Facebook EIR - Conversion of Intersection Data to Segment Totals

Intersection Totals - Total includes only the intersection movements that would continue on the selected segment

Int #	Existing	Baseline	NT NP 1	NT Proj I	NT NP II	NT Proj II	LT NP I	LT Proj I	LT Proj II
Marsh Road/Scott Drive	1139	1215	1320	1463	1498	1498	1444	1587	1587
Marsh Road/Bohannon Drive	1371	1381	1473	1491	1533	1549	1642	1659	1676
Willow Road/O'Brien Drive	1008	1262	1320	1801	1830	2349	1435	1915	2434
Willow Road/Newbridge Street	1529	1562	1653	1711	1758	1801	1846	1904	1947
Willow Road/Durham Street	882	935	1028	1129	1155	1335	1139	1240	1420
Willow Road/Coleman Avenue	1182	1189	1282	1294	1329	1335	1468	1480	1486
University Avenue/O'Brien Drive	553	591	613	684	701	753	673	744	797
University Avenue/Kavanaugh Drive	1610	1615	1679	1687	1736	1743	1856	1864	1871
Bayfront Expressway/Chrysler Drive	2311	2326	2507	2534	2603	2611	2742	2769	2777
Bayfront Expressway/Chilco Street	973	1091	1169	1391	1420	1420	1268	1490	1490

Segment Totals

Segment	Existing	Baseline	NT NP 1	NT Proj I	NT NP II	NT Proj II	LT NP I	LT Proj I	LT Proj II
Bayfront Expressway - Chrysler Dr to Chilco St	3284	3417	3676	3925	4023	4031	4010	4259	4267
Marsh Road - Scott Dr to Bohannon Dr.	2510	2596	2793	2954	3031	3047	3086	3246	3263
Willow Road - O'Brien Dr. to Newbridge St.	2537	2824	2973	3512	3588	4150	3281	3819	4381
Willow Road - Durham St. to Coleman Ave	2064	2124	2310	2423	2484	2670	2607	2720	2906
University Avenue - O'Brien Dr. to Kavanaugh Dr.	2163	2206	2292	2371	2437	2496	2529	2608	2668

Segment Totals - Multiply by 10 for CNEL

Segment	Existing	Baseline	NT NP 1	NT Proj I	NT NP II	NT Proj II	LT NP I	LT Proj I	LT Proj II
Bayfront Expressway - Chrysler Dr to Chilco St	32840	34170	36760	39250	40230	40310	40100	42590	42670
Marsh Road - Scott Dr to Bohannon Dr.	25100	25960	27930	29540	30310	30470	30860	32460	32630

Willow Road - O'Brien Dr. to Newbridge St.	25370	28240	29730	35120	35880	41500	32810	38190	43810
Willow Road - Durham St. to Coleman Ave	20640	21240	23100	24230	24840	26700	26070	27200	29060
University Avenue - O'Brien Dr. to Kavanaugh Dr.	21630	22060	22920	23710	24370	24960	25290	26080	26680

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number:
Project Name: Facebook

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: DKS Associates, 2011
Community Noise Descriptor: L_{dn}: CNEL: X

