Width	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor (ft)	Alpha	Barrier Attn. dB(A)	Vehicle Mix		dB(A) CNEL	Traffic Volumes								Ref. Energy Levels Dist				Le			Ln														
									Medium Trucks	Heavy Trucks		Day	Eve	Night	MTd	HTd	MTe	HTe	MTn	HTn	A	MT	HT	Adj	A	MT	HT	Total	A	MT	HT	Total	A	MT	HT	Total					
<b>Portola Road n/o Frank</b>																																									
Existing (2018)		4	15	6,552	50	75	0	0	1.8%	0.7%	63.6	5,091	832	629	103	41	6	1	9	4	71.1	78.8	83.0	-1.6	63.4	54.3	54.5	64.4	60.4	46.7	44.3	60.7	47.2	44.8	45.2	50.7					
Existing plus Project		4	15	6,552	50	75	0	0	1.8%	0.7%	63.6	5,091	832	629	103	41	6	1	9	4	71.1	78.8	83.0	-1.6	63.4	54.3	54.5	64.4	60.4	46.7	44.3	60.7	47.2	44.8	45.2	50.7					
Cumulative (2040)		4	15	12,960	50	75	0	0	1.8%	0.7%	66.5	#####	1,646	1,244	204	81	12	3	18	7	71.1	78.8	83.0	-1.6	66.4	57.2	57.4	67.3	63.4	49.6	47.3	63.7	50.2	47.8	48.2	53.6					
Cumulative plus Project		4	15	13,256	50	75	0	0	1.8%	0.7%	66.6	#####	1,684	1,273	209	83	12	3	18	7	71.1	78.8	83.0	-1.6	66.5	57.3	57.5	67.4	63.5	49.7	47.4	63.8	50.3	47.9	48.3	53.7					
		4	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####				
		4	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####			
		4	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####		
<b>Portola Road s/o Frank</b>																																									
Existing (2018)		4	15	9,456	50	75	0	0	1.8%	0.7%	65.2	7,347	1,201	908	149	59	9	2	13	5	71.1	78.8	83.0	-1.6	65.0	55.9	56.1	66.0	62.0	48.3	45.9	62.3	48.8	46.4	46.8	52.3					
Existing plus Project		4	15	9,456	50	75	0	0	1.8%	0.7%	65.2	7,347	1,201	908	149	59	9	2	13	5	71.1	78.8	83.0	-1.6	65.0	55.9	56.1	66.0	62.0	48.3	45.9	62.3	48.8	46.4	46.8	52.3					
Cumulative (2040)		4	15	15,880	50	75	0	0	1.8%	0.7%	67.4	#####	2,017	1,524	250	99	14	3	21	9	71.1	78.8	83.0	-1.6	67.3	58.1	58.3	68.2	64.3	50.5	48.2	64.6	51.1	48.7	49.1	54.5					
Cumulative plus Project		4	15	15,880	50	75	0	0	1.8%	0.7%	67.4	#####	2,017	1,524	250	99	14	3	21	9	71.1	78.8	83.0	-1.6	67.3	58.1	58.3	68.2	64.3	50.5	48.2	64.6	51.1	48.7	49.1	54.5					
		4	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####		
		4	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	
		4	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####
<b>Frank Sinatra Drive e/o</b>																																									
Existing (2018)		4	15	8,400	55	75	0	0	1.8%	0.7%	65.7	6,527	1,067	806	132	52	8	2	11	5	72.7	79.9	83.8	-1.6	65.7	56.0	55.9	66.5	62.7	48.4	45.8	62.9	49.5	46.5	46.7	52.6					
Existing plus Project		4	15	9,104	55	75	0	0	1.8%	0.7%	66.0	7,074	1,156	874	143	57	8	2	12	5	72.7	79.9	83.8	-1.6	66.0	56.3	56.3	66.9	63.0	48.8	46.1	63.3	49.9	46.9	47.1	52.9					
Cumulative (2040)		4	15	13,840	55	75	0	0	1.8%	0.7%	67.9	#####	1,758	1,329	218	86	13	3	19	8	72.7	79.9	83.8	-1.6	67.8	58.2	58.1	68.7	64.9	50.6	47.9	65.1	51.7	48.7	48.9	54.7					
Cumulative plus Project		4	15	14,344	55	75	0	0	1.8%	0.7%	68.0	#####	1,822	1,377	226	89	13	3	19	8	72.7	79.9	83.8	-1.6	68.0	58.3	58.3	68.8	65.0	50.7	48.1	65.3	51.8	48.9	49.0	54.9					
		4	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.6	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####		
		4	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.6	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	
		4	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.6	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####
<b>Frank Sinatra Drive w/o</b>																																									
Existing (2018)		4	15	8,216	55	75	0	0	1.8%	0.7%	65.6	6,384	1,043	789	129	51	7	2	11	5	72.7	79.9	83.8	-1.6	65.6	55.9	55.8	66.4	62.6	48.3	45.7	62.8	49.4	46.4	46.6	52.5					
Existing plus Project		4	15	8,920	55	75	0	0	1.8%	0.7%	65.9	6,931	1,133	856	140	56	8	2	12	5	72.7	79.9	83.8	-1.6	65.9	56.3	56.2	66.8	63.0	48.7	46.0	63.2	49.8	46.8	47.0	52.8					
Cumulative (2040)		4	15	12,840	55	75	0	0	1.8%	0.7%	67.5	9,977	1,631	1,233	202	80	12	3	17	7	72.7	79.9	83.8	-1.6	67.5	57.8	57.8	68.4	64.5	50.3	47.6	64.8	51.3	48.4	48.5	54.4					
Cumulative plus Project		4	15	13,640	55	75	0	0	1.8%	0.7%	67.8	#####	1,732	1,309	215	85	12	3	18	8	72.7	79.9	83.8	-1.6	67.8	58.1	58.0	68.6	64.8	50.5	47.9	65.0	51.6	48.6	48.8	54.7					
		4	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.6	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	
		4	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.6	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####
		4	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.6	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 26  
 Cook Street & Frank Sinatra Drive

Frank Sinatra Drive

Eastbound

	left	through	right
Existing (2018)	141	110	134
Existing plus Pro	183	125	142
Cumulative (204	250	280	140
Cumulative plus	272	295	148

**Cook Street**

Southbound

	right	through	left
Existing (2018)	328	1,146	48
Existing plus Pro	340	1,146	50
Cumulative (204	430	1,440	360
Cumulative plus	437	1,440	362

Westbound

	right	through	left
Existing (2018)	57	256	49
Existing plus Pro	59	263	49
Cumulative (204	280	460	50
Cumulative plus	282	467	50

Northbound

	left	through	right
Existing (2018)	120	652	22
Existing plus Pro	124	652	22
Cumulative (204	310	810	30
Cumulative plus	314	810	30

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ADT

Road	Cook Street		Frank Sinatra Drive	
	North of	South of	East of	West of
Leg	Frank Sinatra Drive		Cook Street	
Existing (2018)	18,976.0	16,984.0	4,336.0	8,712.0
Existing plus Pro	19,440.0	17,080.0	4,544.0	9,416.0
Cumulative (204	28,560.0	22,240.0	11,680.0	14,960.0
Cumulative plus	28,824.0	22,336.0	11,888.0	15,464.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0



**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 27  
 Bob Hope Drive & Country Club Drive

**Bob Hope Drive**

Southbound

	right	through	left
Existing (2018)	45	533	148
Existing plus Pro	45	550	161
Cumulative (204	180	1,340	465
Cumulative plus	180	1,357	478

Westbound

	right	through	left
Existing (2018)	175	257	185
Existing plus Pro	191	331	213
Cumulative (204	360	600	270
Cumulative plus	364	600	275

Northbound

	left	through	right
Existing (2018)	59	288	98
Existing plus Pro	59	294	99
Cumulative (204	95	330	120
Cumulative plus	95	336	121

Eastbound

	left	through	right
Existing (2018)	64	250	111
Existing plus Pro	64	250	111
Cumulative (204	140	650	180
Cumulative plus	140	650	180

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ADT

Road	Bob Hope Drive		Country Club Drive	
	North of	South of	East of	West of
Leg				
Cross Street	Country Club Drive		Bob Hope Drive	
Existing (2018)	10,024.0	10,192.0	8,904.0	6,288.0
Existing plus Pro	10,440.0	10,608.0	9,960.0	6,880.0
Cumulative (204	22,520.0	18,680.0	19,720.0	14,760.0
Cumulative plus	22,840.0	18,912.0	19,904.0	14,760.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0





**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 28  
 Monterey Avenue & Country Club Drive

**Monterey Avenue**

Southbound

	right	through	left
Existing (2018)	155	1,190	173
Existing plus Pro	160	1,263	191
Cumulative (204	210	1,300	190
Cumulative plus	215	1,373	208

Westbound

	right	through	left
Existing (2018)	107	647	174
Existing plus Pro	117	648	174
Cumulative (204	180	1,150	180
Cumulative plus	190	1,151	180

Northbound

	left	through	right
Existing (2018)	307	533	65
Existing plus Pro	310	578	65
Cumulative (204	390	690	240
Cumulative plus	393	735	240

Eastbound

	left	through	right
Existing (2018)	73	301	149
Existing plus Pro	74	304	159
Cumulative (204	180	755	200
Cumulative plus	181	758	210

Country Club Drive

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ADT

Road	Monterey Avenue		Country Club Drive	
	North of	South of	East of	West of
Leg	Country Club Drive		Monterey Avenue	
Existing (2018)	17,848.0	19,344.0	11,736.0	13,056.0
Existing plus Pro	19,064.0	20,392.0	11,992.0	13,240.0
Cumulative (204	22,000.0	24,000.0	21,560.0	23,080.0
Cumulative plus	23,216.0	25,048.0	21,816.0	23,264.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0



**Project Name: Section 31 Specific Plan Project  
Weekday AM Peak Hour Volumes**

Intersection: 29  
Portola Avenue & Country Club Drive

Country Club Drive

Eastbound			
	left	through	right
Existing (2018)	57	362	149
Existing plus Pro	57	379	153
Cumulative (204	70	560	270
Cumulative plus	70	577	274

Portola Avenue Southbound			
	right	through	left
Existing (2018)	49	365	67
Existing plus Pro	49	365	67
Cumulative (204	60	820	140
Cumulative plus	60	820	140

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Northbound			
	left	through	right
Existing (2018)	209	476	176
Existing plus Pro	211	476	176
Cumulative (204	280	810	190
Cumulative plus	282	810	190

Westbound			
	right	through	left
Existing (2018)	62	678	145
Existing plus Pro	62	687	145
Cumulative (204	80	1,140	180
Cumulative plus	80	1,149	180

Road Leg	ADT Portola Avenue		Country Club Drive	
	North of	South of	East of	West of
Cross Street	Country Club Drive		Portola Avenue	
Existing (2018)	8,608.0	12,160.0	11,920.0	12,032.0
Existing plus Pro	8,608.0	12,208.0	12,128.0	12,288.0
Cumulative (204	15,840.0	20,400.0	18,320.0	19,040.0
Cumulative plus	15,840.0	20,448.0	18,528.0	19,296.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0



**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 30  
 Monterey Avenue & Hovley Lane W

**Monterey Avenue**

Southbound

	right	through	left
Existing (2018)	3	1,222	98
Existing plus Pro	3	1,302	102
Cumulative (204	10	1,300	250
Cumulative plus	10	1,380	254

Westbound

	right	through	left
Existing (2018)	183	7	89
Existing plus Pro	185	7	89
Cumulative (204	190	10	150
Cumulative plus	192	10	150

Northbound

	left	through	right
Existing (2018)	8	753	48
Existing plus Pro	8	799	48
Cumulative (204	20	1,120	110
Cumulative plus	20	1,166	110

Eastbound

	left	through	right
Existing (2018)	3	9	11
Existing plus Pro	3	9	11
Cumulative (204	10	10	20
Cumulative plus	10	10	20

Hovley Lane W

W N E  
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ADT

Road Leg	Monterey Avenue		Hovley Lane W	
	North of	South of	East of	West of
Cross Street	Hovley Lane W		Monterey Avenue	
Existing (2018)	18,096.0	17,048.0	3,472.0	328.0
Existing plus Pro	19,152.0	18,056.0	3,520.0	328.0
Cumulative (204	23,040.0	21,760.0	5,760.0	640.0
Cumulative plus	24,096.0	22,768.0	5,808.0	640.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0



**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 31  
 Monterey Avenue & Fred Waring Drive

**Monterey Avenue**

Southbound

	right	through	left
Existing (2018)	172	679	182
Existing plus Pro	172	742	199
Cumulative (204	180	820	270
Cumulative plus	180	883	287

Westbound

	right	through	left
Existing (2018)	309	676	283
Existing plus Pro	318	676	283
Cumulative (204	360	880	390
Cumulative plus	369	880	390

Northbound

	left	through	right
Existing (2018)	52	443	108
Existing plus Pro	52	480	108
Cumulative (204	60	750	210
Cumulative plus	60	787	210

Eastbound

	left	through	right
Existing (2018)	120	298	41
Existing plus Pro	120	298	41
Cumulative (204	190	420	50
Cumulative plus	190	420	50

Fred Waring Drive

W N E  
 S

ADT

Road	Monterey Avenue		Fred Waring Drive	
	North of	South of	East of	West of
Leg	Fred Waring Drive		Monterey Avenue	
Existing (2018)	15,240.0	12,848.0	14,848.0	10,872.0
Existing plus Pro	16,248.0	13,648.0	15,056.0	10,872.0
Cumulative (204	20,560.0	18,240.0	20,240.0	14,240.0
Cumulative plus	21,568.0	19,040.0	20,448.0	14,240.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0





**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 32  
 Monterey Avenue & SR-111

**Monterey Avenue**

Southbound

	right	through	left
Existing (2018)	86	468	210
Existing plus Pro	86	485	239
Cumulative (204	170	700	340
Cumulative plus	170	717	369

Westbound

	right	through	left
Existing (2018)	131	552	222
Existing plus Pro	150	559	222
Cumulative (204	180	890	280
Cumulative plus	199	897	280

Northbound

	left	through	right
Existing (2018)	166	402	160
Existing plus Pro	166	411	160
Cumulative (204	260	720	200
Cumulative plus	260	729	200

Eastbound

	left	through	right
Existing (2018)	80	624	83
Existing plus Pro	80	644	83
Cumulative (204	130	870	230
Cumulative plus	130	890	230

SR-111

W N E  
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ADT

Road	Monterey Avenue		SR-111	
	North of	South of	East of	West of
Leg	SR-111		Monterey Avenue	
Existing (2018)	11,016.0	12,008.0	15,192.0	12,728.0
Existing plus Pro	11,608.0	12,216.0	15,792.0	12,944.0
Cumulative (204	17,920.0	19,120.0	22,080.0	20,400.0
Cumulative plus	18,512.0	19,328.0	22,680.0	20,616.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0



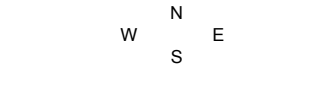
**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 33  
 Oasis Way & Gerald Ford Drive

Gerald Ford Drive

Eastbound			
	left	through	right
Existing (2018)	26	429	
Existing plus Prd	26	555	
Cumulative (204	30	760	
Cumulative plus	30	873	

Oasis Way			
Southbound			
	right	through	left
Existing (2018)	36		27
Existing plus Prd	36		27
Cumulative (204	40		30
Cumulative plus	40		30



Northbound			
	left	through	right
Existing (2018)			
Existing plus Prd	78		66
Cumulative (2040)			
Cumulative plus	77		66

Westbound			
	right	through	left
Existing (2018)	56	508	
Existing plus Prd	56	600	23
Cumulative (204	60	700	
Cumulative plus	60	801	27

Road	ADT		ADT	
	Oasis Way		Gerald Ford Drive	
Leg	North of	South of	East of	West of
Cross Street	Gerald Ford Drive		Oasis Way	
Existing (2018)	1,160.0	0.0	8,160.0	7,992.0
Existing plus Pro	1,160.0	1,336.0	10,616.0	10,360.0
Cumulative (204	1,280.0	0.0	12,400.0	12,240.0
Cumulative plus	1,280.0	1,360.0	14,856.0	14,568.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0



**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 34  
 Monterey Avenue & Shadow Ridge Road

Shadow Ridge Road

Eastbound

	left	through	right
Existing (2018)			
Existing plus Project			
Cumulative (2040)			
Cumulative plus Project			

**Monterey Avenue**

Southbound

	right	through	left
Existing (2018)		1,269	27
Existing plus Project		1,393	27
Cumulative (2040)		1,675	30
Cumulative plus Project		1,793	30

Westbound

	right	through	left
Existing (2018)	72		50
Existing plus Project	72		50
Cumulative (2040)	80		50
Cumulative plus Project	80		50

Northbound

	left	through	right
Existing (2018)		661	38
Existing plus Project	68	748	38
Cumulative (2040)		1,080	40
Cumulative plus Project	66	1,161	40

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Road Leg	Monterey Avenue		Shadow Ridge Road	
	North of	South of	East of	West of
Cross Street	Shadow Ridge Road		Monterey Avenue	
Existing (2018)	16,232.0	16,144.0	1,496.0	0.0
Existing plus Project	17,920.0	18,376.0	1,496.0	544.0
Cumulative (2040)	22,920.0	22,760.0	1,600.0	0.0
Cumulative plus Project	24,512.0	24,880.0	1,600.0	528.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0



**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 35  
 Bob Hope Drive & Sunny Lands Center

Sunny Lands Center

Eastbound

	left	through	right
Existing (2018)			8
Existing plus Project			8
Cumulative (2040)			10
Cumulative plus Project			10

**Bob Hope Drive**

Southbound

	right	through	left
Existing (2018)	7	923	
Existing plus Pro	7	942	29
Cumulative (2040)	10	1,700	
Cumulative plus	10	1,716	29

Westbound

	right	through	left
Existing (2018)			
Existing plus Pro	84		28
Cumulative (2040)			
Cumulative plus	84		28

Northbound

	left	through	right
Existing (2018)	7	476	
Existing plus Pro	7	503	
Cumulative (2040)	10	695	
Cumulative plus	10	722	

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ADT

Road Leg	Bob Hope Drive		Sunny Lands Center	
	North of	South of	East of	West of
Cross Street	Sunny Lands Center		Bob Hope Drive	
Existing (2018)	11,248.0	11,312.0	0.0	176.0
Existing plus Pro	12,520.0	11,904.0	1,128.0	176.0
Cumulative (2040)	19,240.0	19,320.0	0.0	240.0
Cumulative plus	20,488.0	19,888.0	1,128.0	240.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0





**Project Name: Section 31 Specific Plan Project  
Weekday AM Peak Hour Volumes**

Intersection: 36  
Monterey Avenue & Project Access

**Monterey Avenue**

Southbound

	right	through	left
Existing (2018)			
Existing plus Project		171	
Cumulative (2040)			
Cumulative plus	17	1,984	

Westbound

	right	through	left
Existing (2018)			
Existing plus Project			
Cumulative (2040)			
Cumulative plus Project			

Northbound

	left	through	right
Existing (2018)			
Existing plus Project	17	104	
Cumulative (2040)			
Cumulative plus	18	1,218	

Eastbound

	left	through	right
Existing (2018)			
Existing plus Project	51		43
Cumulative (2040)			
Cumulative plus	49		47

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ADT

Road Leg	Monterey Avenue		Project Access	
	North of	South of	East of	West of
Cross Street	Project Access		Monterey Avenue	
Existing (2018)	0.0	0.0	0.0	0.0
Existing plus Project	2,608.0	2,680.0	0.0	888.0
Cumulative (2040)	0.0	0.0	0.0	0.0
Cumulative plus	26,144.0	26,136.0	0.0	1,048.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

Project Access



**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 37  
 Kavendish Way & Frank Sinatra Drive

Frank Sinatra Drive

Eastbound			
	left	through	right
Existing (2018)		395	1
Existing plus Pro	15	424	1
Cumulative (2040)		525	10
Cumulative plus	12	554	10

Kavendish Way			
Southbound			
	right	through	left
Existing (2018)			
Existing plus Pro	43		49
Cumulative (2040)			
Cumulative plus	43		49

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Northbound			
	left	through	right
Existing (2018)	5		5
Existing plus Pro	5		5
Cumulative (2040)	10		10
Cumulative plus	10		10

Westbound			
	right	through	left
Existing (2018)		679	0
Existing plus Project		752	
Cumulative (2040)		1,070	
Cumulative plus Project		1,142	

Road	Kavendish Way		Frank Sinatra Drive	
	North of	South of	East of	West of
Leg	Frank Sinatra Drive		Kavendish Way	
Existing (2018)	0.0	88.0	8,632.0	8,640.0
Existing plus Pro	856.0	88.0	9,840.0	9,920.0
Cumulative (2040)	0.0	240.0	12,840.0	12,920.0
Cumulative plus	832.0	240.0	14,040.0	14,168.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

ADT



Project Name: Section 31 Specific Plan Project																																																														
Weekday AM Peak Hour Volumes																																																														
Intersection:		1																																																												
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	right	through	left																																																											
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		right	through	left																																																										
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**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 2  
 Bob Hope Drive & I-10 EB Ramps

**Bob Hope Drive**

Southbound

	right	through	left
Existing (2018)		660	142
Existing plus Project		660	142
Cumulative (2040)		1,275	240
Cumulative plus Project		1,275	240

Westbound

	right	through	left
Existing (2018)			
Existing plus Project			
Cumulative (2040)			
Cumulative plus Project			

Northbound

	left	through	right
Existing (2018)		592	46
Existing plus Project		720	46
Cumulative (2040)		1,120	90
Cumulative plus Project		1,248	90

Eastbound

	left	through	right
Existing (2018)	159		382
Existing plus Project	159	1	597
Cumulative (2040)	260		850
Cumulative plus Project	260		985

I-10 EB Ramps

W N E  
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ADT

Road Leg	Bob Hope Drive		I-10 EB Ramps	
	North of	South of	East of	West of
Cross Street	I-10 EB Ramps		Bob Hope Drive	
Existing (2018)	12,424.0	13,440.0	1,504.0	4,328.0
Existing plus Project	13,448.0	16,184.0	1,512.0	6,056.0
Cumulative (2040)	23,160.0	26,680.0	2,640.0	8,880.0
Cumulative plus Project	24,184.0	28,784.0	2,640.0	9,960.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0



2

NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes

ROADWAY NAME												Traffic Volumes								Ref. Energy Levels Dist																					
Segment	Land Use	Lanes	Median Width	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor (ft)	Alpha Factor	Barrier Attn. (dB(A))	Vehicle Mix Medium Trucks	Heavy Trucks	dB(A) CNEL	Day	Eve	Night	MTd	HTd	MTe	HTE	MTn	HTn	A	MT	HT	Adj	Ld	Le			Ln												
																											A	MT	HT	Total	A	MT	HT	Total	A	MT	HT	Total			
<b>Bob Hope Drive n/o I-10 EB</b>																																									
Existing (2018)		5	15	12,424	50	75	0	0	1.8%	0.7%	66.5	####	####	####	196	77	11	2	17	7	71.1	78.8	83.0	-1.4	66.3	57.2	57.4	67.3	63.4	49.6	47.2	63.6	50.2	47.7	48.2	53.6					
Existing plus Project		5	15	13,448	50	75	0	0	1.8%	0.7%	66.8	####	####	####	212	84	12	3	18	8	71.1	78.8	83.0	-1.4	66.7	57.5	57.8	67.7	63.7	50.0	47.6	64.0	50.5	48.1	48.5	53.9					
Cumulative (2040)		5	15	23,160	50	75	0	0	1.8%	0.7%	69.2	####	####	####	364	144	21	5	31	13	71.1	78.8	83.0	-1.4	69.0	59.9	60.1	70.0	66.1	52.3	49.9	66.3	52.9	50.5	50.9	56.3					
Cumulative plus Project		5	15	24,184	50	75	0	0	1.8%	0.7%	69.4	####	####	####	381	151	22	5	33	14	71.1	78.8	83.0	-1.4	69.2	60.1	60.3	70.2	66.3	52.5	50.1	66.5	53.1	50.6	51.1	56.5					
		5	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	####	####	####	####	####	####	####	####	####	####	####	####	####	####			
		5	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####		
		5	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	
<b>Bob Hope Drive s/o I-10 EB</b>																																									
Existing (2018)		4	15	13,440	50	75	0	0	1.8%	0.7%	66.7	####	####	####	212	84	12	3	18	8	71.1	78.8	83.0	-1.6	66.5	57.4	57.6	67.5	63.5	49.8	47.4	63.8	50.4	47.9	48.4	53.8					
Existing plus Project		4	15	16,184	50	75	0	0	1.8%	0.7%	67.5	####	####	####	255	101	15	3	22	9	71.1	78.8	83.0	-1.6	67.3	58.2	58.4	68.3	64.4	50.6	48.2	64.6	51.2	48.7	49.2	54.6					
Cumulative (2040)		4	15	26,680	50	75	0	0	1.8%	0.7%	69.7	####	####	####	420	166	24	5	36	15	71.1	78.8	83.0	-1.6	69.5	60.4	60.6	70.5	66.5	52.8	50.4	66.8	53.3	50.9	51.3	56.8					
Cumulative plus Project		4	15	28,784	50	75	0	0	1.8%	0.7%	70.0	####	####	####	453	180	26	6	39	16	71.1	78.8	83.0	-1.6	69.8	60.7	60.9	70.8	66.9	53.1	50.7	67.1	53.7	51.2	51.7	57.1					
		4	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####		
		4	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	
		4	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	
<b>I-10 EB Ramps e/o Bob Hope</b>																																									
Existing (2018)		0	15	1,504	70	75	0	0	1.8%	0.7%	60.7	####	191	144	24	9	1	0	2	1	76.8	82.5	85.8	-1.8	61.0	49.9	49.2	61.5	58.0	42.3	39.0	58.1	44.8	40.4	39.9	47.1					
Existing plus Project		0	15	1,512	70	75	0	0	1.8%	0.7%	60.7	####	192	145	24	9	1	0	2	1	76.8	82.5	85.8	-1.8	61.0	49.9	49.2	61.6	58.0	42.3	39.0	58.2	44.8	40.5	40.0	47.1					
Cumulative (2040)		0	15	2,640	70	75	0	0	1.8%	0.7%	63.1	####	335	253	42	16	2	1	4	1	76.8	82.5	85.8	-1.8	63.4	52.3	51.6	64.0	60.4	44.8	41.4	60.6	47.2	42.9	42.4	49.5					
Cumulative plus Project		0	15	2,640	70	75	0	0	1.8%	0.7%	63.1	####	335	253	42	16	2	1	4	1	76.8	82.5	85.8	-1.8	63.4	52.3	51.6	64.0	60.4	44.8	41.4	60.6	47.2	42.9	42.4	49.5					
		0	15	0	70	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	76.8	82.5	85.8	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####		
		0	15	0	70	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	76.8	82.5	85.8	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####		
		0	15	0	70	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	76.8	82.5	85.8	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	
<b>I-10 EB Ramps w/o Bob</b>																																									
Existing (2018)		3	15	4,328	70	75	0	0	1.8%	0.7%	65.4	####	550	415	68	27	4	1	6	2	76.8	82.5	85.8	-1.7	65.7	54.6	53.9	66.3	62.7	47.0	43.7	62.9	49.5	45.2	44.7	51.8					
Existing plus Project		3	15	6,056	70	75	0	0	1.8%	0.7%	66.9	####	769	581	95	38	6	1	8	3	76.8	82.5	85.8	-1.7	67.2	56.1	55.4	67.7	64.2	48.5	45.2	64.3	51.0	46.6	46.1	53.3					
Cumulative (2040)		3	15	8,880	70	75	0	0	1.8%	0.7%	68.5	####	####	852	140	55	8	2	12	5	76.8	82.5	85.8	-1.7	68.8	57.8	57.0	69.4	65.8	50.2	46.9	66.0	52.6	48.3	47.8	54.9					
Cumulative plus Project		3	15	9,960	70	75	0	0	1.8%	0.7%	69.0	####	####	956	157	62	9	2	13	6	76.8	82.5	85.8	-1.7	69.3	58.3	57.5	69.9	66.3	50.7	47.4	66.5	53.1	48.8	48.3	55.4					
		3	15	0	70	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	76.8	82.5	85.8	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	
		3	15	0	70	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	76.8	82.5	85.8	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	
		3	15	0	70	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	76.8	82.5	85.8	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 3  
 Rattler Road & Ramon Road

Ramon Road

Eastbound			
	left	through	right
Existing (2018)	46	992	
Existing plus Pro	63	994	
Cumulative (204	100	1,495	
Cumulative plus	117	1,497	

Rattler Road			
Southbound			
	right	through	left
Existing (2018)	42		73
Existing plus Pro	53		114
Cumulative (204	150		180
Cumulative plus	164		220

Westbound			
	right	through	left
Existing (2018)	77	1,125	
Existing plus Pro	102	1,125	
Cumulative (204	130	1,610	
Cumulative plus	155	1,610	

Northbound			
	left	through	right
Existing (2018)			
Existing plus Project			
Cumulative (2040)			
Cumulative plus Project			

N  
W     E  
S

Road	Rattler Road		Ramon Road	
	North of	South of	East of	West of
Leg	Ramon Road		Rattler Road	
Existing (2018)	1,904.0	0.0	18,136.0	17,640.0
Existing plus Pro	2,656.0	0.0	18,680.0	17,880.0
Cumulative (204	4,480.0	0.0	27,320.0	26,840.0
Cumulative plus	5,248.0	0.0	27,856.0	27,104.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

ADT

**NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes**

ROADWAY NAME Segment	Land Use	Median Lanes	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor (ft)	Alpha Factor (1)	Barrier Attn. (dB(A))	Vehicle Mix		dB(A) CNEL	Traffic Volumes								Ref. Energy Level				Dist Ld				Le				Ln																
								Medium Trucks	Heavy Trucks		Day	Eve	Night	MTd	HTd	MTe	HTe	MTn	HTn	A	MT	HT	Adj	A	MT	HT	Total	A	MT	HT	Total	A	MT	HT	Total												
<b>Rattler Road n/o Ramon</b>																																															
Existing (2018)		3	0	1,904	45	75	0	0	1.8%	0.7%	56.9	####	242	183	30	12	2	0	3	1	69.3	77.6	82.1	-1.8	56.5	48.0	48.5	57.6	53.5	40.4	38.3	53.9	40.3	38.5	39.2	44.2											
Existing plus Project		3	0	2,656	45	75	0	0	1.8%	0.7%	58.3	####	337	255	42	17	2	1	4	1	69.3	77.6	82.1	-1.8	58.0	49.4	49.9	59.1	55.0	41.8	39.8	55.3	41.8	40.0	40.7	45.6											
Cumulative (2040)		3	0	4,480	45	75	0	0	1.8%	0.7%	60.6	####	569	430	71	28	4	1	6	3	69.3	77.6	82.1	-1.8	60.2	51.7	52.2	61.4	57.2	44.1	42.0	57.6	44.1	42.2	43.0	47.9											
Cumulative plus Project		3	0	5,248	45	75	0	0	1.8%	0.7%	61.3	####	666	504	83	33	5	1	7	3	69.3	77.6	82.1	-1.8	60.9	52.4	52.9	62.0	57.9	44.8	42.7	58.3	44.7	42.9	43.6	48.6											
		3	0	0	45	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	69.3	77.6	82.1	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####										
		3	0	0	45	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	69.3	77.6	82.1	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####	####									
		3	0	0	45	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	69.3	77.6	82.1	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####	####									
<b>Rattler Road s/o Ramon</b>																																															
Existing (2018)		0	5	0	45	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	69.3	77.6	82.1	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####										
Existing plus Project		0	5	0	45	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	69.3	77.6	82.1	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####	####									
Cumulative (2040)		0	5	0	45	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	69.3	77.6	82.1	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####								
Cumulative plus Project		0	5	0	45	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	69.3	77.6	82.1	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####								
		0	5	0	45	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	69.3	77.6	82.1	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####	####									
		0	5	0	45	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	69.3	77.6	82.1	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####	####									
		0	5	0	45	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	69.3	77.6	82.1	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####	####									
<b>Ramon Road e/o Rattler</b>																																															
Existing (2018)		4	5	18,136	55	75	0	0	1.8%	0.7%	68.9	####	####	####	285	113	16	4	25	10	72.7	79.9	83.8	-1.7	68.9	59.2	59.2	69.8	65.9	51.7	49.0	66.2	52.7	49.8	49.9	55.8											
Existing plus Project		4	5	18,680	55	75	0	0	1.8%	0.7%	69.1	####	####	####	294	117	17	4	25	11	72.7	79.9	83.8	-1.7	69.1	59.4	59.3	69.9	66.1	51.8	49.1	66.3	52.9	49.9	50.1	56.0											
Cumulative (2040)		4	5	27,320	55	75	0	0	1.8%	0.7%	70.7	####	####	####	430	170	25	5	37	15	72.7	79.9	83.8	-1.7	70.7	61.0	61.0	71.5	67.7	53.4	50.8	68.0	54.5	51.6	51.7	57.6											
Cumulative plus Project		4	5	27,856	55	75	0	0	1.8%	0.7%	70.8	####	####	####	438	174	25	6	38	16	72.7	79.9	83.8	-1.7	70.8	61.1	61.0	71.6	67.8	53.5	50.9	68.0	54.6	51.6	51.8	57.7											
		4	5	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####	####									
		4	5	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####	####									
		4	5	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####	####									
<b>Ramon Road w/o Rattler</b>																																															
Existing (2018)		5	5	17,640	55	75	0	0	1.8%	0.7%	68.9	####	####	####	278	110	16	4	24	10	72.7	79.9	83.8	-1.5	68.9	59.2	59.2	69.8	65.9	51.7	49.0	66.2	52.7	49.8	49.9	55.8											
Existing plus Project		5	5	17,880	55	75	0	0	1.8%	0.7%	69.0	####	####	####	281	112	16	4	24	10	72.7	79.9	83.8	-1.5	69.0	59.3	59.2	69.8	66.0	51.7	49.1	66.2	52.8	49.8	50.0	55.9											
Cumulative (2040)		5	5	26,840	55	75	0	0	1.8%	0.7%	70.7	####	####	####	422	167	24	5	36	15	72.7	79.9	83.8	-1.5	70.7	61.1	61.0	71.6	67.8	53.5	50.8	68.0	54.6	51.6	51.8	57.6											
Cumulative plus Project		5	5	27,104	55	75	0	0	1.8%	0.7%	70.8	####	####	####	427	169	25	5	37	15	72.7	79.9	83.8	-1.5	70.8	61.1	61.0	71.6	67.8	53.5	50.9	68.1	54.6	51.7	51.8	57.7											
		5	5	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.5	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####								
		5	5	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.5	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####								
		5	5	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.5	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####								

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

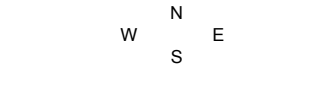
**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 4  
 Bob Hope Drive & Ramon Road

Ramon Road

Eastbound			
	left	through	right
Existing (2018)	55	738	208
Existing plus Pro	55	738	251
Cumulative (204	240	950	475
Cumulative plus	240	950	517

Bob Hope Drive			
Southbound			
	right	through	left
Existing (2018)	533	397	60
Existing plus Pro	533	612	60
Cumulative (204	590	1,400	135
Cumulative plus	590	1,535	135



Northbound			
	left	through	right
Existing (2018)	285	563	241
Existing plus Pro	310	691	241
Cumulative (204	520	880	490
Cumulative plus	545	1,008	490

Westbound			
	right	through	left
Existing (2018)	20	338	82
Existing plus Pro	20	338	82
Cumulative (204	50	630	120
Cumulative plus	50	630	120

Road	ADT		ADT	
	Bob Hope Drive		Ramon Road	
Leg	North of	South of	East of	West of
Cross Street	Ramon Road		Bob Hope Drive	
Existing (2018)	13,024.0	14,208.0	11,832.0	17,256.0
Existing plus Pro	15,768.0	17,496.0	11,832.0	17,800.0
Cumulative (204	26,360.0	31,080.0	19,000.0	27,240.0
Cumulative plus	28,464.0	33,720.0	19,000.0	27,776.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

**NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes**

ROADWAY NAME Segment	Land Use	Median Lanes	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor (ft)	Alpha Factor	Barrier Attn. (dB(A))	Vehicle Mix		dB(A) CNEL	Traffic Volumes								Ref. Energy Levels Dist																		
								Medium Trucks	Heavy Trucks		Day	Eve	Night	MTd	HTd	MTe	HTe	MTn	HTn	A	MT	HT	Adj	A	MT	HT	Total	A	MT	HT	Total	A	MT	HT	Total		
<b>Bob Hope Drive n/o Ramon</b>											###	###	###	205	81	12	3	18	7	71.1	78.8	83.0	-1.2	66.7	57.6	57.8	67.7	63.8	50.0	47.7	64.0	50.6	48.2	48.6	54.0		
Existing (2018)											###	###	###	248	98	14	3	21	9	71.1	78.8	83.0	-1.2	67.6	58.4	58.6	68.5	64.6	50.9	48.5	64.9	51.4	49.0	49.4	54.8		
Existing plus Project											###	###	###	415	164	24	5	36	15	71.1	78.8	83.0	-1.2	69.8	60.7	60.9	70.8	66.8	53.1	50.7	67.1	53.6	51.2	51.6	57.1		
Cumulative (2040)											###	###	###	448	178	26	6	39	16	71.1	78.8	83.0	-1.2	70.1	61.0	61.2	71.1	67.2	53.4	51.0	67.4	54.0	51.6	52.0	57.4		
Cumulative plus Project											#NUM!	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	###	###	###	###	###	###	###	###	###	###	###	###	###	###
											#NUM!	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	###	###	###	###	###	###	###	###	###	###	###	###	###	
											#NUM!	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	###	###	###	###	###	###	###	###	###	###	###	###	###	###
<b>Bob Hope Drive s/o Ramon</b>											###	###	###	224	89	13	3	19	8	71.1	78.8	83.0	-1.2	67.1	58.0	58.2	68.1	64.1	50.4	48.0	64.4	51.0	48.5	49.0	54.4		
Existing (2018)											###	###	###	275	109	16	3	24	10	71.1	78.8	83.0	-1.2	68.0	58.9	59.1	69.0	65.1	51.3	48.9	65.3	51.9	49.4	49.9	55.3		
Existing plus Project											###	###	###	489	194	28	6	42	18	71.1	78.8	83.0	-1.2	70.5	61.4	61.6	71.5	67.5	53.8	51.4	67.8	54.4	51.9	52.4	57.8		
Cumulative (2040)											###	###	###	531	210	31	7	46	19	71.1	78.8	83.0	-1.2	70.9	61.7	62.0	71.8	67.9	54.2	51.8	68.2	54.7	52.3	52.7	58.1		
Cumulative plus Project											#NUM!	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	###	###	###	###	###	###	###	###	###	###	###	###	###	###
											#NUM!	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	###	###	###	###	###	###	###	###	###	###	###	###	###	###
											#NUM!	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	###	###	###	###	###	###	###	###	###	###	###	###	###	###
<b>Ramon Road e/o Bob Hope</b>											###	###	###	186	74	11	2	16	7	72.7	79.9	83.8	-1.4	67.3	57.6	57.6	68.2	64.3	50.1	47.4	64.6	51.1	48.2	48.3	54.2		
Existing (2018)											###	###	###	186	74	11	2	16	7	72.7	79.9	83.8	-1.4	67.3	57.6	57.6	68.2	64.3	50.1	47.4	64.6	51.1	48.2	48.3	54.2		
Existing plus Project											###	###	###	299	119	17	4	26	11	72.7	79.9	83.8	-1.4	69.4	59.7	59.6	70.2	66.4	52.1	49.5	66.6	53.2	50.2	50.4	56.3		
Cumulative (2040)											###	###	###	299	119	17	4	26	11	72.7	79.9	83.8	-1.4	69.4	59.7	59.6	70.2	66.4	52.1	49.5	66.6	53.2	50.2	50.4	56.3		
Cumulative plus Project											#NUM!	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###
											#NUM!	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###
											#NUM!	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###
<b>Ramon Road w/o Bob Hope</b>											###	###	###	272	108	16	3	23	10	72.7	79.9	83.8	-1.4	69.0	59.3	59.2	69.8	66.0	51.7	49.1	66.2	52.8	49.8	50.0	55.9		
Existing (2018)											###	###	###	280	111	16	4	24	10	72.7	79.9	83.8	-1.4	69.1	59.4	59.4	69.9	66.1	51.8	49.2	66.4	52.9	50.0	50.1	56.0		
Existing plus Project											###	###	###	429	170	25	5	37	15	72.7	79.9	83.8	-1.4	70.9	61.3	61.2	71.8	68.0	53.7	51.0	68.2	54.8	51.8	52.0	57.8		
Cumulative (2040)											###	###	###	437	173	25	6	38	16	72.7	79.9	83.8	-1.4	71.0	61.3	61.3	71.9	68.0	53.8	51.1	68.3	54.9	51.9	52.0	57.9		
Cumulative plus Project											#NUM!	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###
											#NUM!	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###
											#NUM!	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 5  
 Bob Hope Drive & Dinah Shore Drive