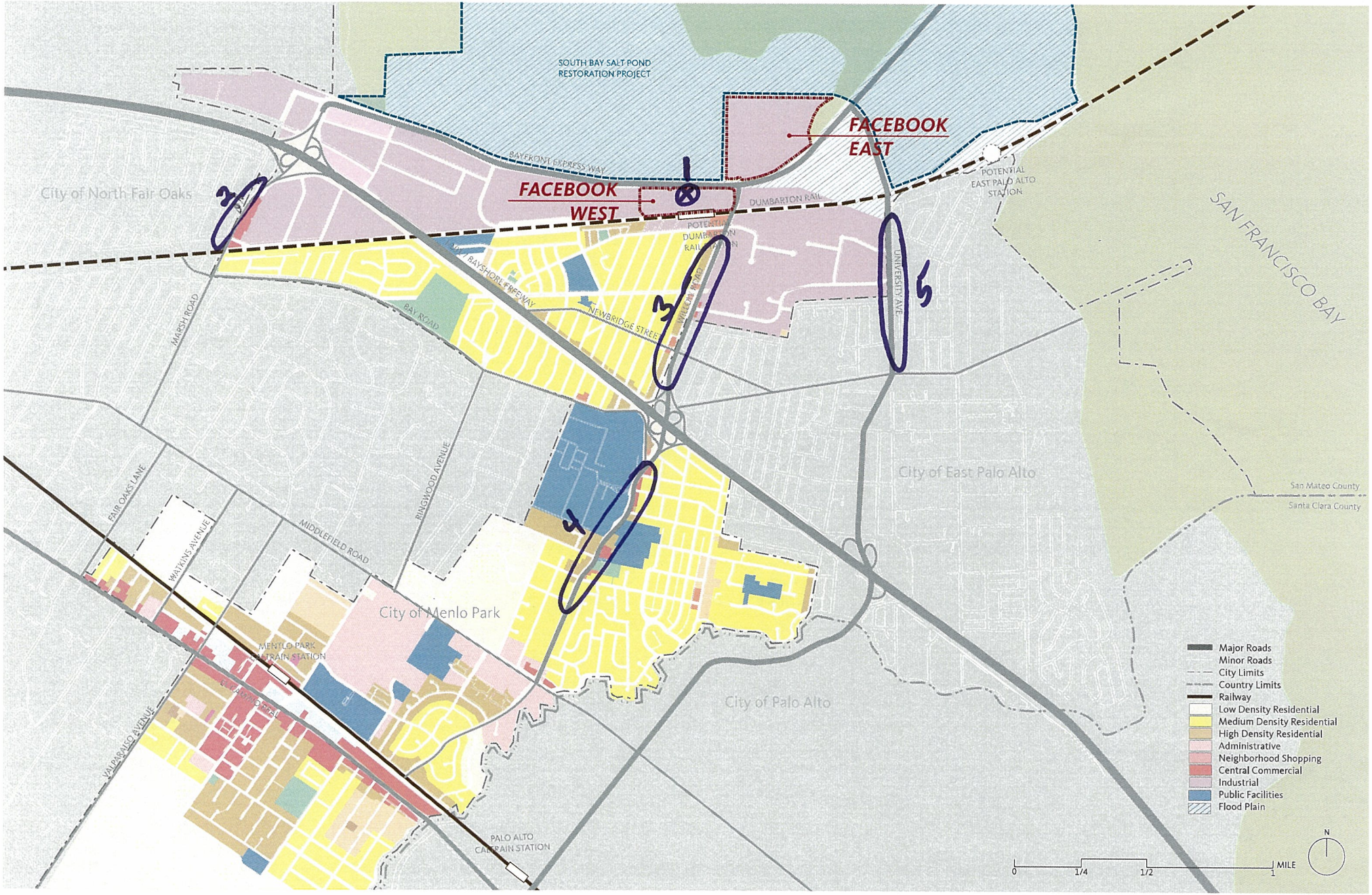
"-" = contour is located within the roadway right-of-way.
Distance is from the centerline of the roadway segment to the receptor location.