**Dinah Shore Drive**

Eastbound			
	left	through	right
Existing (2018)	69	560	152
Existing plus Pro	69	560	157
Cumulative (204	140	900	266
Cumulative plus	140	900	271

**Bob Hope Drive**

Southbound

	right	through	left
Existing (2018)	67	440	136
Existing plus Pro	67	673	178
Cumulative (204	300	670	520
Cumulative plus	300	835	548

Westbound

	right	through	left
Existing (2018)	197	614	111
Existing plus Pro	252	614	137
Cumulative (204	570	930	150
Cumulative plus	625	930	166

Northbound

	left	through	right
Existing (2018)	235	682	182
Existing plus Pro	237	794	197
Cumulative (204	420	730	250
Cumulative plus	422	841	265

N  
 W                      E  
                           S

ADT

Road	Bob Hope Drive		Dinah Shore Drive	
	North of	South of	East of	West of
Leg				
Cross Street	Dinah Shore Drive		Bob Hope Drive	
Existing (2018)	12,728.0	14,416.0	14,400.0	13,576.0
Existing plus Pro	16,264.0	17,560.0	15,504.0	13,632.0
Cumulative (204	23,440.0	19,888.0	26,560.0	23,648.0
Cumulative plus	26,312.0	22,400.0	27,472.0	23,704.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

**NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes**

ROADWAY NAME Segment	Land Use	Median Lanes	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor (ft)	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix		dB(A) CNEL	Traffic Volumes								Ref. Energy Level & Dist																	
								Medium Trucks	Heavy Trucks		Day	Even	Night	MTd	HTd	MTe	HTE	MTn	HTn	A	MT	HT	Adj	A	MT	HT	Total	A	MT	HT	Total	A	MT	HT	Total	
<b>Bob Hope Drive n/o Dinah</b>																																				
Existing (2018)		5	12,728	50	75	0	0	1.8%	0.7%	66.6	###	###	###	200	79	12	3	17	7	71.1	78.8	83.0	-1.4	66.4	57.3	57.5	67.4	63.5	49.7	47.3	63.7	50.3	47.9	48.3	53.7	
Existing plus Project		5	16,264	50	75	0	0	1.8%	0.7%	67.7	###	###	###	256	101	15	3	22	9	71.1	78.8	83.0	-1.4	67.5	58.4	58.6	68.5	64.5	50.8	48.4	64.8	51.3	48.9	49.3	54.8	
Cumulative (2040)		5	23,440	50	75	0	0	1.8%	0.7%	69.3	###	###	###	369	146	21	5	32	13	71.1	78.8	83.0	-1.4	69.1	60.0	60.2	70.1	66.1	52.4	50.0	66.4	52.9	50.5	50.9	56.4	
Cumulative plus Project		5	26,312	50	75	0	0	1.8%	0.7%	69.8	###	###	###	414	164	24	5	36	15	71.1	78.8	83.0	-1.4	69.6	60.5	60.7	70.6	66.6	52.9	50.5	66.9	53.4	51.0	51.4	56.9	
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###
		5	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###
<b>Bob Hope Drive s/o Dinah</b>																																				
Existing (2018)		6	14,416	50	75	0	0	1.8%	0.7%	67.3	###	###	###	227	90	13	3	20	8	71.1	78.8	83.0	-1.2	67.2	58.1	58.3	68.2	64.2	50.5	48.1	64.5	51.0	48.6	49.0	54.4	
Existing plus Project		6	17,560	50	75	0	0	1.8%	0.7%	68.2	###	###	###	276	110	16	3	24	10	71.1	78.8	83.0	-1.2	68.0	58.9	59.1	69.0	65.1	51.3	49.0	65.3	51.9	49.5	49.9	55.3	
Cumulative (2040)		6	19,888	50	75	0	0	1.8%	0.7%	68.7	###	###	###	313	124	18	4	27	11	71.1	78.8	83.0	-1.2	68.6	59.5	59.7	69.6	65.6	51.9	49.5	65.9	52.4	50.4	50.4	55.8	
Cumulative plus Project		6	22,400	50	75	0	0	1.8%	0.7%	69.3	###	###	###	353	140	20	4	30	13	71.1	78.8	83.0	-1.2	69.1	60.0	60.2	70.1	66.1	52.4	50.0	66.4	52.9	50.5	50.9	56.4	
		6	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	###	###	###	###	###	###	###	###	###	###	###	###	###
		6	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	###	###	###	###	###	###	###	###	###	###	###	###	###
		6	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	###	###	###	###	###	###	###	###	###	###	###	###	###
<b>Dinah Shore Drive e/o Bob</b>																																				
Existing (2018)		4	14,400	50	75	0	0	1.8%	0.7%	67.0	###	###	###	227	90	13	3	19	8	71.1	78.8	83.0	-1.6	66.8	57.7	57.9	67.8	63.8	50.1	47.7	64.1	50.7	48.2	48.7	54.1	
Existing plus Project		4	15,504	50	75	0	0	1.8%	0.7%	67.3	###	###	###	244	97	14	3	21	9	71.1	78.8	83.0	-1.6	67.1	58.0	58.2	68.1	64.2	50.4	48.1	64.4	51.0	48.6	49.0	54.4	
Cumulative (2040)		4	26,560	50	75	0	0	1.8%	0.7%	69.6	###	###	###	418	166	24	5	36	15	71.1	78.8	83.0	-1.6	69.5	60.3	60.6	70.5	66.5	52.8	50.4	66.8	53.3	50.9	51.3	56.7	
Cumulative plus Project		4	27,472	50	75	0	0	1.8%	0.7%	69.8	###	###	###	432	171	25	5	37	15	71.1	78.8	83.0	-1.6	69.6	60.5	60.7	70.6	66.7	52.9	50.5	66.9	53.5	51.0	51.5	56.9	
		4	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	###	###	###	###	###	###	###	###	###	###	###	###	###
		4	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	###	###	###	###	###	###	###	###	###	###	###	###	###
		4	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	###	###	###	###	###	###	###	###	###	###	###	###	###
<b>Dinah Shore Drive w/o Bob</b>																																				
Existing (2018)		4	13,576	50	75	0	0	1.8%	0.7%	66.7	###	###	###	214	85	12	3	18	8	71.1	78.8	83.0	-1.6	66.6	57.4	57.6	67.5	63.6	49.8	47.5	63.9	50.4	48.0	48.4	53.8	
Existing plus Project		4	13,632	50	75	0	0	1.8%	0.7%	66.7	###	###	###	215	85	12	3	18	8	71.1	78.8	83.0	-1.6	66.6	57.5	57.7	67.6	63.6	49.9	47.5	63.9	50.4	48.0	48.4	53.8	
Cumulative (2040)		4	23,648	50	75	0	0	1.8%	0.7%	69.1	###	###	###	372	147	21	5	32	13	71.1	78.8	83.0	-1.6	69.0	59.8	60.1	69.9	66.0	52.3	49.9	66.3	52.8	50.4	50.8	56.2	
Cumulative plus Project		4	23,704	50	75	0	0	1.8%	0.7%	69.1	###	###	###	373	148	22	5	32	13	71.1	78.8	83.0	-1.6	69.0	59.9	60.1	70.0	66.0	52.3	49.9	66.3	52.8	50.4	50.8	56.3	
		4	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	###	###	###	###	###	###	###	###	###	###	###	###	###
		4	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	###	###	###	###	###	###	###	###	###	###	###	###	###
		4	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	###	###	###	###	###	###	###	###	###	###	###	###	###

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 6  
 Monterey Avenue & Varner Road

**Monterey Avenue**

Southbound

	right	through	left
Existing (2018)	13	430	34
Existing plus Pro	13	451	34
Cumulative (204	20	570	110
Cumulative plus	20	591	110

Westbound

	right	through	left
Existing (2018)	172	192	491
Existing plus Pro	172	192	566
Cumulative (204	400	630	550
Cumulative plus	400	630	594

Northbound

	left	through	right
Existing (2018)	238	423	82
Existing plus Pro	238	440	250
Cumulative (204	680	880	230
Cumulative plus	680	897	398

Eastbound

	left	through	right
Existing (2018)	33	78	213
Existing plus Pro	33	78	213
Cumulative (204	50	110	330
Cumulative plus	50	110	330

Varner Road

W N E  
S

ADT

Road	Monterey Avenue		Varner Road	
	North of	South of	East of	West of
Leg	Varner Road		Monterey Avenue	
Existing (2018)	8,840.0	15,016.0	8,392.0	6,136.0
Existing plus Pro	9,144.0	17,264.0	10,336.0	6,136.0
Cumulative (204	16,240.0	25,920.0	16,240.0	14,560.0
Cumulative plus	16,544.0	27,920.0	17,936.0	14,560.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

- Existing (2018)
- Existing plus Project
- Cumulative (2040)
- Cumulative plus Project





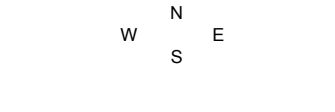
**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 7  
 I-10 WB Ramps & Varner Road

Varner Road

Eastbound			
	left	through	right
Existing (2018)		194	
Existing plus Project		193	
Cumulative (2040)		450	
Cumulative plus Project		450	

I-10 WB Ramps			
Southbound			
	right	through	left
Existing (2018)			
Existing plus Project			
Cumulative (2040)			
Cumulative plus Project			



Northbound			
	left	through	right
Existing (2018)	610		7
Existing plus Project	685		7
Cumulative (2040)	1,020		60
Cumulative plus Project	1,064		60

Westbound			
	right	through	left
Existing (2018)		245	
Existing plus Project		245	
Cumulative (2040)		560	
Cumulative plus Project		560	

Road	ADT		ADT	
	I-10 WB Ramps		Varner Road	
Leg	North of	South of	East of	West of
Cross Street	Varner Road		I-10 WB Ramps	
Existing (2018)	0.0	4,936.0	3,568.0	8,392.0
Existing plus Project	0.0	5,536.0	3,560.0	8,984.0
Cumulative (2040)	0.0	8,640.0	8,560.0	16,240.0
Cumulative plus Project	0.0	8,992.0	8,560.0	16,592.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0



**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 8  
 Monterey Avenue & I-10 EB Ramps

**Monterey Avenue**

Southbound

	right	through	left
Existing (2018)		1,182	168
Existing plus Project		1,012	168
Cumulative (2040)		1,230	205
Cumulative plus Project		1,295	205

Westbound

	right	through	left
Existing (2018)			
Existing plus Project			
Cumulative (2040)			
Cumulative plus Project			

Northbound

	left	through	right
Existing (2018)		1,432	639
Existing plus Project		1,617	677
Cumulative (2040)		1,730	1,150
Cumulative plus Project		1,915	1,172

Eastbound

	left	through	right
Existing (2018)	44	4	776
Existing plus Project	44	4	943
Cumulative (2040)	60		1,050
Cumulative plus Project	60		1,142

W N E  
 S

ADT

Road Leg	Monterey Avenue		I-10 EB Ramps	
	North of	South of	East of	West of
Cross Street	I-10 EB Ramps		Monterey Avenue	
Existing (2018)	22,608.0	32,232.0	6,488.0	6,592.0
Existing plus Project	22,728.0	33,992.0	6,792.0	7,928.0
Cumulative (2040)	25,800.0	41,280.0	10,840.0	8,880.0
Cumulative plus Project	27,800.0	44,192.0	11,016.0	9,616.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

I-10 EB Ramps



**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 9  
 Monterey Avenue & Dinah Shore Drive

**Monterey Avenue**

Southbound

	right	through	left
Existing (2018)	423	947	322
Existing plus Pro	447	1,186	322
Cumulative (204	720	1,095	470
Cumulative plus	733	1,329	470

Westbound

	right	through	left
Existing (2018)	479	351	49
Existing plus Pro	479	351	49
Cumulative (204	770	590	100
Cumulative plus	770	590	100

Northbound

	left	through	right
Existing (2018)	379	1,056	23
Existing plus Pro	445	1,265	23
Cumulative (204	450	1,330	50
Cumulative plus	516	1,522	50

Eastbound

	left	through	right
Existing (2018)	521	327	355
Existing plus Pro	535	327	411
Cumulative (204	780	540	470
Cumulative plus	794	540	512

Dinah Shore Drive

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ADT

Road	Monterey Avenue		Dinah Shore Drive	
	North of	South of	East of	West of
Leg	Dinah Shore Drive		Monterey Avenue	
Existing (2018)	29,984.0	22,472.0	12,408.0	18,848.0
Existing plus Pro	33,872.0	27,032.0	12,408.0	20,128.0
Cumulative (204	41,320.0	27,960.0	20,160.0	28,400.0
Cumulative plus	44,944.0	32,232.0	20,160.0	29,480.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0



**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 10  
 Portola Road & I-10 WB Ramps

I-10 WB Ramps

Eastbound			
	left	through	right
Existing (2018)			
Existing plus Project			
Cumulative (2040)			
Cumulative plus Project			

Portola Road			
Southbound			
	right	through	left
Existing (2018)			
Existing plus Project			
Cumulative (2040)	130	310	
Cumulative plus Project	130	310	

Northbound			
	left	through	right
Existing (2018)			
Existing plus Project			
Cumulative (2040)		510	680
Cumulative plus Project		510	680

Westbound			
	right	through	left
Existing (2018)			
Existing plus Project			
Cumulative (2040)	100		460
Cumulative plus Project	100		531

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ADT				
Road	0		0	
Leg	North of	South of	East of	West of
Cross Street	0		0	
Existing (2018)	0.0	0.0	0.0	0.0
Existing plus Project	0.0	0.0	0.0	0.0
Cumulative (2040)	8,400.0	15,680.0	3,680.0	1,040.0
Cumulative plus Project	8,400.0	16,248.0	4,248.0	1,040.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0





**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 11  
 Portola Road & I-10 EB Ramps

**I-10 EB Ramps**

Eastbound			
	left	through	right
Existing (2018)			
Existing plus Project			
Cumulative (2040)	120		320
Cumulative plus Project	120		475

**Portola Road**

Southbound

	right	through	left
Existing (2018)			
Existing plus Project			
Cumulative (2040)	650	120	
Cumulative plus Project	721	120	

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Northbound

	left	through	right
Existing (2018)			
Existing plus Project			
Cumulative (2040)	1,020	540	
Cumulative plus Project	1,020	596	

Westbound

	right	through	left
Existing (2018)			
Existing plus Project			
Cumulative (2040)			
Cumulative plus Project			

ADT

Road Leg	Portola Road		I-10 EB Ramps	
	North of	South of	East of	West of
Cross Street	I-10 EB Ramps		Portola Road	
Existing (2018)	0.0	0.0	0.0	0.0
Existing plus Project	0.0	0.0	0.0	0.0
Cumulative (2040)	15,280.0	20,240.0	5,280.0	3,520.0
Cumulative plus Project	15,848.0	22,496.0	5,728.0	4,760.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes

Table with columns: ROADWAY NAME, Land Use, Median Lanes, Median Width, ADT Volume, Design Speed, Dist. from Center to Receptor, Alpha Factor, Barrier Attn., Vehicle Mix (Medium Trucks, Heavy Trucks), dB(A) CNEL, Traffic Volumes (Day, Eve, Night, MTd, HTd, MTe, HTe, MTn, HTn), Ref. Energy Levels (A, MT, HT, Adj, A, MT, HT, Total), Dist, Ld, Le, Ln. Includes sections for Portola Road n/o I-10 EB, Portola Road s/o I-10 EB, I-10 EB Ramps e/o Portola, and I-10 EB Ramps w/o Portola.

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Table: Assumed 24-Hour Traffic Distribution: Total ADT Volumes (77.70% Day, 12.70% Evening, 9.60% Night), Medium-Duty Trucks (87.43% Day, 5.05% Evening, 7.52% Night), Heavy-Duty Trucks (89.10% Day, 2.84% Evening, 8.06% Night).

**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 12  
 Portola Road & Dinah Shore Drive

Dinah Shore Drive

Eastbound

	left	through	right
Existing (2018)	10	100	320
Existing plus Prj	10	100	320
Cumulative (204	640	200	710
Cumulative plus	640	200	710

**Portola Road**

Southbound

	right	through	left
Existing (2018)			
Existing plus Project			
Cumulative (204	470	370	150
Cumulative plus	470	596	150

Northbound

	left	through	right
Existing (2018)	399		20
Existing plus Prj	399		20
Cumulative (204	500	920	20
Cumulative plus	500	976	20

Westbound

	right	through	left
Existing (2018)		80	25
Existing plus Project		80	25
Cumulative (2040)		230	30
Cumulative plus Project		230	30

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ADT

Road	Portola Road		Dinah Shore Drive	
	North of	South of	East of	West of
Leg				
Cross Street	Dinah Shore Drive		Portola Road	
Existing (2018)	80.0	6,112.0	1,800.0	7,272.0
Existing plus Pro	80.0	6,112.0	1,800.0	7,272.0
Cumulative (204	20,400.0	20,400.0	5,040.0	22,000.0
Cumulative plus	22,656.0	22,656.0	5,040.0	22,000.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0



**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 13  
 Date Palm Drive & Gerald Ford Drive

**Date Palm Drive**

Southbound

	right	through	left
Existing (2018)	45	413	111
Existing plus Pro	45	413	124
Cumulative (204	80	620	325
Cumulative plus	80	620	338

Westbound

	right	through	left
Existing (2018)	166	56	235
Existing plus Pro	177	56	258
Cumulative (204	440	90	405
Cumulative plus	451	90	428

Northbound

	left	through	right
Existing (2018)	31	606	251
Existing plus Pro	31	606	301
Cumulative (204	40	610	490
Cumulative plus	40	610	540

Eastbound

	left	through	right
Existing (2018)	52	39	27
Existing plus Pro	52	39	27
Cumulative (204	80	110	40
Cumulative plus	80	110	40

Gerald Ford Drive

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ADT

Road	Date Palm Drive		Gerald Ford Drive	
	North of	South of	East of	West of
Leg				
Cross Street	Gerald Ford Drive		Date Palm Drive	
Existing (2018)	11,144.0	12,504.0	6,864.0	2,000.0
Existing plus Pro	11,336.0	13,088.0	7,640.0	2,000.0
Cumulative (204	17,240.0	17,640.0	14,880.0	3,520.0
Cumulative plus	17,432.0	18,224.0	15,656.0	3,520.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0



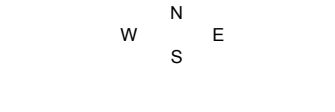
**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 14  
 Da Vall Drive & Gerald Ford Drive

Gerald Ford Drive

Eastbound			
	left	through	right
Existing (2018)	55	312	58
Existing plus Pro	55	424	63
Cumulative (204	60	710	160
Cumulative plus	60	822	165

Da Vall Drive			
Southbound			
	right	through	left
Existing (2018)	46	256	81
Existing plus Pro	46	267	105
Cumulative (204	140	415	110
Cumulative plus	140	425	136



Northbound			
	left	through	right
Existing (2018)	135	405	52
Existing plus Pro	150	421	52
Cumulative (204	170	655	100
Cumulative plus	185	670	100

Westbound			
	right	through	left
Existing (2018)	108	386	42
Existing plus Pro	129	447	42
Cumulative (204	190	780	90
Cumulative plus	212	841	90

Road	Da Vall Drive		Gerald Ford Drive	
	North of	South of	East of	West of
Leg	Gerald Ford Drive		Da Vall Drive	
Existing (2018)	7,608.0	7,584.0	7,848.0	7,936.0
Existing plus Pro	8,184.0	7,960.0	9,592.0	9,480.0
Cumulative (204	12,560.0	12,720.0	15,840.0	16,160.0
Cumulative plus	13,144.0	13,080.0	17,608.0	17,704.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0





**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 15  
 Bob Hope Drive & Gerald Ford Drive

Gerald Ford Drive

Eastbound

	left	through	right
Existing (2018)	171	373	104
Existing plus Pro	171	489	125
Cumulative (204	185	550	180
Cumulative plus	185	668	201

**Bob Hope Drive**  
 Southbound

	right	through	left
Existing (2018)	96	561	80
Existing plus Pro	96	633	272
Cumulative (204	105	790	190
Cumulative plus	105	832	334

Westbound

	right	through	left
Existing (2018)	71	403	68
Existing plus Pro	157	472	96
Cumulative (204	355	610	170
Cumulative plus	441	680	219

Northbound

	left	through	right
Existing (2018)	132	748	71
Existing plus Pro	145	791	93
Cumulative (204	350	840	130
Cumulative plus	363	883	152

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ADT

Road	Bob Hope Drive		Gerald Ford Drive	
	North of	South of	East of	West of
Leg	Gerald Ford Drive		Bob Hope Drive	
Existing (2018)	13,816.0	13,472.0	8,528.0	10,232.0
Existing plus Pro	16,960.0	15,064.0	12,632.0	11,984.0
Cumulative (204	19,720.0	19,680.0	16,040.0	15,840.0
Cumulative plus	22,240.0	21,200.0	19,952.0	17,616.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0



**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 16  
 Monterey Avenue & Gerald Ford Drive

**Monterey Avenue**

Southbound

	right	through	left
Existing (2018)	106	1,100	60
Existing plus Prd	160	1,373	60
Cumulative (204	110	1,370	190
Cumulative plus	147	1,551	190

Westbound

	right	through	left
Existing (2018)	85	290	115
Existing plus Prd	85	314	156
Cumulative (204	150	795	190
Cumulative plus	150	870	345

Northbound

	left	through	right
Existing (2018)	177	1,268	67
Existing plus Prd	306	1,448	84
Cumulative (204	210	1,510	80
Cumulative plus	340	1,679	108

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Eastbound

	left	through	right
Existing (2018)	133	293	136
Existing plus Prd	253	320	332
Cumulative (204	170	570	160
Cumulative plus	284	603	323

Gerald Ford Drive

ADT

Road Leg	Monterey Avenue		Gerald Ford Drive	
	North of	South of	East of	West of
Cross Street	Gerald Ford Drive		Monterey Avenue	
Existing (2018)	22,016.0	22,904.0	7,280.0	9,080.0
Existing plus Pro	27,032.0	29,592.0	8,152.0	13,480.0
Cumulative (204	28,000.0	28,160.0	15,800.0	16,120.0
Cumulative plus	32,008.0	34,768.0	18,128.0	20,536.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0



**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 17  
 Portola Road & Gerald Ford Drive

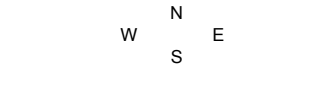
Gerald Ford Drive

Eastbound

	left	through	right
Existing (2018)	9	365	129
Existing plus Pro	9	409	129
Cumulative (204	150	640	140
Cumulative plus	185	666	140

**Portola Road**  
Southbound

	right	through	left
Existing (2018)	3	214	128
Existing plus Pro	3	214	128
Cumulative (204	195	635	280
Cumulative plus	388	668	280



Northbound

	left	through	right
Existing (2018)	128	325	36
Existing plus Pro	128	325	36
Cumulative (204	280	990	180
Cumulative plus	280	1,011	180

Westbound

	right	through	left
Existing (2018)	115	319	43
Existing plus Pro	115	384	43
Cumulative (204	340	655	50
Cumulative plus	340	692	50

ADT

Road	Portola Road		Gerald Ford Drive	
	North of	South of	East of	West of
Leg	Gerald Ford Drive		Portola Road	
Existing (2018)	6,352.0	7,000.0	8,048.0	7,624.0
Existing plus Pro	6,352.0	7,000.0	8,920.0	8,496.0
Cumulative (204	20,720.0	18,200.0	17,160.0	16,480.0
Cumulative plus	22,976.0	18,632.0	17,664.0	18,808.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0



**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 18  
 Cook Street & I-10 WB Ramps

I-10 WB Ramps

Eastbound		left	through	right
Existing (2018)				
Existing plus Project				
Cumulative (2040)				
Cumulative plus Project				

**Cook Street**

Southbound

	right	through	left
Existing (2018)	33	223	
Existing plus Pro	33	223	
Cumulative (2040)	50	420	
Cumulative plus	50	420	

Westbound

	right	through	left
Existing (2018)	41	2	474
Existing plus Pro	41	2	562
Cumulative (2040)	50		510
Cumulative plus	50		558

Northbound

	left	through	right
Existing (2018)		298	648
Existing plus Project		298	948
Cumulative (2040)		440	730
Cumulative plus Project		440	730

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ADT

Road Leg	Cook Street		I-10 WB Ramps	
	North of	South of	East of	West of
Cross Street	I-10 WB Ramps		Cook Street	
Existing (2018)	4,760.0	13,144.0	9,320.0	280.0
Existing plus Pro	4,760.0	16,248.0	12,424.0	280.0
Cumulative (2040)	7,680.0	16,800.0	10,320.0	400.0
Cumulative plus	7,680.0	17,184.0	10,704.0	400.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0





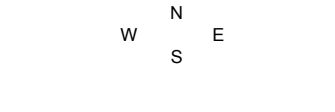
**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 19  
 Cook Street & I-10 EB Ramps

I-10 EB Ramps

Eastbound			
	left	through	right
Existing (2018)	51	1	602
Existing plus Prd	51	1	602
Cumulative (204	260		770
Cumulative plus	260		770

Cook Street			
Southbound			
	right	through	left
Existing (2018)		659	38
Existing plus Project		747	38
Cumulative (2040)		710	220
Cumulative plus Project		758	220



Northbound			
	left	through	right
Existing (2018)		895	703
Existing plus Project		895	791
Cumulative (2040)		910	740
Cumulative plus Project		910	788

Westbound			
	right	through	left
Existing (2018)			
Existing plus Project			
Cumulative (2040)			
Cumulative plus Project			

Road	Cook Street		I-10 EB Ramps	
	North of	South of	East of	West of
Leg	I-10 EB Ramps		Cook Street	
Existing (2018)	13,144.0	22,872.0	5,936.0	5,232.0
Existing plus Pro	13,848.0	24,280.0	6,640.0	5,232.0
Cumulative (204	16,800.0	25,040.0	7,680.0	8,240.0
Cumulative plus	17,184.0	25,808.0	8,064.0	8,240.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0



**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 20  
 Cook Street & Gerald Ford Drive

**Cook Street**

Southbound

	right	through	left
Existing (2018)	156	882	223
Existing plus Pro	216	910	223
Cumulative (204	320	940	230
Cumulative plus	352	956	230

Westbound

	right	through	left
Existing (2018)	152	195	88
Existing plus Pro	152	195	88
Cumulative (204	160	330	90
Cumulative plus	160	330	90

Northbound

	left	through	right
Existing (2018)	191	954	28
Existing plus Pro	196	1,001	28
Cumulative (204	400	960	30
Cumulative plus	405	986	30

Eastbound

	left	through	right
Existing (2018)	395	201	141
Existing plus Pro	436	201	144
Cumulative (204	530	280	290
Cumulative plus	552	280	293

Gerald Ford Drive

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ADT

Road	Cook Street		Gerald Ford Drive	
	North of	South of	East of	West of
Leg				
Cross Street	Gerald Ford Drive		Cook Street	
Existing (2018)	22,096.0	18,272.0	7,096.0	10,232.0
Existing plus Pro	23,504.0	18,936.0	7,096.0	11,104.0
Cumulative (204	25,120.0	21,680.0	8,960.0	17,200.0
Cumulative plus	25,888.0	22,080.0	8,960.0	17,696.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0



**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 21  
 SR-111 & Frank Sinatra Drive

Frank Sinatra Drive

Eastbound

	left	through	right
Existing (2018)	46	65	34
Existing plus Pro	46	65	34
Cumulative (204	80	180	65
Cumulative plus	80	180	65

**SR-111**

Southbound

	right	through	left
Existing (2018)	41	1,248	299
Existing plus Pro	41	1,248	336
Cumulative (204	50	1,540	410
Cumulative plus	50	1,540	447

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Northbound

	left	through	right
Existing (2018)	33	1,444	209
Existing plus Pro	33	1,444	209
Cumulative (204	40	1,740	290
Cumulative plus	40	1,740	290

Westbound

	right	through	left
Existing (2018)	313	39	150
Existing plus Pro	357	39	150
Cumulative (204	510	240	320
Cumulative plus	554	240	320

ADT

Road	SR-111		Frank Sinatra Drive	
	North of	South of	East of	West of
Leg				
Cross Street	Frank Sinatra Drive		SR-111	
Existing (2018)	27,128.0	24,944.0	8,600.0	2,064.0
Existing plus Pro	27,776.0	24,944.0	9,248.0	2,064.0
Cumulative (204	34,640.0	31,960.0	15,600.0	5,240.0
Cumulative plus	35,288.0	31,960.0	16,248.0	5,240.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0



**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 22  
 Morningside Drive & Frank Sinatra Drive

**Morningside Drive**

Southbound

	right	through	left
Existing (2018)	10	27	17
Existing plus Pro	10	27	17
Cumulative (204	10	30	20
Cumulative plus	10	30	20

Westbound

	right	through	left
Existing (2018)	36	549	49
Existing plus Pro	36	624	49
Cumulative (204	60	880	80
Cumulative plus	60	955	80

Northbound

	left	through	right
Existing (2018)	174	39	38
Existing plus Pro	174	39	38
Cumulative (204	215	40	140
Cumulative plus	215	40	140

Eastbound

	left	through	right
Existing (2018)	18	454	126
Existing plus Pro	18	506	126
Cumulative (204	20	520	340
Cumulative plus	20	572	340

W N E  
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ADT

Road	Morningside Drive		Frank Sinatra Drive	
	North of	South of	East of	West of
Leg				
Cross Street	Frank Sinatra Drive		Morningside Drive	
Existing (2018)	1,176.0	3,624.0	9,144.0	10,648.0
Existing plus Pro	1,176.0	3,624.0	10,160.0	11,664.0
Cumulative (204	1,440.0	6,760.0	13,600.0	15,880.0
Cumulative plus	1,440.0	6,760.0	14,616.0	16,896.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

Frank Sinatra Drive





**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 23  
 Bob Hope Drive & Frank Sinatra Drive

**Bob Hope Drive**

Southbound

	right	through	left
Existing (2018)	95	620	101
Existing plus Pro	98	637	130
Cumulative (204	170	710	220
Cumulative plus	173	727	240

Westbound

	right	through	left
Existing (2018)	76	371	60
Existing plus Pro	102	443	82
Cumulative (204	210	580	120
Cumulative plus	236	652	142

Northbound

	left	through	right
Existing (2018)	187	848	175
Existing plus Pro	187	870	203
Cumulative (204	270	880	250
Cumulative plus	270	902	278

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Eastbound

	left	through	right
Existing (2018)	67	365	85
Existing plus Pro	72	412	85
Cumulative (204	145	460	135
Cumulative plus	150	507	135

Frank Sinatra Drive

ADT

Road	Bob Hope Drive		Frank Sinatra Drive	
	North of	South of	East of	West of
Leg				
Cross Street	Frank Sinatra Drive		Bob Hope Drive	
Existing (2018)	14,456.0	15,800.0	9,184.0	9,360.0
Existing plus Pro	15,272.0	16,512.0	10,976.0	10,376.0
Cumulative (204	18,680.0	18,920.0	14,720.0	14,080.0
Cumulative plus	19,424.0	19,632.0	16,440.0	15,096.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0



**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 24  
 Monterey Avenue & Frank Sinatra Drive

Frank Sinatra Drive

Eastbound

	left	through	right
Existing (2018)	104	480	118
Existing plus Pro	178	489	127
Cumulative (204	110	640	180
Cumulative plus	182	651	188

**Monterey Avenue**

Southbound

	right	through	left
Existing (2018)	61	1,217	101
Existing plus Pro	175	1,313	161
Cumulative (204	150	1,490	360
Cumulative plus	250	1,585	418

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Northbound

	left	through	right
Existing (2018)	101	1,317	111
Existing plus Pro	116	1,433	111
Cumulative (204	120	1,480	220
Cumulative plus	135	1,596	220

Westbound

	right	through	left
Existing (2018)	80	320	96
Existing plus Pro	120	335	96
Cumulative (204	280	670	240
Cumulative plus	319	707	240

ADT

Road Leg	Monterey Avenue		Frank Sinatra Drive	
	North of	South of	East of	West of
Cross Street	Frank Sinatra Drive		Monterey Avenue	
Existing (2018)	23,040.0	23,680.0	9,504.0	9,472.0
Existing plus Pro	27,040.0	25,568.0	10,496.0	11,360.0
Cumulative (204	30,960.0	29,840.0	19,280.0	14,960.0
Cumulative plus	34,800.0	31,712.0	20,440.0	16,904.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0



Project Name: Section 31 Specific Plan Project																																																				
Weekday AM Peak Hour Volumes																																																				
Intersection:		25																																																		
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**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 26  
 Cook Street & Frank Sinatra Drive

Frank Sinatra Drive

Eastbound			
	left	through	right
Existing (2018)	226	275	156
Existing plus Pro	273	289	164
Cumulative (204	280	640	340
Cumulative plus	306	654	348

Cook Street			
Southbound			
	right	through	left
Existing (2018)	168	833	68
Existing plus Pro	196	833	71
Cumulative (204	170	990	90
Cumulative plus	186	990	93

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Northbound			
	left	through	right
Existing (2018)	184	934	70
Existing plus Pro	195	934	70
Cumulative (204	280	1,150	70
Cumulative plus	291	1,150	70

Westbound			
	right	through	left
Existing (2018)	51	155	52
Existing plus Pro	56	171	52
Cumulative (204	70	660	170
Cumulative plus	75	676	170

Road	Cook Street		Frank Sinatra Drive	
	North of	South of	East of	West of
Leg				
Cross Street	Frank Sinatra Drive		Cook Street	
Existing (2018)	18,240.0	17,832.0	5,368.0	9,312.0
Existing plus Pro	18,904.0	17,984.0	5,672.0	10,304.0
Cumulative (204	22,000.0	24,000.0	13,600.0	18,960.0
Cumulative plus	22,400.0	24,152.0	13,904.0	19,688.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