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%

Analysis Condition		Median	ADT	Design Speed	Alpha	Vehicle Mix* Medium	Vehicle Mix* Heavy	CNEL at Sensitive Receptor	Distance from Centerline of Roadway: Distance to Contour 70 CNEL	65 CNEL	60 CNEL	55 CNEL
Roadway, Segment	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks					
Bayfront Expressway - Chrysler Dr to Chilco St (Project Site)												
Existing	6	20	32,840	50	0.5	6.5%	3.0%	**73.2**	123	265	572	1,231
Baseline	6	20	34,420	50	0.5	6.5%	3.0%	**73.4**	127	274	590	1,270
Near Term No Project I	6	20	37,020	50	0.5	6.5%	3.0%	**73.7**	133	287	619	1,334
Near Term Project I	6	20	39,980	50	0.5	6.5%	3.0%	**74.1**	140	302	652	1,404
Near Term No Project II	6	20	40,960	50	0.5	6.5%	3.0%	**74.2**	143	307	662	1,427
Near Term Project II	6	20	41,270	50	0.5	6.5%	3.0%	**74.2**	143	309	666	1,434
Long Term No Project I	6	20	40,350	50	0.5	6.5%	3.0%	**74.1**	141	304	656	1,413
Long Term Project I	6	20	43,320	50	0.5	6.5%	3.0%	**74.4**	148	319	687	1,481
Long Term Project II	6	20	43,360	50	0.5	6.5%	3.0%	**74.4**	148	319	688	1,482
Marsh Road - Scott Dr to Bohannon Dr. (Residences along Marsh Road)												
Existing	4	15	25,100	35	0.5	8.0%	79.0%	**81.9**	313	673	1,451	3,126
Baseline	4	15	25,960	35	0.5	8.0%	79.0%	**82.1**	320	689	1,484	3,197
Near Term No Project I	4	15	29,120	35	0.5	8.0%	79.0%	**82.6**	345	744	1,602	3,451
Near Term Project I	4	15	30,740	35	0.5	8.0%	79.0%	**82.8**	358	771	1,661	3,578
Near Term No Project II	4	15	31,510	35	0.5	8.0%	79.0%	**82.9**	364	784	1,688	3,637
Near Term Project II	4	15	31,670	35	0.5	8.0%	79.0%	**82.9**	365	786	1,694	3,650
Long Term No Project I	4	15	32,060	35	0.5	8.0%	79.0%	**83.0**	368	793	1,708	3,680
Long Term Project I	4	15	33,660	35	0.5	8.0%	79.0%	**83.2**	380	819	1,764	3,801
Long Term Project II	4	15	33,830	35	0.5	8.0%	79.0%	**83.2**	381	822	1,770	3,814
Willow Road - O'Brien Dr. to Newbridge St. (Residences along Willow Road)												
Existing	5	15	25,370	40	0.5	49.0%	24.0%	**77.3**	232	499	1,075	2,316
Baseline	5	15	28,300	40	0.5	49.0%	24.0%	**77.8**	249	537	1,156	2,491
Near Term No Project I	5	15	29,790	40	0.5	49.0%	24.0%	**78.0**	258	555	1,196	2,578
Near Term Project I	5	15	35,300	40	0.5	49.0%	24.0%	**78.8**	289	622	1,340	2,887
Near Term No Project II	5	15	36,060	40	0.5	49.0%	24.0%	**78.9**	293	631	1,359	2,928
Near Term Project II	5	15	42,020	40	0.5	49.0%	24.0%	**79.5**	324	698	1,505	3,242
Long Term No Project I	5	15	32,880	40	0.5	49.0%	24.0%	**78.5**	275	593	1,278	2,753
Long Term Project I	5	15	38,770	40	0.5	49.0%	24.0%	**79.2**	307	662	1,426	3,073
Long Term Project II	5	15	44,340	40	0.5	49.0%	24.0%	**79.8**	336	724	1,560	3,360
Willow Road - Durham St. to Coleman Ave (Willow Oaks Elementary School)												
Existing	2	10	20,640	35	0.5	24.0%	12.5%	**72.3**	106	228	492	1,060
Baseline	2	10	21,240	35	0.5	24.0%	12.5%	**72.4**	108	233	502	1,081
Near Term No Project I	2	10	23,100	35	0.5	24.0%	12.5%	**72.7**	114	246	530	1,143
Near Term Project I	2	10	24,230	35	0.5	24.0%	12.5%	**73.0**	118	254	548	1,180
Near Term No Project II	2	10	24,840	35	0.5	24.0%	12.5%	**73.1**	120	258	557	1,200
Near Term Project II	2	10	26,700	35	0.5	24.0%	12.5%	**73.4**	126	271	584	1,259
Long Term No Project I	2	10	26,070	35	0.5	24.0%	12.5%	**73.3**	124	267	575	1,239
Long Term Project I	2	10	27,200	35	0.5	24.0%	12.5%	**73.5**	127	275	592	1,274
Long Term Project II	2	10	29,060	35	0.5	24.0%	12.5%	**73.7**	133	287	618	1,332
Univeristy Avenue - O'Brien Dr. to Kavanaugh Dr. (Residences Along Univeristy)												
Existing	4	10	21,630	35	0.5	21.0%	9.5%	**75.0**	107	231	499	1,075
Baseline	4	10	22,060	35	0.5	21.0%	9.5%	**75.1**	109	235	505	1,089
Near Term No Project I	4	10	22,920	35	0.5	21.0%	9.5%	**75.2**	112	241	518	1,117
Near Term Project I	4	10	23,710	35	0.5	21.0%	9.5%	**75.4**	114	246	530	1,142
Near Term No Project II	4	10	24,370	35	0.5	21.0%	9.5%	**75.5**	116	251	540	1,163
Near Term Project II	4	10	24,960	35	0.5	21.0%	9.5%	**75.6**	118	255	549	1,182
Long Term No Project I	4	10	25,290	35	0.5	21.0%	9.5%	**75.7**	119	257	554	1,193
Long Term Project I	4	10	26,080	35	0.5	21.0%	9.5%	**75.8**	122	262	565	1,217
Long Term Project II	4	10	26,680	35	0.5	21.0%	9.5%	**75.9**	124	266	574	1,236