ADT



2  
 NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes

ROADWAY NAME Segment	Land Use	Median Lanes	ADT Volume	Design Dist. from		Barrier Attn.	Vehicle Mix		dB(A) CNEL	Traffic Volumes								Ref. Energy Levels Dist				Ld			Le			Ln										
				Speed (mph)	Center to Receptor		Alpha Factor (1)	Medium Trucks		Heavy Trucks	Day	Eve	Night	MTd	HTd	MTe	HTe	MTn	HTn	A	MT	HT	Adj	A	MT	HT	Total	A	MT	HT	Total	A	MT	HT	Total			
<b>Cook Street n/o Frank</b>										69.4	###	###	###	287	114	17	4	25	10	72.7	79.9	83.8	-1.2	69.4	59.7	59.7	70.2	66.4	52.1	49.5	66.7	53.2	50.3	50.4	56.3			
Existing (2018)		6	15	18,240	55	75	0	0	1.8%	0.7%	69.4	###	###	###	287	114	17	4	25	10	72.7	79.9	83.8	-1.2	69.4	59.7	59.7	70.2	66.4	52.1	49.5	66.7	53.2	50.3	50.4	56.3		
Existing plus Project		6	15	18,904	55	75	0	0	1.8%	0.7%	69.6	###	###	###	297	118	17	4	26	11	72.7	79.9	83.8	-1.2	69.6	59.9	59.8	70.4	66.6	52.3	49.7	66.8	53.4	50.4	50.6	56.5		
Cumulative (2040)		6	15	22,000	55	75	0	0	1.8%	0.7%	70.2	###	###	###	346	137	20	4	30	12	72.7	79.9	83.8	-1.2	70.2	60.5	60.5	71.1	67.2	53.0	50.3	67.5	54.0	51.1	51.2	57.1		
Cumulative plus Project		6	15	22,400	55	75	0	0	1.8%	0.7%	70.3	###	###	###	353	140	20	4	30	13	72.7	79.9	83.8	-1.2	70.3	60.6	60.6	71.1	67.3	53.0	50.4	67.6	54.1	51.2	51.3	57.2		
		6	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.2	###	###	###	###	###	###	###	###	###	###	###	###	###	
		6	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.2	###	###	###	###	###	###	###	###	###	###	###	###	###	
		6	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.2	###	###	###	###	###	###	###	###	###	###	###	###	###	###
<b>Cook Street s/o Frank</b>										69.0	###	###	###	281	111	16	4	24	10	72.7	79.9	83.8	-1.6	68.9	59.3	59.2	69.8	66.0	51.7	49.0	66.2	52.8	49.8	50.0	55.8			
Existing (2018)		4	15	17,832	55	75	0	0	1.8%	0.7%	69.0	###	###	###	281	111	16	4	24	10	72.7	79.9	83.8	-1.6	69.0	59.3	59.2	69.8	66.0	51.7	49.0	66.2	52.8	49.8	50.0	55.8		
Existing plus Project		4	15	17,984	55	75	0	0	1.8%	0.7%	69.0	###	###	###	283	112	16	4	24	10	72.7	79.9	83.8	-1.6	69.0	59.3	59.2	69.8	66.0	51.7	49.1	66.2	52.8	49.8	50.0	55.9		
Cumulative (2040)		4	15	24,000	55	75	0	0	1.8%	0.7%	70.2	###	###	###	378	150	22	5	32	14	72.7	79.9	83.8	-1.6	70.2	60.6	60.5	71.1	67.3	53.0	50.3	67.5	54.1	51.1	51.3	57.1		
Cumulative plus Project		4	15	24,152	55	75	0	0	1.8%	0.7%	70.3	###	###	###	380	151	22	5	33	14	72.7	79.9	83.8	-1.6	70.3	60.6	60.5	71.1	67.3	53.0	50.4	67.5	54.1	51.1	51.3	57.2		
		4	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.6	###	###	###	###	###	###	###	###	###	###	###	###	###	###
		4	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.6	###	###	###	###	###	###	###	###	###	###	###	###	###	###
		4	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.6	###	###	###	###	###	###	###	###	###	###	###	###	###	###
<b>Frank Sinatra Drive e/o Cook</b>										63.9	###	682	515	84	33	5	1	7	3	72.7	79.9	83.8	-1.4	63.9	54.2	54.1	64.7	60.9	46.6	44.0	61.2	47.7	44.8	44.9	50.8			
Existing (2018)		5	15	5,368	55	75	0	0	1.8%	0.7%	63.9	###	682	515	84	33	5	1	7	3	72.7	79.9	83.8	-1.4	63.9	54.2	54.1	64.7	60.9	46.6	44.0	61.2	47.7	44.8	44.9	50.8		
Existing plus Project		5	15	5,672	55	75	0	0	1.8%	0.7%	64.1	###	720	545	89	35	5	1	8	3	72.7	79.9	83.8	-1.4	64.1	54.4	54.4	65.0	61.1	46.9	44.2	61.4	48.0	45.0	45.2	51.0		
Cumulative (2040)		5	15	13,600	55	75	0	0	1.8%	0.7%	67.9	###	###	###	214	85	12	3	18	8	72.7	79.9	83.8	-1.4	67.9	58.2	58.2	68.8	64.9	50.7	48.0	65.2	51.8	48.8	48.9	54.8		
Cumulative plus Project		5	15	13,904	55	75	0	0	1.8%	0.7%	68.0	###	###	###	219	87	13	3	19	8	72.7	79.9	83.8	-1.4	68.0	58.3	58.3	68.9	65.0	50.8	48.1	65.3	51.8	48.9	49.0	54.9		
		5	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###
		5	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###
		5	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###
<b>Frank Sinatra Drive w/o</b>										66.3	###	###	894	147	58	8	2	13	5	72.7	79.9	83.8	-1.4	66.3	56.6	56.5	67.1	63.3	49.0	46.4	63.5	50.1	47.1	47.3	53.2			
Existing (2018)		5	15	9,312	55	75	0	0	1.8%	0.7%	66.3	###	###	894	147	58	8	2	13	5	72.7	79.9	83.8	-1.4	66.3	56.6	56.5	67.1	63.3	49.0	46.4	63.5	50.1	47.1	47.3	53.2		
Existing plus Project		5	15	10,304	55	75	0	0	1.8%	0.7%	66.7	###	###	989	162	64	9	2	14	6	72.7	79.9	83.8	-1.4	66.7	57.0	57.0	67.6	63.7	49.5	46.8	64.0	50.5	47.6	47.7	53.6		
Cumulative (2040)		5	15	18,960	55	75	0	0	1.8%	0.7%	69.4	###	###	###	298	118	17	4	26	11	72.7	79.9	83.8	-1.4	69.4	59.7	59.6	70.2	66.4	52.1	49.5	66.6	53.2	50.2	50.4	56.3		
Cumulative plus Project		5	15	19,688	55	75	0	0	1.8%	0.7%	69.5	###	###	###	310	123	18	4	27	11	72.7	79.9	83.8	-1.4	69.5	59.8	59.8	70.4	66.6	52.3	49.6	66.8	53.4	50.4	50.6	56.4		
		5	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###
		5	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###
		5	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 27  
 Bob Hope Drive & Country Club Drive

**Bob Hope Drive**

Southbound

	right	through	left
Existing (2018)	45	566	161
Existing plus Pro	45	583	169
Cumulative (204	80	620	310
Cumulative plus	80	637	318

Westbound

	right	through	left
Existing (2018)	179	331	206
Existing plus Pro	191	331	213
Cumulative (204	390	750	200
Cumulative plus	402	750	207

Northbound

	left	through	right
Existing (2018)	115	579	194
Existing plus Pro	115	596	197
Cumulative (204	230	850	200
Cumulative plus	230	867	203

Eastbound

	left	through	right
Existing (2018)	58	253	101
Existing plus Pro	58	253	101
Cumulative (204	120	610	160
Cumulative plus	120	610	160

W N E  
 S

ADT

Road	Bob Hope Drive		Country Club Drive	
	North of	South of	East of	West of
Leg				
Cross Street	Country Club Drive		Bob Hope Drive	
Existing (2018)	12,704.0	14,088.0	10,592.0	7,224.0
Existing plus Pro	13,136.0	14,440.0	10,832.0	7,224.0
Cumulative (204	18,960.0	18,080.0	19,680.0	15,600.0
Cumulative plus	19,392.0	18,432.0	19,920.0	15,600.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

Country Club Drive

**NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes**

ROADWAY NAME Segment	Land Use	Median Lanes	ADT Volume	Design Dist. from		Barrier Attn.	Vehicle Mix		dB(A) CNEL	Traffic Volumes								Ref. Energy Level			Dist			Ld			Le			Ln							
				Speed (mph)	Center to Receptor		Alpha Factor (1)	Medium Trucks		Heavy Trucks	Day	Eve	Night	MTd	HTd	MTe	HTe	MTn	HTn	A	MT	HT	Adj	A	MT	HT	Total	A	MT	HT	Total	A	MT	HT	Total		
<b>Bob Hope Drive n/o Country</b>																																					
Existing (2018)		4	15	12,704	50	75	0	0	1.8%	0.7%	66.4	###	###	###	200	79	12	3	17	7	71.1	78.8	83.0	-1.6	66.3	57.1	57.4	67.3	63.3	49.6	47.2	63.6	50.1	47.7	48.1	53.5	
Existing plus Project		4	15	13,136	50	75	0	0	1.8%	0.7%	66.6	###	###	###	207	82	12	3	18	7	71.1	78.8	83.0	-1.6	66.4	57.3	57.5	67.4	63.4	49.7	47.3	63.7	50.3	47.8	48.3	53.7	
Cumulative (2040)		4	15	18,960	50	75	0	0	1.8%	0.7%	68.2	###	###	###	298	118	17	4	26	11	71.1	78.8	83.0	-1.6	68.0	58.9	59.1	69.0	65.0	51.3	48.9	65.3	51.8	49.4	49.9	55.3	
Cumulative plus Project		4	15	19,392	50	75	0	0	1.8%	0.7%	68.3	###	###	###	305	121	18	4	26	11	71.1	78.8	83.0	-1.6	68.1	59.0	59.2	69.1	65.1	51.4	49.0	65.4	51.9	49.5	50.0	55.4	
		4	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	###	###	###	###	###	###	###	###	###	###	###	###	###
		4	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	###	###	###	###	###	###	###	###	###	###	###	###	###
		4	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	###	###	###	###	###	###	###	###	###	###	###	###	###
<b>Bob Hope Drive s/o Country</b>																																					
Existing (2018)		5	15	14,088	50	75	0	0	1.8%	0.7%	67.0	###	###	###	222	88	13	3	19	8	71.1	78.8	83.0	-1.4	66.9	57.7	58.0	67.9	63.9	50.2	47.8	64.2	50.7	48.3	48.7	54.1	
Existing plus Project		5	15	14,440	50	75	0	0	1.8%	0.7%	67.2	###	###	###	227	90	13	3	20	8	71.1	78.8	83.0	-1.4	67.0	57.9	58.1	68.0	64.0	50.3	47.9	64.3	50.8	48.4	48.8	54.3	
Cumulative (2040)		5	15	18,080	50	75	0	0	1.8%	0.7%	68.1	###	###	###	285	113	16	4	24	10	71.1	78.8	83.0	-1.4	68.0	58.8	59.0	68.9	65.0	51.2	48.9	65.3	51.8	49.4	49.8	55.2	
Cumulative plus Project		5	15	18,432	50	75	0	0	1.8%	0.7%	68.2	###	###	###	290	115	17	4	25	10	71.1	78.8	83.0	-1.4	68.1	58.9	59.1	69.0	65.1	51.3	49.0	65.4	51.9	49.5	49.9	55.3	
		5	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###
		5	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###
		5	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###
<b>Country Club Drive e/o Bob</b>																																					
Existing (2018)		4	15	10,592	50	75	0	0	1.8%	0.7%	65.6	###	###	###	167	66	10	2	14	6	71.1	78.8	83.0	-1.6	65.5	56.4	56.6	66.5	62.5	48.8	46.4	62.8	49.3	46.9	47.3	52.8	
Existing plus Project		4	15	10,832	50	75	0	0	1.8%	0.7%	65.7	###	###	###	170	68	10	2	15	6	71.1	78.8	83.0	-1.6	65.6	56.5	56.7	66.6	62.6	48.9	46.5	62.9	49.4	47.0	47.4	52.9	
Cumulative (2040)		4	15	19,680	50	75	0	0	1.8%	0.7%	68.3	###	###	###	310	123	18	4	27	11	71.1	78.8	83.0	-1.6	68.2	59.0	59.3	69.2	65.2	51.5	49.1	65.5	52.0	49.6	50.0	55.4	
Cumulative plus Project		4	15	19,920	50	75	0	0	1.8%	0.7%	68.4	###	###	###	313	124	18	4	27	11	71.1	78.8	83.0	-1.6	68.2	59.1	59.3	69.2	65.3	51.5	49.1	65.5	52.1	49.6	50.1	55.5	
		4	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	###	###	###	###	###	###	###	###	###	###	###	###	###
		4	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	###	###	###	###	###	###	###	###	###	###	###	###	###
		4	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	###	###	###	###	###	###	###	###	###	###	###	###	###
<b>Country Club Drive w/o Bob</b>																																					
Existing (2018)		4	15	7,224	50	75	0	0	1.8%	0.7%	64.0	###	917	694	114	45	7	1	10	4	71.1	78.8	83.0	-1.6	63.8	54.7	54.9	64.8	60.9	47.1	44.7	61.1	47.7	45.2	45.7	51.1	
Existing plus Project		4	15	7,224	50	75	0	0	1.8%	0.7%	64.0	###	917	694	114	45	7	1	10	4	71.1	78.8	83.0	-1.6	63.8	54.7	54.9	64.8	60.9	47.1	44.7	61.1	47.7	45.2	45.7	51.1	
Cumulative (2040)		4	15	15,600	50	75	0	0	1.8%	0.7%	67.3	###	###	###	246	97	14	3	21	9	71.1	78.8	83.0	-1.6	67.2	58.0	58.2	68.1	64.2	50.5	48.1	64.5	51.0	48.6	49.0	54.4	
Cumulative plus Project		4	15	15,600	50	75	0	0	1.8%	0.7%	67.3	###	###	###	246	97	14	3	21	9	71.1	78.8	83.0	-1.6	67.2	58.0	58.2	68.1	64.2	50.5	48.1	64.5	51.0	48.6	49.0	54.4	
		4	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	###	###	###	###	###	###	###	###	###	###	###	###	###
		4	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	###	###	###	###	###	###	###	###	###	###	###	###	###
		4	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	###	###	###	###	###	###	###	###	###	###	###	###	###

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 28  
 Monterey Avenue & Country Club Drive

Country Club Drive

Eastbound				
	left	through	right	
Existing (2018)	177	662	268	
Existing plus Pro	180	664	274	
Cumulative (204	180	680	320	
Cumulative plus	183	682	326	

Monterey Avenue				
Southbound				
	right	through	left	
Existing (2018)	97	1,101	236	
Existing plus Pro	104	1,177	257	
Cumulative (204	220	1,400	290	
Cumulative plus	227	1,475	311	

W      N      E  
                  S

Northbound				
	left	through	right	
Existing (2018)	203	1,154	204	
Existing plus Pro	212	1,259	204	
Cumulative (204	320	1,380	570	
Cumulative plus	329	1,485	570	

Westbound				
	right	through	left	
Existing (2018)	168	369	219	
Existing plus Pro	191	371	219	
Cumulative (204	200	750	220	
Cumulative plus	223	752	220	

Road	ADT		ADT	
	Monterey Avenue		Country Club Drive	
Leg	North of	South of	East of	West of
Cross Street	Country Club Drive		Monterey Avenue	
Existing (2018)	23,464.0	25,192.0	14,864.0	14,208.0
Existing plus Pro	25,344.0	26,760.0	15,248.0	14,440.0
Cumulative (204	29,360.0	33,680.0	21,680.0	19,760.0
Cumulative plus	31,232.0	35,240.0	22,064.0	19,992.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

2  
NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes

ROADWAY NAME Segment	Land Use	Median Lanes	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor (ft)	Alpha Factor (1)	Barrier Attn. dB(A)	Vehicle Mix Medium Trucks	Vehicle Mix Heavy Trucks	dB(A) CNEL	Traffic Volumes								Ref. Energy Level & Dist				Ld				Le				Ln							
											Day	Eve	Night	MTd	HTd	MTe	HTE	MTn	HTn	A	MT	HT	Adj	A	MT	HT	Total	A	MT	HT	Total	A	MT	HT	Total			
											<b>Monterey Avenue n/o</b>		6	15	23,464	55	75	0	0	1.8%	0.7%	70.5	####	####	####	369	146	21	5	32	13	72.7	79.9	83.8	-1.2	70.5	60.8	60.8
Existing (2018)		6	15	23,464	55	75	0	0	1.8%	0.7%	70.5	####	####	####	369	146	21	5	32	13	72.7	79.9	83.8	-1.2	70.5	60.8	60.8	71.3	67.5	53.2	50.6	67.8	54.3	51.4	51.5	57.4		
Existing plus Project		6	15	25,344	55	75	0	0	1.8%	0.7%	70.8	####	####	####	399	158	23	5	34	14	72.7	79.9	83.8	-1.2	70.8	61.1	61.1	71.7	67.9	53.6	50.9	68.1	54.7	51.7	51.9	57.7		
Cumulative (2040)		6	15	29,360	55	75	0	0	1.8%	0.7%	71.5	####	####	####	462	183	27	6	40	17	72.7	79.9	83.8	-1.2	71.5	61.8	61.7	72.3	68.5	54.2	51.6	68.7	55.3	52.3	52.5	58.4		
Cumulative plus Project		6	15	31,232	55	75	0	0	1.8%	0.7%	71.7	####	####	####	492	195	28	6	42	18	72.7	79.9	83.8	-1.2	71.7	62.1	62.0	72.6	68.8	54.5	51.8	69.0	55.6	52.6	52.8	58.6		
		6	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.2	####	####	####	####	####	####	####	####	####	####	####	####	####	
		6	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.2	####	####	####	####	####	####	####	####	####	####	####	####	####	
		6	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.2	####	####	####	####	####	####	####	####	####	####	####	####	####	####
<b>Monterey Avenue s/o</b>		6	15	25,192	55	75	0	0	1.8%	0.7%	70.8	####	####	####	396	157	23	5	34	14	72.7	79.9	83.8	-1.2	70.8	61.1	61.1	71.6	67.8	53.5	50.9	68.1	54.6	51.7	51.8	57.7		
Existing (2018)		6	15	25,192	55	75	0	0	1.8%	0.7%	70.8	####	####	####	396	157	23	5	34	14	72.7	79.9	83.8	-1.2	70.8	61.1	61.1	71.6	67.8	53.5	50.9	68.1	54.6	51.7	51.8	57.7		
Existing plus Project		6	15	26,760	55	75	0	0	1.8%	0.7%	71.1	####	####	####	421	167	24	5	36	15	72.7	79.9	83.8	-1.2	71.1	61.4	61.3	71.9	68.1	53.8	51.2	68.3	54.9	51.9	52.1	58.0		
Cumulative (2040)		6	15	33,680	55	75	0	0	1.8%	0.7%	72.1	####	####	####	530	210	31	7	46	19	72.7	79.9	83.8	-1.2	72.1	62.4	62.3	72.9	69.1	54.8	52.2	69.3	55.9	52.9	53.1	59.0		
Cumulative plus Project		6	15	35,240	55	75	0	0	1.8%	0.7%	72.3	####	####	####	555	220	32	7	48	20	72.7	79.9	83.8	-1.2	72.3	62.6	62.5	73.1	69.3	55.0	52.4	69.5	56.1	53.1	53.3	59.2		
		6	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.2	####	####	####	####	####	####	####	####	####	####	####	####	####	####
		6	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.2	####	####	####	####	####	####	####	####	####	####	####	####	####	####
		6	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.2	####	####	####	####	####	####	####	####	####	####	####	####	####	####
<b>Country Club Drive e/o</b>		6	15	14,864	50	75	0	0	1.8%	0.7%	67.5	####	####	####	234	93	14	3	20	8	71.1	78.8	83.0	-1.2	67.3	58.2	58.4	68.3	64.3	50.6	48.2	64.6	51.1	48.7	49.2	54.6		
Existing (2018)		6	15	14,864	50	75	0	0	1.8%	0.7%	67.5	####	####	####	234	93	14	3	20	8	71.1	78.8	83.0	-1.2	67.3	58.2	58.4	68.3	64.3	50.6	48.2	64.6	51.1	48.7	49.2	54.6		
Existing plus Project		6	15	15,248	50	75	0	0	1.8%	0.7%	67.6	####	####	####	240	95	14	3	21	9	71.1	78.8	83.0	-1.2	67.4	58.3	58.5	68.4	64.5	50.7	48.3	64.7	51.3	48.8	49.3	54.7		
Cumulative (2040)		6	15	21,680	50	75	0	0	1.8%	0.7%	69.1	####	####	####	341	135	20	4	29	12	71.1	78.8	83.0	-1.2	69.0	59.8	60.0	69.9	66.0	52.2	49.9	66.3	52.8	50.4	50.8	56.2		
Cumulative plus Project		6	15	22,064	50	75	0	0	1.8%	0.7%	69.2	####	####	####	347	138	20	4	30	12	71.1	78.8	83.0	-1.2	69.0	59.9	60.1	70.0	66.1	52.3	49.9	66.3	52.9	50.4	50.9	56.3		
		6	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	####	####	####	####	####	####	####	####	####	####	####	####	####	
		6	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	####	####	####	####	####	####	####	####	####	####	####	####	####	
		6	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	####	####	####	####	####	####	####	####	####	####	####	####	####	
<b>Country Club Drive w/o</b>		6	15	14,208	50	75	0	0	1.8%	0.7%	67.3	####	####	####	224	89	13	3	19	8	71.1	78.8	83.0	-1.2	67.1	58.0	58.2	68.1	64.1	50.4	48.0	64.4	51.0	48.5	49.0	54.4		
Existing (2018)		6	15	14,208	50	75	0	0	1.8%	0.7%	67.3	####	####	####	224	89	13	3	19	8	71.1	78.8	83.0	-1.2	67.1	58.0	58.2	68.1	64.1	50.4	48.0	64.4	51.0	48.5	49.0	54.4		
Existing plus Project		6	15	14,440	50	75	0	0	1.8%	0.7%	67.4	####	####	####	227	90	13	3	20	8	71.1	78.8	83.0	-1.2	67.2	58.1	58.3	68.2	64.2	50.5	48.1	64.5	51.0	48.6	49.0	54.5		
Cumulative (2040)		6	15	19,760	50	75	0	0	1.8%	0.7%	68.7	####	####	####	311	123	18	4	27	11	71.1	78.8	83.0	-1.2	68.6	59.4	59.6	69.5	65.6	51.8	49.5	65.9	52.4	50.0	50.4	55.8		
Cumulative plus Project		6	15	19,992	50	75	0	0	1.8%	0.7%	68.8	####	####	####	315	125	18	4	27	11	71.1	78.8	83.0	-1.2	68.6	59.5	59.7	69.6	65.6	51.9	49.5	65.9	52.4	50.0	50.4	55.9		
		6	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	####	####	####	####	####	####	####	####	####	####	####	####	####	####
		6	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	####	####	####	####	####	####	####	####	####	####	####	####	####	
		6	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.2	####	####	####	####	####	####	####	####	####	####	####	####	####	

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 29  
 Portola Avenue & Country Club Drive

Country Club Drive

Eastbound			
	left	through	right
Existing (2018)	37	738	174
Existing plus Pro	37	755	180
Cumulative (204	40	1,150	250
Cumulative plus	40	1,167	256

Portola Avenue			
Southbound			
	right	through	left
Existing (2018)	42	404	68
Existing plus Pro	42	404	68
Cumulative (204	80	900	80
Cumulative plus	80	900	90

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Northbound			
	left	through	right
Existing (2018)	147	460	142
Existing plus Pro	151	460	142
Cumulative (204	260	940	180
Cumulative plus	264	940	180

Westbound			
	right	through	left
Existing (2018)	136	538	158
Existing plus Pro	136	559	158
Cumulative (204	136	559	158
Cumulative plus	160	561	170

Road	ADT		ADT	
	Portola Avenue		Country Club Drive	
Leg	North of	South of	East of	West of
Cross Street	Country Club Drive		Portola Avenue	
Existing (2018)	9,176.0	11,880.0	14,240.0	13,408.0
Existing plus Pro	9,176.0	11,960.0	14,544.0	13,792.0
Cumulative (204	17,408.0	21,504.0	18,104.0	18,712.0
Cumulative plus	17,680.0	21,680.0	18,624.0	18,944.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes

ROADWAY NAME Segment		Land Use									Traffic Volumes										Ref. Energy Level			Dist			Ld			Le			Ln					
			Lanes	Median Width	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. (dB(A))	Vehicle Mix		dB(A) CNEL	Day	Eve	Night	MTd	HTd	MTe	HTe	MTn	HTn	A	MT	HT	Adj	A	MT	HT	Total	A	MT	HT	Total	A	MT	HT	Total	
										Medium Trucks	Heavy Trucks																											
<b>Portola Avenue n/o Country</b>																																						
Existing (2018)			3	15	9,176	50	75	0	0	1.8%	0.7%	64.9	####	####	881	144	57	8	2	12	5	71.1	78.8	83.0	-1.7	64.8	55.6	55.8	65.7	61.8	48.0	45.7	62.1	48.6	46.2	46.6	52.0	
Existing plus Project			3	15	9,176	50	75	0	0	1.8%	0.7%	64.9	####	####	881	144	57	8	2	12	5	71.1	78.8	83.0	-1.7	64.8	55.6	55.8	65.7	61.8	48.0	45.7	62.1	48.6	46.2	46.6	52.0	
Cumulative (2040)			3	15	17,408	50	75	0	0	1.8%	0.7%	67.7	####	####	####	274	109	16	3	24	10	71.1	78.8	83.0	-1.7	67.5	58.4	58.6	68.5	64.6	50.8	48.4	64.8	51.4	48.9	49.4	54.8	
Cumulative plus Project			3	15	17,680	50	75	0	0	1.8%	0.7%	67.8	####	####	####	278	110	16	4	24	10	71.1	78.8	83.0	-1.7	67.6	58.5	58.7	68.6	64.6	50.9	48.5	64.9	51.4	49.0	49.4	54.9	
			3	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
			3	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
			3	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
<b>Portola Avenue s/o Country</b>																																						
Existing (2018)			4	15	11,880	50	75	0	0	1.8%	0.7%	66.1	####	####	####	187	74	11	2	16	7	71.1	78.8	83.0	-1.6	66.0	56.9	57.1	67.0	63.0	49.3	46.9	63.3	49.8	47.4	47.8	53.3	
Existing plus Project			4	15	11,960	50	75	0	0	1.8%	0.7%	66.2	####	####	####	188	75	11	2	16	7	71.1	78.8	83.0	-1.6	66.0	56.9	57.1	67.0	63.0	49.3	46.9	63.3	49.8	47.4	47.9	53.3	
Cumulative (2040)			4	15	21,504	50	75	0	0	1.8%	0.7%	68.7	####	####	####	338	134	20	4	29	12	71.1	78.8	83.0	-1.6	68.6	59.4	59.6	69.5	65.6	51.8	49.5	65.9	52.4	50.0	50.4	55.8	
Cumulative plus Project			4	15	21,680	50	75	0	0	1.8%	0.7%	68.8	####	####	####	341	135	20	4	29	12	71.1	78.8	83.0	-1.6	68.6	59.5	59.7	69.6	65.6	51.9	49.5	65.9	52.4	50.0	50.4	55.9	
			4	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	####	####	####	####	####	####	####	####	####	####	####	####	####
			4	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	####	####	####	####	####	####	####	####	####	####	####	####	####
			4	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	####	####	####	####	####	####	####	####	####	####	####	####	####
<b>Country Club Drive e/o</b>																																						
Existing (2018)			4	15	14,240	50	75	0	0	1.8%	0.7%	66.9	####	####	####	224	89	13	3	19	8	71.1	78.8	83.0	-1.6	66.8	57.6	57.8	67.7	63.8	50.1	47.7	64.1	50.6	48.2	48.6	54.0	
Existing plus Project			4	15	14,544	50	75	0	0	1.8%	0.7%	67.0	####	####	####	229	91	13	3	20	8	71.1	78.8	83.0	-1.6	66.9	57.7	57.9	67.8	63.9	50.1	47.8	64.2	50.7	48.3	48.7	54.1	
Cumulative (2040)			4	15	18,104	50	75	0	0	1.8%	0.7%	68.0	####	####	####	285	113	16	4	25	10	71.1	78.8	83.0	-1.6	67.8	58.7	58.9	68.8	64.8	51.1	48.7	65.1	51.6	49.2	49.7	55.1	
Cumulative plus Project			4	15	18,624	50	75	0	0	1.8%	0.7%	68.1	####	####	####	293	116	17	4	25	11	71.1	78.8	83.0	-1.6	67.9	58.8	59.0	68.9	65.0	51.2	48.8	65.2	51.8	49.4	49.8	55.2	
			4	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	####	####	####	####	####	####	####	####	####	####	####	####	
			4	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	####	####	####	####	####	####	####	####	####	####	####	####	
			4	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	####	####	####	####	####	####	####	####	####	####	####	####	
<b>Country Club Drive w/o</b>																																						
Existing (2018)			4	15	13,408	50	75	0	0	1.8%	0.7%	66.7	####	####	####	211	84	12	3	18	8	71.1	78.8	83.0	-1.6	66.5	57.4	57.6	67.5	63.5	49.8	47.4	63.8	50.3	47.9	48.4	53.8	
Existing plus Project			4	15	13,792	50	75	0	0	1.8%	0.7%	66.8	####	####	####	217	86	13	3	19	8	71.1	78.8	83.0	-1.6	66.6	57.5	57.7	67.6	63.7	49.9	47.5	63.9	50.5	48.0	48.5	53.9	
Cumulative (2040)			4	15	18,712	50	75	0	0	1.8%	0.7%	68.1	####	####	####	294	117	17	4	25	11	71.1	78.8	83.0	-1.6	68.0	58.8	59.0	68.9	65.0	51.2	48.9	65.3	51.8	49.4	49.8	55.2	
Cumulative plus Project			4	15	18,944	50	75	0	0	1.8%	0.7%	68.2	####	####	####	298	118	17	4	26	11	71.1	78.8	83.0	-1.6	68.0	58.9	59.1	69.0	65.0	51.3	48.9	65.3	51.8	49.4	49.9	55.3	
			4	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	####	####	####	####	####	####	####	####	####	####	####	####	
			4	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	####	####	####	####	####	####	####	####	####	####	####	####	
			4	15	0	50	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	71.1	78.8	83.0	-1.6	####	####	####	####	####	####	####	####	####	####	####	####	

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 30  
 Monterey Avenue & Hovley Lane W

**Monterey Avenue**

Southbound

	right	through	left
Existing (2018)	4	1,258	90
Existing plus Pro	4	1,338	92
Cumulative (204	180	1,520	240
Cumulative plus	180	1,599	242

Westbound

	right	through	left
Existing (2018)	100	6	46
Existing plus Pro	107	6	46
Cumulative (204	380	10	125
Cumulative plus	387	10	125

Northbound

	left	through	right
Existing (2018)	12	1,423	61
Existing plus Pro	12	1,531	61
Cumulative (204	20	1,790	200
Cumulative plus	20	1,898	200

Eastbound

	left	through	right
Existing (2018)	2	1	8
Existing plus Pro	2	1	8
Cumulative (204	10	10	10
Cumulative plus	10	10	10

Hovley Lane W

W N E  
 S

ADT

Road Leg	Monterey Avenue		Hovley Lane W	
	North of	South of	East of	West of
Cross Street	Hovley Lane W		Monterey Avenue	
Existing (2018)	23,016.0	22,464.0	2,432.0	264.0
Existing plus Pro	24,592.0	23,968.0	2,504.0	264.0
Cumulative (204	32,960.0	29,320.0	7,720.0	1,920.0
Cumulative plus	34,528.0	30,816.0	7,792.0	1,920.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0





**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 31  
 Monterey Avenue & Fred Waring Drive

**Monterey Avenue**

Southbound

	right	through	left
Existing (2018)	231	807	301
Existing plus Pro	231	870	318
Cumulative (204	250	1,010	390
Cumulative plus	250	1,072	407

Westbound

	right	through	left
Existing (2018)	243	687	331
Existing plus Pro	264	687	331
Cumulative (204	520	830	460
Cumulative plus	541	830	460

Northbound

	left	through	right
Existing (2018)	84	768	277
Existing plus Pro	84	855	277
Cumulative (204	140	910	430
Cumulative plus	140	997	430

Eastbound

	left	through	right
Existing (2018)	333	805	87
Existing plus Pro	333	805	87
Cumulative (204	420	970	90
Cumulative plus	420	970	90

Fred Waring Drive

W N E  
S

ADT

Road Leg	Monterey Avenue		Fred Waring Drive	
	North of	South of	East of	West of
Cross Street	Fred Waring Drive		Monterey Avenue	
Existing (2018)	21,464.0	18,832.0	21,152.0	17,816.0
Existing plus Pro	22,968.0	20,032.0	21,456.0	17,816.0
Cumulative (204	28,000.0	24,320.0	28,800.0	21,600.0
Cumulative plus	29,496.0	25,512.0	29,104.0	21,600.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0



**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 32  
 Monterey Avenue & SR-111

**Monterey Avenue**

Southbound

	right	through	left
Existing (2018)	162	481	313
Existing plus Pro	162	498	342
Cumulative (204	220	1,000	400
Cumulative plus	220	1,017	428

Westbound

	right	through	left
Existing (2018)	212	911	220
Existing plus Pro	257	931	220
Cumulative (204	270	1,170	270
Cumulative plus	315	1,190	270

Northbound

	left	through	right
Existing (2018)	249	452	175
Existing plus Pro	249	473	175
Cumulative (204	300	670	220
Cumulative plus	300	691	220

Eastbound

	left	through	right
Existing (2018)	200	1,130	144
Existing plus Pro	200	1,152	144
Cumulative (204	240	1,360	180
Cumulative plus	240	1,382	180

SR-111

W N E  
S

ADT

Road Leg	Monterey Avenue		SR-111	
	North of	South of	East of	West of
Cross Street	SR-111		Monterey Avenue	
Existing (2018)	14,560.0	13,768.0	23,688.0	22,368.0
Existing plus Pro	15,456.0	14,072.0	24,616.0	22,704.0
Cumulative (204	22,400.0	21,120.0	29,520.0	27,760.0
Cumulative plus	23,288.0	21,424.0	30,440.0	28,096.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

**NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes**

ROADWAY NAME Segment	Land Use	Median Lanes	ADT Volume	Design Dist. from		Barrier Attn.	Vehicle Mix		dB(A) CNEL	Traffic Volumes								Ref. Energy Levels				Dist Ld				Le				Ln						
				Speed (mph)	Center to Receptor		Alpha Factor	Medium Trucks		Heavy Trucks	Day	Eve	Night	MTd	HTd	MTe	HTe	MTn	HTn	A	MT	HT	Adj	A	MT	HT	Total	A	MT	HT	Total	A	MT	HT	Total	
<b>Monterey Avenue n/o SR-111</b>																																				
Existing (2018)		5	14,560	55	75	0	0	1.8%	0.7%	68.2	####	####	####	229	91	13	3	20	8	72.7	79.9	83.8	-1.4	68.2	58.5	58.5	69.1	65.2	51.0	48.3	65.5	52.0	49.1	49.2	55.1	
Existing plus Project		5	15,456	55	75	0	0	1.8%	0.7%	68.5	####	####	####	243	96	14	3	21	9	72.7	79.9	83.8	-1.4	68.5	58.8	58.7	69.3	65.5	51.2	48.6	65.7	52.3	49.3	49.5	55.4	
Cumulative (2040)		5	22,400	55	75	0	0	1.8%	0.7%	70.1	####	####	####	353	140	20	4	30	13	72.7	79.9	83.8	-1.4	70.1	60.4	60.4	70.9	67.1	52.8	50.2	67.4	53.9	51.0	51.1	57.0	
Cumulative plus Project		5	23,288	55	75	0	0	1.8%	0.7%	70.3	####	####	####	366	145	21	5	32	13	72.7	79.9	83.8	-1.4	70.3	60.6	60.5	71.1	67.3	53.0	50.4	67.5	54.1	51.1	51.3	57.2	
		5	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	####	####	####	####	####	####	####	####	####	####	####	####	####
		5	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	####	####	####	####	####	####	####	####	####	####	####	####	####
		5	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	####	####	####	####	####	####	####	####	####	####	####	####	####
<b>Monterey Avenue s/o SR-111</b>																																				
Existing (2018)		5	13,768	55	75	0	0	1.8%	0.7%	68.0	####	####	####	217	86	13	3	19	8	72.7	79.9	83.8	-1.4	68.0	58.3	58.2	68.8	65.0	50.7	48.1	65.2	51.8	48.8	49.0	54.9	
Existing plus Project		5	14,072	55	75	0	0	1.8%	0.7%	68.1	####	####	####	221	88	13	3	19	8	72.7	79.9	83.8	-1.4	68.1	58.4	58.3	68.9	65.1	50.8	48.2	65.3	51.9	48.9	49.1	55.0	
Cumulative (2040)		5	21,120	55	75	0	0	1.8%	0.7%	69.8	####	####	####	332	132	19	4	29	12	72.7	79.9	83.8	-1.4	69.8	60.2	60.1	70.7	66.9	52.6	49.9	67.1	53.7	50.7	50.9	56.7	
Cumulative plus Project		5	21,424	55	75	0	0	1.8%	0.7%	69.9	####	####	####	337	134	19	4	29	12	72.7	79.9	83.8	-1.4	69.9	60.2	60.2	70.7	66.9	52.6	50.0	67.2	53.7	50.8	50.9	56.8	
		5	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	####	####	####	####	####	####	####	####	####	####	####	####	####
		5	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	####	####	####	####	####	####	####	####	####	####	####	####	####
		5	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	####	####	####	####	####	####	####	####	####	####	####	####	####
<b>SR-111 e/o Monterey Avenue</b>																																				
Existing (2018)		6	23,688	55	75	0	0	1.8%	0.7%	70.5	####	####	####	373	148	22	5	32	13	72.7	79.9	83.8	-1.2	70.5	60.9	60.8	71.4	67.6	53.3	50.6	67.8	54.4	51.4	51.6	57.4	
Existing plus Project		6	24,616	55	75	0	0	1.8%	0.7%	70.7	####	####	####	387	154	22	5	33	14	72.7	79.9	83.8	-1.2	70.7	61.0	61.0	71.5	67.7	53.4	50.8	68.0	54.5	51.6	51.7	57.6	
Cumulative (2040)		6	29,520	55	75	0	0	1.8%	0.7%	71.5	####	####	####	465	184	27	6	40	17	72.7	79.9	83.8	-1.2	71.5	61.8	61.8	72.3	68.5	54.2	51.6	68.8	55.3	52.4	52.5	58.4	
Cumulative plus Project		6	30,440	55	75	0	0	1.8%	0.7%	71.6	####	####	####	479	190	28	6	41	17	72.7	79.9	83.8	-1.2	71.6	61.9	61.9	72.5	68.6	54.4	51.7	68.9	55.5	52.5	52.7	58.5	
		6	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.2	####	####	####	####	####	####	####	####	####	####	####	####	####
		6	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.2	####	####	####	####	####	####	####	####	####	####	####	####	####
		6	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.2	####	####	####	####	####	####	####	####	####	####	####	####	####
<b>SR-111 w/o Monterey</b>																																				
Existing (2018)		6	22,368	55	75	0	0	1.8%	0.7%	70.3	####	####	####	352	140	20	4	30	13	72.7	79.9	83.8	-1.2	70.3	60.6	60.5	71.1	67.3	53.0	50.4	67.6	54.1	51.2	51.3	57.2	
Existing plus Project		6	22,704	55	75	0	0	1.8%	0.7%	70.4	####	####	####	357	142	21	5	31	13	72.7	79.9	83.8	-1.2	70.4	60.7	60.6	71.2	67.4	53.1	50.4	67.6	54.2	51.2	51.4	57.3	
Cumulative (2040)		6	27,760	55	75	0	0	1.8%	0.7%	71.2	####	####	####	437	173	25	6	38	16	72.7	79.9	83.8	-1.2	71.2	61.5	61.5	72.1	68.2	54.0	51.3	68.5	55.1	52.1	52.3	58.1	
Cumulative plus Project		6	28,096	55	75	0	0	1.8%	0.7%	71.3	####	####	####	442	175	26	6	38	16	72.7	79.9	83.8	-1.2	71.3	61.6	61.5	72.1	68.3	54.0	51.4	68.5	55.1	52.1	52.3	58.2	
		6	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.2	####	####	####	####	####	####	####	####	####	####	####	####	####
		6	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.2	####	####	####	####	####	####	####	####	####	####	####	####	####
		6	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.2	####	####	####	####	####	####	####	####	####	####	####	####	####

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 33  
 Oasis Way & Gerald Ford Drive

**Oasis Way**

Southbound

	right	through	left
Existing (2018)	42		55
Existing plus Pro	42		55
Cumulative (204)	50		60
Cumulative plus	50		60

Westbound

	right	through	left
Existing (2018)	25	491	
Existing plus Pro	25	623	70
Cumulative (204)	30	1,085	
Cumulative plus	30	1,239	82

Northbound

	left	through	right
Existing (2018)			
Existing plus Pro	50		42
Cumulative (2040)			
Cumulative plus	50		42

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Eastbound

	left	through	right
Existing (2018)	32	557	
Existing plus Pro	32	813	
Cumulative (204)	40	820	
Cumulative plus	40	1,043	

Gerald Ford Drive

ADT

Road	Oasis Way		Gerald Ford Drive	
	North of	South of	East of	West of
Leg				
Cross Street	Gerald Ford Drive		Oasis Way	
Existing (2018)	1,232.0	0.0	9,024.0	8,976.0
Existing plus Pro	1,232.0	1,296.0	13,024.0	12,480.0
Cumulative (204)	1,440.0	0.0	15,960.0	15,960.0
Cumulative plus	1,440.0	1,392.0	19,968.0	19,376.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0



**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 34  
 Monterey Avenue & Shadow Ridge Road

Shadow Ridge Road

Eastbound

	left	through	right
Existing (2018)			
Existing plus Prd	256		93
Cumulative (2040)			
Cumulative plus	261		88

**Monterey Avenue**

Southbound

	right	through	left
Existing (2018)		1,102	50
Existing plus Project		1,325	50
Cumulative (2040)		1,670	50
Cumulative plus Project		1,875	50

Westbound

	right	through	left
Existing (2018)	67		82
Existing plus Prd	67		82
Cumulative (2040)	70		90
Cumulative plus	70		90

Northbound

	left	through	right
Existing (2018)		1,367	46
Existing plus Prd	142	1,437	46
Cumulative (2040)		1,820	50
Cumulative plus	138	1,866	50

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ADT

Road Leg	Monterey Avenue		Shadow Ridge Road	
	North of	South of	East of	West of
Cross Street	Shadow Ridge Road		Monterey Avenue	
Existing (2018)	20,688.0	20,776.0	1,960.0	0.0
Existing plus Pro	25,080.0	25,000.0	1,960.0	3,928.0
Cumulative (2040)	28,880.0	29,040.0	2,080.0	0.0
Cumulative plus	32,976.0	32,856.0	2,080.0	3,896.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0



**NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes**

ROADWAY NAME												Traffic Volumes								Ref. Energy Level			Dist			Ld			Le			Ln							
Segment	Land Use	Lanes	Median Width	ADT Volume	Design Speed (mph)	Dist. from Receptor (ft)	Alpha	Barrier Attn. (dB(A))	Vehicle Mix Medium Trucks	Vehicle Mix Heavy Trucks	dB(A) CNEL	Day	Eve	Night	Mtd	HTd	MTe	HTe	MTn	HTn	A	MT	HT	Adj	A	MT	HT	Total	A	MT	HT	Total	A	MT	HT	Total			
<b>Monterey Avenue n/o</b>																																							
Existing (2018)		4	15	20,688	55	75	0	0	1.8%	0.7%	69.6	16,075	2,627	1,986	326	129	19	4	28	12	72.7	79.9	83.8	-1.6	69.6	59.9	59.9	70.4	66.6	52.3	49.7	66.9	53.4	50.5	50.6	56.5			
Existing plus Project		4	15	25,080	55	75	0	0	1.8%	0.7%	70.4	19,487	3,185	2,408	395	156	23	5	34	14	72.7	79.9	83.8	-1.6	70.4	60.7	60.7	71.3	67.4	53.2	50.5	67.7	54.3	51.3	51.5	57.3			
Cumulative (2040)		4	15	28,880	55	75	0	0	1.8%	0.7%	71.0	22,440	3,668	2,772	454	180	26	6	39	16	72.7	79.9	83.8	-1.6	71.0	61.4	61.3	71.9	68.1	53.8	51.1	68.3	54.9	51.9	52.1	57.9			
Cumulative plus Project		4	15	32,976	55	75	0	0	1.8%	0.7%	71.6	25,622	4,188	3,166	519	206	30	7	45	19	72.7	79.9	83.8	-1.6	71.6	61.9	61.9	72.5	68.6	54.3	51.7	68.9	55.4	52.5	52.6	58.5			
		4	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.6	###	###	###	###	###	###	###	###	###	###	###	###	###	
		4	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.6	###	###	###	###	###	###	###	###	###	###	###	###	###	###
		4	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.6	###	###	###	###	###	###	###	###	###	###	###	###	###	###
<b>Monterey Avenue s/o Shadow</b>																																							
Existing (2018)		5	15	20,776	55	75	0	0	1.8%	0.7%	69.8	16,143	2,639	1,994	327	130	19	4	28	12	72.7	79.9	83.8	-1.4	69.8	60.1	60.0	70.6	66.8	52.5	49.9	67.0	53.6	50.6	50.8	56.7			
Existing plus Project		5	15	25,000	55	75	0	0	1.8%	0.7%	70.6	19,425	3,175	2,400	393	156	23	5	34	14	72.7	79.9	83.8	-1.4	70.6	60.9	60.8	71.4	67.6	53.3	50.7	67.8	54.4	51.4	51.6	57.5			
Cumulative (2040)		5	15	29,040	55	75	0	0	1.8%	0.7%	71.2	22,564	3,688	2,788	457	181	26	6	39	16	72.7	79.9	83.8	-1.4	71.2	61.5	61.5	72.1	68.2	54.0	51.3	68.5	55.0	52.1	52.2	58.1			
Cumulative plus Project		5	15	32,856	55	75	0	0	1.8%	0.7%	71.8	25,529	4,173	3,154	517	205	30	7	44	19	72.7	79.9	83.8	-1.4	71.8	62.1	62.0	72.6	68.8	54.5	51.8	69.0	55.6	52.6	52.8	58.7			
		5	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	###
		5	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	
		5	15	0	55	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	0	72.7	79.9	83.8	-1.4	###	###	###	###	###	###	###	###	###	###	###	###	###	
<b>Shadow Ridge Road e/o</b>																																							
Existing (2018)		2	15	1,960	45	75	0	0	1.8%	0.7%	57.0	1,523	249	188	31	12	2	0	3	1	69.3	77.6	82.1	-1.8	56.7	48.1	48.6	57.8	53.7	40.5	38.5	54.0	40.5	38.7	39.4	44.3			
Existing plus Project		2	15	1,960	45	75	0	0	1.8%	0.7%	57.0	1,523	249	188	31	12	2	0	3	1	69.3	77.6	82.1	-1.8	56.7	48.1	48.6	57.8	53.7	40.5	38.5	54.0	40.5	38.7	39.4	44.3			
Cumulative (2040)		2	15	2,080	45	75	0	0	1.8%	0.7%	57.3	1,616	264	200	33	13	2	0	3	1	69.3	77.6	82.1	-1.8	56.9	48.4	48.9	58.0	53.9	40.8	38.7	54.3	40.7	38.9	39.6	44.6			
Cumulative plus Project		2	15	2,080	45	75	0	0	1.8%	0.7%	57.3	1,616	264	200	33	13	2	0	3	1	69.3	77.6	82.1	-1.8	56.9	48.4	48.9	58.0	53.9	40.8	38.7	54.3	40.7	38.9	39.6	44.6			
		2	15	0	45	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	0	69.3	77.6	82.1	-1.8	###	###	###	###	###	###	###	###	###	###	###	###	###	
		2	15	0	45	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	0	69.3	77.6	82.1	-1.8	###	###	###	###	###	###	###	###	###	###	###	###	###	
		2	15	0	45	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	0	69.3	77.6	82.1	-1.8	###	###	###	###	###	###	###	###	###	###	###	###	###	
<b>Shadow Ridge Road w/o</b>																																							
Existing (2018)		2	15	0	45	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	0	69.3	77.6	82.1	-1.8	###	###	###	###	###	###	###	###	###	###	###	###	###	
Existing plus Project		2	15	3,928	45	75	0	0	1.8%	0.7%	60.0	3,052	499	377	62	24	4	1	5	2	69.3	77.6	82.1	-1.8	59.7	51.1	51.6	60.8	56.7	43.6	41.5	57.0	43.5	41.7	42.4	47.4			
Cumulative (2040)		2	15	0	45	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	0	69.3	77.6	82.1	-1.8	###	###	###	###	###	###	###	###	###	###	###	###	###	
Cumulative plus Project		2	15	3,896	45	75	0	0	1.8%	0.7%	60.0	3,027	495	374	61	24	4	1	5	2	69.3	77.6	82.1	-1.8	59.6	51.1	51.6	60.8	56.7	43.5	41.4	57.0	43.5	41.6	42.4	47.3			
		2	15	0	45	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	0	69.3	77.6	82.1	-1.8	###	###	###	###	###	###	###	###	###	###	###	###	###	###
		2	15	0	45	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	0	69.3	77.6	82.1	-1.8	###	###	###	###	###	###	###	###	###	###	###	###	###	
		2	15	0	45	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	0	69.3	77.6	82.1	-1.8	###	###	###	###	###	###	###	###	###	###	###	###	###	

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 35  
 Bob Hope Drive & Sunny Lands Center

Sunny Lands Center

Eastbound

	left	through	right
Existing (2018)			6
Existing plus Project			6
Cumulative (2040)			10
Cumulative plus Project			10

**Bob Hope Drive**

Southbound

	right	through	left
Existing (2018)	2	747	
Existing plus Pro	2	779	89
Cumulative (2040)	10	1,110	
Cumulative plus	10	1,133	89

Westbound

	right	through	left
Existing (2018)			
Existing plus Pro	54		18
Cumulative (2040)			
Cumulative plus	54		18

Northbound

	left	through	right
Existing (2018)		1,029	
Existing plus Project		1,053	
Cumulative (2040)	10	1,245	
Cumulative plus	10	1,269	

N  
W     E  
S

ADT

Road Leg	Bob Hope Drive		Sunny Lands Center	
	North of	South of	East of	West of
Cross Street	Sunny Lands Center		Bob Hope Drive	
Existing (2018)	14,224.0	14,256.0	0.0	64.0
Existing plus Pro	15,816.0	14,848.0	1,288.0	64.0
Cumulative (2040)	18,920.0	19,000.0	0.0	240.0
Cumulative plus	20,440.0	19,520.0	1,288.0	240.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0



**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 36  
 Monterey Avenue & Project Access

**Monterey Avenue**

Southbound

	right	through	left
Existing (2018)			
Existing plus Project		241	
Cumulative (2040)			
Cumulative plus	52	1,984	

Westbound

	right	through	left
Existing (2018)			
Existing plus Project			
Cumulative (2040)			
Cumulative plus Project			

Northbound

	left	through	right
Existing (2018)			
Existing plus Project	51	179	
Cumulative (2040)			
Cumulative plus	55	2,042	

Eastbound

	left	through	right
Existing (2018)			
Existing plus Project	33		28
Cumulative (2040)			
Cumulative plus	32		30

W N E  
 S

ADT

Road Leg	Monterey Avenue		Project Access	
	North of	South of	East of	West of
Cross Street	Project Access		Monterey Avenue	
Existing (2018)	0.0	0.0	0.0	0.0
Existing plus Project	3,624.0	3,992.0	0.0	896.0
Cumulative (2040)	0.0	0.0	0.0	0.0
Cumulative plus	32,880.0	32,888.0	0.0	1,352.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

Project Access



**Project Name: Section 31 Specific Plan Project**  
**Weekday AM Peak Hour Volumes**

Intersection: 37  
 Kavendish Way & Frank Sinatra Drive

Frank Sinatra Drive

Eastbound			
	left	through	right
Existing (2018)		713	3
Existing plus Prd	45	772	3
Cumulative (2040)		920	10
Cumulative plus	36	979	10

Kavendish Way			
Southbound			
	right	through	left
Existing (2018)			
Existing plus Prd	28		32
Cumulative (2040)			
Cumulative plus	28		32

Northbound			
	left	through	right
Existing (2018)			4
Existing plus Project			4
Cumulative (2040)			10
Cumulative plus Project			10

Westbound			
	right	through	left
Existing (2018)		480	9
Existing plus Project		572	9
Cumulative (2040)		930	10
Cumulative plus Project		1,022	10

Road	Kavendish Way		Frank Sinatra Drive	
	North of	South of	East of	West of
Leg	Frank Sinatra Drive		Kavendish Way	
Existing (2018)	0.0	128.0	9,648.0	9,568.0
Existing plus Pro	840.0	128.0	11,112.0	11,360.0
Cumulative (2040)	0.0	240.0	14,960.0	14,880.0
Cumulative plus	768.0	240.0	16,424.0	16,600.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

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NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes

Table with columns: ROADWAY NAME, Segment, Land Use, Lanes, Median Width, ADT Volume, Design Speed, Dist. from Center to Receptor, Alpha Factor, Barrier Attn., Vehicle Mix (Medium/Heavy Trucks), dB(A) CNEL, Traffic Volumes (Day, Eve, Night, MTd, HTd, MTe, HTe, MTn, HTn), and Le/Ln noise contours (A, MT, HT, Total).

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution: Table with columns Day, Evening, Night and rows Total ADT Volumes, Medium-Duty Trucks, Heavy-Duty Trucks.

**APPENDIX H.3**

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**Construction Noise Worksheets**



		Site 1		Site 2		Site 3		Site 4		Site 5		Site 6		Site 7		Site 8	
		Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Scraper	12	79	85.8	72.7	79.5	76.3	83.2	76	82.8	73	79.8	79.5	86.3	79.5	86.3	76	82.8
Dozer	2	77.1	76.1	70.8	69.8	74.4	73.5	74.1	73.1	71	70.1	77.6	76.6	77.6	76.6	74.1	73.1
		80.4	88.4	74.1	82.1	77.8	85.8	77.4	85.4	74.4	82.4	80.9	88.9	80.9	88.9	77.4	85.4
Generator	1	76	73	69.7	66.7	73.4	70.4	73	70	70	67	76.5	73.5	76.5	73.5	73	70
Graders	2	80.4	76.4	74.1	70.1	77.8	73.8	77.4	73.4	74.4	70.4	80.9	76.9	80.9	76.9	77.4	73.4
Off-Highway	9	80.4	77.4	74.1	71.1	77.8	74.8	77.4	74.4	74.4	71.4	80.9	77.9	80.9	77.9	77.4	74.4
Pumps	1	76.3	73.3	70.1	67	73.7	70.7	73.3	70.3	70.3	67.3	76.9	75.9	76.9	75.9	73.3	70.3
Tractor	2	79.4	75.4	73.1	69.1	76.8	72.8	76.4	72.4	73.4	69.4	79.9	75.9	79.9	75.9	76.4	72.4
GRADING SUM		83.8	90.5	77.5	84.2	81.2	87.9	80.8	87.5	77.8	84.5	84.3	91.0	84.3	91.0	80.8	87.5



















Scraper	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Scraper	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	77.4	85.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.







Equipment	Results													
	Calculated (dBA)			Noise Limits (dBA)						Noise Limit Exceedance (dBA)				
	*Lmax	Leq	Day	Evening		Night		Day	Evening		Night			
		Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	
Generator	73.4	70.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Grader	77.8	73.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Grader	77.8	73.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Pumps	73.7	70.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Tractor	76.8	72.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Tractor	76.8	72.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
All Other Equipment >	77.8	74.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
All Other Equipment >	77.8	74.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
All Other Equipment >	77.8	74.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
All Other Equipment >	77.8	74.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
All Other Equipment >	77.8	74.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
All Other Equipment >	77.8	74.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
All Other Equipment >	77.8	74.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
All Other Equipment >	77.8	74.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
All Other Equipment >	77.8	74.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
All Other Equipment >	77.8	74.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Total	77.8	85.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

\*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

Baselines (dBA)		Daytime	Evening	Night
Site 4	Residential	71.9	71.9	71.9

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Generator	No	50		80.6	120	0
Grader	No	40	85		120	0
Grader	No	40	85		120	0
Pumps	No	50		80.9	120	0
Tractor	No	40	84		120	0
Tractor	No	40	84		120	0
All Other Equipment >	No	50	85		120	0
All Other Equipment >	No	50	85		120	0
All Other Equipment >	No	50	85		120	0

All Other Equipment > No	50	85	120	0
All Other Equipment > No	50	85	120	0
All Other Equipment > No	50	85	120	0
All Other Equipment > No	50	85	120	0
All Other Equipment > No	50	85	120	0
All Other Equipment > No	50	85	120	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night	
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Generator	73	70	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader	77.4	73.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader	77.4	73.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pumps	73.3	70.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	76.4	72.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	76.4	72.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	77.4	85.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

Baselines (dBA)				
Descriptor	Land Use	Daytime	Evening	Night
Site 5	Residential	72.2	72.2	72.2

Description	Impact Device	Equipment				
		Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Generator	No	50	80.6	170	0	
Grader	No	40	85	170	0	
Grader	No	40	85	170	0	

Pumps	No	50		80.9	170	0
Tractor	No	40	84		170	0
Tractor	No	40	84		170	0
All Other Equipment >	No	50	85		170	0
All Other Equipment >	No	50	85		170	0
All Other Equipment >	No	50	85		170	0
All Other Equipment >	No	50	85		170	0
All Other Equipment >	No	50	85		170	0
All Other Equipment >	No	50	85		170	0
All Other Equipment >	No	50	85		170	0
All Other Equipment >	No	50	85		170	0
All Other Equipment >	No	50	85		170	0
All Other Equipment >	No	50	85		170	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)						
	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night		
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	
Generator	70		67	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader	74.4		70.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader	74.4		70.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pumps	70.3		67.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	73.4		69.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	73.4		69.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	74.4		71.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	74.4		71.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	74.4		71.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	74.4		71.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	74.4		71.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	74.4		71.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	74.4		71.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	74.4		71.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	74.4		71.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	74.4		71.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	74.4		71.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	74.4		82.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

---- Receptor #6 ----

Baselines (dBA)		Daytime	Evening	Night
Descriptor	Land Use			
Site 6	Residential	69.8	69.8	69.8

Equipment



Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Generator	No	50		80.6	80	0
Grader	No	40		85	80	0
Grader	No	40		85	80	0
Pumps	No	50		80.9	80	0
Tractor	No	40		84	80	0
Tractor	No	40		84	80	0
All Other Equipment >	No	50		85	80	0
All Other Equipment >	No	50		85	80	0
All Other Equipment >	No	50		85	80	0
All Other Equipment >	No	50		85	80	0
All Other Equipment >	No	50		85	80	0
All Other Equipment >	No	50		85	80	0
All Other Equipment >	No	50		85	80	0
All Other Equipment >	No	50		85	80	0
All Other Equipment >	No	50		85	80	0
All Other Equipment >	No	50		85	80	0

Equipment	Results													
	Calculated (dBA)			Noise Limits (dBA)						Noise Limit Exceedance (dBA)				
	*Lmax	Leq	Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq	Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq
Generator	76.5	73.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader	80.9	76.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader	80.9	76.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pumps	76.9	73.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	79.9	75.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	79.9	75.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	80.9	77.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	80.9	77.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	80.9	77.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	80.9	77.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	80.9	77.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	80.9	77.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	80.9	77.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	80.9	77.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	80.9	77.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	80.9	88.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.





All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment >	77.4	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	77.4	85.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: #####

Case Descr Section31\_Grading(3)

---- Receptor #1 ----

Baselines (dBA)

Descriptor	Land Use	Daytime	Evening	Night
Site 1	Commercial	73.6	73.6	73.6

Equipment

Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Dozer	No	40		81.7	85	0
Dozer	No	40		81.7	85	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)				
	*Lmax	Leq	Day Lmax	Leq	Evening Lmax	Leq	Night Lmax
Dozer	77.1	73.1	N/A	N/A	N/A	N/A	N/A
Dozer	77.1	73.1	N/A	N/A	N/A	N/A	N/A
Total	77.1	76.1	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Baselines (dBA)

Descriptor	Land Use	Daytime	Evening	Night
Site 2	Residential	70.6	70.6	70.6

Equipment

Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Dozer	No	40		81.7	175	0
Dozer	No	40		81.7	175	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)				
	*Lmax	Leq	Day Lmax	Leq	Evening Lmax	Leq	Night Lmax
Dozer	70.8	66.8	N/A	N/A	N/A	N/A	N/A
Dozer	70.8	66.8	N/A	N/A	N/A	N/A	N/A
Total	70.8	69.8	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Baselines (dBA)

Descriptor	Land Use	Daytime	Evening	Night
Site 3	Residential	69.3	69.3	69.3

Equipment

Description	Impact	Device	Usage(%)	Spec	Actual	Receptor	Estimated
				Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Dozer	No		40		81.7	115	0
Dozer	No		40		81.7	115	0

Results

Equipment	Calculated (dBA)			Noise Limits (dBA)			
	*Lmax	Leq	Day	Leq	Evening		Night
			Lmax		Lmax	Leq	Lmax
Dozer	74.4	70.5	N/A	N/A	N/A	N/A	N/A
Dozer	74.4	70.5	N/A	N/A	N/A	N/A	N/A
Total	74.4	73.5	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

Baselines (dBA)

Descriptor	Land Use	Daytime	Evening	Night
Site 4	Residential	71.9	71.9	71.9

Equipment

Description	Impact	Device	Usage(%)	Spec	Actual	Receptor	Estimated
				Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Dozer	No		40		81.7	120	0
Dozer	No		40		81.7	120	0

Results

Equipment	Calculated (dBA)			Noise Limits (dBA)			
	*Lmax	Leq	Day	Leq	Evening		Night
			Lmax		Lmax	Leq	Lmax
Dozer	74.1	70.1	N/A	N/A	N/A	N/A	N/A
Dozer	74.1	70.1	N/A	N/A	N/A	N/A	N/A
Total	74.1	73.1	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

Baselines (dBA)

Descriptor	Land Use	Daytime	Evening	Night
Site 5	Residential	72.2	72.2	72.2

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	170	0
Dozer	No	40		81.7	170	0

Equipment	Results							
	Calculated (dBA)				Noise Limits (dBA)			
	*Lmax	Leq	Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	
Dozer	71	67.1	N/A	N/A	N/A	N/A	N/A	
Dozer	71	67.1	N/A	N/A	N/A	N/A	N/A	
Total	71	70.1	N/A	N/A	N/A	N/A	N/A	

\*Calculated Lmax is the Loudest value.

---- Receptor #6 ----

		Baselines (dBA)		
Descriptor	Land Use	Daytime	Evening	Night
Site 6	Residential	69.8	69.8	69.8

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	80	0
Dozer	No	40		81.7	80	0

Equipment	Results							
	Calculated (dBA)				Noise Limits (dBA)			
	*Lmax	Leq	Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	
Dozer	77.6	73.6	N/A	N/A	N/A	N/A	N/A	
Dozer	77.6	73.6	N/A	N/A	N/A	N/A	N/A	
Total	77.6	76.6	N/A	N/A	N/A	N/A	N/A	

\*Calculated Lmax is the Loudest value.

---- Receptor #7 ----

		Baselines (dBA)		
Descriptor	Land Use	Daytime	Evening	Night
Site 7	Residential	69.5	69.5	69.5

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	80	0

Dozer                      No                      40                      81.7                      80                      0

Results

Equipment	Calculated (dBA)			Noise Limits (dBA)			
	*Lmax	Leq	Day	Leq	Evening		Night
			Lmax		Lmax	Leq	Lmax
Dozer	77.6	73.6	N/A	N/A	N/A	N/A	N/A
Dozer	77.6	73.6	N/A	N/A	N/A	N/A	N/A
Total	77.6	76.6	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

---- Receptor #8 ----

Baselines (dBA)

Descriptor	Land Use	Daytime	Evening	Night
Site 8	Commercial	73.7	73.7	73.7

Equipment

Description	Impact	Device	Usage(%)	Spec	Actual	Receptor	Estimated
				Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Dozer	No		40		81.7	120	0
Dozer	No		40		81.7	120	0

Results

Equipment	Calculated (dBA)			Noise Limits (dBA)			
	*Lmax	Leq	Day	Leq	Evening		Night
			Lmax		Lmax	Leq	Lmax
Dozer	74.1	70.1	N/A	N/A	N/A	N/A	N/A
Dozer	74.1	70.1	N/A	N/A	N/A	N/A	N/A
Total	74.1	73.1	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.



Noise Limit Exceedance (dBA)

	Day		Evening		Night	
Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A

Noise Limit Exceedance (dBA)

	Day		Evening		Night	
Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A

Noise Limit Exceedance (dBA)

	Day		Evening		Night	
Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A

Noise Limit Exceedance (dBA)

	Day		Evening		Night	
Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A

Noise Limit Exceedance (dBA)

	Day		Evening		Night	
Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A

Noise Limit Exceedance (dBA)

	Day		Evening		Night	
Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A

Noise Limit Exceedance (dBA)

	Day		Evening		Night	
Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A

Noise Limit Exceedance (dBA)

	Day		Evening		Night	
Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date 5/14/2019

Case Description Section 31\_Building Construction

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 1	Commercial	73.6	73.6	73.6

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Crane	No	16		80.6	85	0
Generator	No	50		80.6	85	0
Tractor	No	40	84		85	0
Tractor	No	40	84		85	0
Tractor	No	40	84		85	0
Welder / Torch	No	40		74	85	0
Forklift	No	40	85		85	0
Forklift	No	40	85		85	0
Forklift	No	40	85		85	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night	
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	75.9	68	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	76	73	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	79.4	75.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	79.4	75.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	79.4	75.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	69.4	65.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	80.4	76.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	80.4	76.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	80.4	76.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	80.4	84.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Descriptor	Land Use	Daytime	Evening	Night
Site 2	Residential	70.6	70.6	70.6

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	175	0
Generator	No	50		80.6	175	0
Tractor	No	40	84		175	0
Tractor	No	40	84		175	0
Tractor	No	40	84		175	0
Welder / Torch	No	40		74	175	0
Forklift	No	40	85		175	0
Forklift	No	40	85		175	0
Forklift	No	40	85		175	0

Equipment	Results													
	Calculated (dBA)			Noise Limits (dBA)						Noise Limit Exceedance (dBA)				
	*Lmax	Leq	Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq	Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq
Crane	69.7	61.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	69.7	66.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	73.1	69.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	73.1	69.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	73.1	69.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	63.1	59.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	74.1	70.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	74.1	70.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	74.1	70.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	74.1	78	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Descriptor	Land Use	Daytime	Evening	Night
Site 3	Residential	69.3	69.3	69.3

Equipment			
Spec	Actual	Receptor	Estimated

Description	Impact Device	Usage(%)	Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Crane	No	16		80.6	115	0
Generator	No	50		80.6	115	0
Tractor	No	40	84		115	0
Tractor	No	40	84		115	0
Tractor	No	40	84		115	0
Welder / Torch	No	40		74	115	0
Forklift	No	40	85		115	0
Forklift	No	40	85		115	0
Forklift	No	40	85		115	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night	
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	73.3	65.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	73.4	70.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	76.8	72.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	76.8	72.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	76.8	72.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	66.8	62.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	77.8	73.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	77.8	73.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	77.8	73.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	77.8	81.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

Baselines (dBA)

Descriptor	Land Use	Daytime	Evening	Night
Site 4	Residential	71.9	71.9	71.9

Equipment

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Crane	No	16		80.6	120	0
Generator	No	50		80.6	120	0
Tractor	No	40	84		120	0
Tractor	No	40	84		120	0

Tractor	No	40	84	120	0
Welder / Torch	No	40	74	120	0
Forklift	No	40	85	120	0
Forklift	No	40	85	120	0
Forklift	No	40	85	120	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night	
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	72.9	65	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	73	70	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	76.4	72.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	76.4	72.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	76.4	72.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	66.4	62.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	77.4	73.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	77.4	73.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	77.4	73.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	77.4	81.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

Baselines (dBA)

Descriptor	Land Use	Daytime	Evening	Night
Site 5	Residential	72.2	72.2	72.2

Equipment

Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Crane	No	16		80.6	170	0
Generator	No	50		80.6	170	0
Tractor	No	40	84		170	0
Tractor	No	40	84		170	0
Tractor	No	40	84		170	0
Welder / Torch	No	40		74	170	0
Forklift	No	40	85		170	0
Forklift	No	40	85		170	0
Forklift	No	40	85		170	0







Forklift	80.9	76.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	80.9	84.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

---- Receptor #8 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Site 8	Commercial	73.7	73.7	73.7

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	120	0
Generator	No	50		80.6	120	0
Tractor	No	40	84		120	0
Tractor	No	40	84		120	0
Tractor	No	40	84		120	0
Welder / Torch	No	40		74	120	0
Forklift	No	40	85		120	0
Forklift	No	40	85		120	0
Forklift	No	40	85		120	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night	
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	72.9	65	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	73	70	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	76.4	72.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	76.4	72.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	76.4	72.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	66.4	62.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	77.4	73.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	77.4	73.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	77.4	73.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	77.4	81.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 5/14/2019

Case Description: Section 31\_Paving

--- Receptor #1 ---

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 1	Commercial	73.6	73.6	73.6

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	85	0
Paver	No	50		77.2	85	0
Paver	No	50		77.2	85	0
Paver	No	50		77.2	85	0
Roller	No	20		80	85	0
Roller	No	20		80	85	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night	
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver	72.6	69.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	72.6	69.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	72.6	69.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	72.6	69.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	75.4	68.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	75.4	68.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	75.4	77	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

--- Receptor #2 ---

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 2	Residential	70.6	70.6	70.6

Equipment			
Spec	Actual	Receptor	Estimated

Description	Impact	Usage(%)	Lmax	Lmax	Distance	Shielding
	Device		(dBA)	(dBA)	(feet)	(dBA)
Paver	No	50		77.2	175	0
Paver	No	50		77.2	175	0
Paver	No	50		77.2	175	0
Paver	No	50		77.2	175	0
Roller	No	20		80	175	0
Roller	No	20		80	175	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night	
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver	66.3	63.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	66.3	63.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	66.3	63.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	66.3	63.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	69.1	62.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	69.1	62.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	69.1	70.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Baselines (dBA)

Descriptor	Land Use	Daytime	Evening	Night
Site 3	Residential	69.3	69.3	69.3

Equipment

Description	Impact	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax	Lmax	Distance	Shielding
		(dBA)	(dBA)	(feet)	(dBA)	
Paver	No	50		77.2	115	0
Paver	No	50		77.2	115	0
Paver	No	50		77.2	115	0
Paver	No	50		77.2	115	0
Roller	No	20		80	115	0
Roller	No	20		80	115	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)			Noise Limit Exceedance (dBA)		
	Day	Evening	Day	Evening	Night	Day	Evening	Night
Paver	66.3	63.3	N/A	N/A	N/A	N/A	N/A	N/A
Paver	66.3	63.3	N/A	N/A	N/A	N/A	N/A	N/A
Paver	66.3	63.3	N/A	N/A	N/A	N/A	N/A	N/A
Paver	66.3	63.3	N/A	N/A	N/A	N/A	N/A	N/A
Roller	69.1	62.1	N/A	N/A	N/A	N/A	N/A	N/A
Roller	69.1	62.1	N/A	N/A	N/A	N/A	N/A	N/A
Total	69.1	70.7	N/A	N/A	N/A	N/A	N/A	N/A

Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver	70	67	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	70	67	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	70	67	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	70	67	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	72.8	65.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	72.8	65.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	72.8	74.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

Baselines (dBA)		Daytime	Evening	Night
Descriptor	Land Use	71.9	71.9	71.9
Site 4	Residential			

Description	Impact Device	Usage(%)	Equipment			Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	
Paver	No	50		77.2	120	0
Paver	No	50		77.2	120	0
Paver	No	50		77.2	120	0
Paver	No	50		77.2	120	0
Roller	No	20		80	120	0
Roller	No	20		80	120	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)					Noise Limit Exceedance (dBA)						
	*Lmax	Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Paver	69.6	66.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	69.6	66.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	69.6	66.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	69.6	66.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	72.4	65.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	72.4	65.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	72.4	74	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

Baselines (dBA)

Descriptor	Land Use	Daytime	Evening	Night
Site 5	Residential	72.2	72.2	72.2

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
			Paver	No	50	77.2
Paver	No	50	77.2	170	0	
Paver	No	50	77.2	170	0	
Paver	No	50	77.2	170	0	
Roller	No	20	80	170	0	
Roller	No	20	80	170	0	

Equipment	Results													
	Calculated (dBA)			Noise Limits (dBA)						Noise Limit Exceedance (dBA)				
	*Lmax	Leq	Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq	Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq
Paver	66.6	63.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	66.6	63.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	66.6	63.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	66.6	63.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	69.4	62.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	69.4	62.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	69.4	71	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

---- Receptor #6 ----

Baselines (dBA)				
Descriptor	Land Use	Daytime	Evening	Night
Site 6	Residential	69.8	69.8	69.8

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
			Paver	No	50	77.2
Paver	No	50	77.2	80	0	
Paver	No	50	77.2	80	0	
Paver	No	50	77.2	80	0	
Roller	No	20	80	80	0	





Total 75.9 77.5 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A

\*Calculated Lmax is the Loudest value.

---- Receptor #8 ----

Baselines (dBA)

Descriptor	Land Use	Daytime	Evening	Night
Site 8	Commercial	73.7	73.7	73.7

Equipment

Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Paver	No	50		77.2	120	0
Paver	No	50		77.2	120	0
Paver	No	50		77.2	120	0
Paver	No	50		77.2	120	0
Roller	No	20		80	120	0
Roller	No	20		80	120	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night	
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver	69.6	66.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	69.6	66.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	69.6	66.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	69.6	66.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	72.4	65.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	72.4	65.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	72.4	74	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.



\*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Descriptor	Land Use	Daytime	Evening	Night
Site 3	Residential	69.3	69.3	69.3

		Equipment				
		Spec	Actual	Receptor	Estimated	
Description	Impact	Lmax	Lmax	Distance	Shielding	
	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Compressor (air)	No	40		77.7	115	0

		Results													
		Calculated (dBA)				Noise Limits (dBA)				Noise Limit Exceedance (dBA)					
		Day		Evening		Night		Day		Evening		Night			
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Compressor (air)	70.4	66.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	70.4	66.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

		Baselines (dBA)		
Descriptor	Land Use	Daytime	Evening	Night
Site 4	Residential	71.9	71.9	71.9

		Equipment				
		Spec	Actual	Receptor	Estimated	
Description	Impact	Lmax	Lmax	Distance	Shielding	
	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Compressor (air)	No	40		77.7	120	0

		Results													
		Calculated (dBA)				Noise Limits (dBA)				Noise Limit Exceedance (dBA)					
		Day		Evening		Night		Day		Evening		Night			
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Compressor (air)	70.1	66.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	70.1	66.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 5	Residential	72.2	72.2	72.2

		Equipment				
Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Compressor (air)	No	40		77.7	170	0

		Results													
		Calculated (dBA)				Noise Limits (dBA)				Noise Limit Exceedance (dBA)					
Equipment	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night		
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	
Compressor (air)		67	63.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total		67	63.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

---- Receptor #6 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 6	Residential	69.8	69.8	69.8

		Equipment				
Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Compressor (air)	No	40		77.7	80	0

		Results													
		Calculated (dBA)				Noise Limits (dBA)				Noise Limit Exceedance (dBA)					
Equipment	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night		
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	
Compressor (air)		73.6	69.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Total		73.6	69.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

\*Calculated Lmax is the Loudest value.

---- Receptor #7 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 7	Residential	69.5	69.5	69.5

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
			Compressor (air)	No	40	

Equipment	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)						
	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night		
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	
Compressor (air)	73.6	69.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	73.6	69.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

---- Receptor #8 ----

Baselines (dBA)		Daytime	Evening	Night
Site 8	Commercial	73.7	73.7	73.7

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
			Compressor (air)	No	40	

Equipment	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)						
	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night		
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	
Compressor (air)	70.1	66.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	70.1	66.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

**APPENDIX H.4**

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**Construction Vibration Worksheets**

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance <sup>a</sup>	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	85	0.014	0.004	71
Jackhammer		1	0.035	85	0.006	0.001	63
Large bulldozer		6	0.089	85	0.085	0.021	87
Loaded trucks		9	0.076	85	0.109	0.027	89
Vibratory Roller		1	0.210	85	0.033	0.008	78
Small bulldozer		12	0.003	85	0.006	0.001	63

\* Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.  
-Fragile Buildings- 0.20 in/sec

Equipment	Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance <sup>a</sup>	RMS Vibration level in VdB at adjusted distance
Caisson drilling	1	0.089	175	0.005	0.001	62
Jackhammer	1	0.035	175	0.002	0.000	53
Large bulldozer	6	0.089	175	0.029	0.007	77
Loaded trucks	9	0.076	175	0.037	0.009	79
Vibratory Roller	1	0.210	175	0.011	0.003	69
Small bulldozer	12	0.003	175	0.002	0.000	54

\* Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.  
-Fragile Buildings- 0.20 in/sec



Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance <sup>a</sup>	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	115	0.009	0.002	67
Jackhammer		1	0.035	115	0.004	0.001	59
Large bulldozer		6	0.089	115	0.054	0.014	83
Loaded trucks		9	0.076	115	0.069	0.017	85
Vibratory Roller		1	0.210	115	0.021	0.005	75
Small bulldozer		12	0.003	115	0.004	0.001	59

\* Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.

-Fragile Buildings- 0.20 in/sec

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance
Caisson drilling		1	0.089	120	0.008
Jackhammer		1	0.035	120	0.003
Large bulldozer		6	0.089	120	0.051
Loaded trucks		9	0.076	120	0.065
Vibratory Roller		1	0.210	120	0.020
Small bulldozer		12	0.003	120	0.003

**\* Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.**

**-Fragile Buildings- 0.20 in/sec**

<b>RMS velocity amplitude in in/sec at adjusted distance<sup>a</sup></b>	<b>RMS Vibration level in VdB at adjusted distance</b>
0.002	67
0.001	58
0.013	82
0.016	84
0.005	74
0.001	59

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance <sup>a</sup>	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	170	0.005	0.001	62
Jackhammer		1	0.035	170	0.002	0.000	54
Large bulldozer		6	0.089	170	0.030	0.008	78
Loaded trucks		9	0.076	170	0.039	0.010	80
Vibratory Roller		1	0.210	170	0.012	0.003	69
Small bulldozer		12	0.003	170	0.002	0.001	54

\* Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.

-Fragile Buildings- 0.20 in/sec

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance
Caisson drilling		1	0.089	80	0.016
Jackhammer		1	0.035	80	0.006
Large bulldozer		6	0.089	80	0.093
Loaded trucks		9	0.076	80	0.119
Vibratory Roller		1	0.210	80	0.037
Small bulldozer		12	0.003	80	0.006

**\* Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.**

**-Fragile Buildings- 0.20 in/sec**

<b>RMS velocity amplitude in in/sec at adjusted distance<sup>a</sup></b>	<b>RMS Vibration level in VdB at adjusted distance</b>
0.004	72
0.002	64
0.023	87
0.030	90
0.009	79
0.002	64