***Vehicle mix adjusted to calibrate model to reflect existing measured noise level at 50 feet. Does not reflect actual traffic counts.**

Facebook


SOUTH BAY SALT POND RESTORATION PROJECT
FACEBOOK EAST
FACEBOOK WEST
BAYFRONT EXPRESSWAY
DUMBARTON RAIL
POTENTIAL DUMBARTON RAIL STATION
POTENTIAL EAST PALO ALTO STATION
City of North Fair Oaks
SAN FRANCISCO BAY
BAYSHORE FREEWAY
NEWBRIDGE STREET
WILLOW ROAD
UNIVERSITY AVE
BAY ROAD
MARSH ROAD
FAIR OAKS LANE
MATHINE AVENUE
MIDDLEFIELD ROAD
RINGWOOD AVENUE
City of East Palo Alto
San Mateo County
Santa Clara County
City of Menlo Park
MENLO PARK CALTRAIN STATION
EL CAMINO REAL
VALPARAISO AVENUE
City of Palo Alto
PALO ALTO CALTRAIN STATION
Major Roads
Minor Roads
City Limits
Country Limits
Railway
Low Density Residential
Medium Density Residential
High Density Residential
Administrative
Neighborhood Shopping
Central Commercial
Industrial
Public Facilities
Flood Plain
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5

SOUND MEASUREMENT DATASHEET: SHORT-TERM (AMBIENT): L1-10-50-90-95-99

Location # 1

Project: Facebook	**Date:** 26 July 11	**Eqpt:**	**Photos:** Yes
Temp: Hot Warm (Mild) Cool Cold	**Wind (mph):** (≤2.5) 2.5-5 5-10 ≥10	**(dir):** N E S W Δ	**Cloud Cover:** (Clear) Pt. Cld. Clouds Fog
Location Desc.: Bayshore & WEST CAMPUS	**Noise Source(s):** Traffic		
Rcp. Info:	**Ground Effects:**		
Barrier Effects:			

Meas. Int.:

Roadway: BAYSHORE
Segment:
Spd: *Post:* 45 *Trav.:*

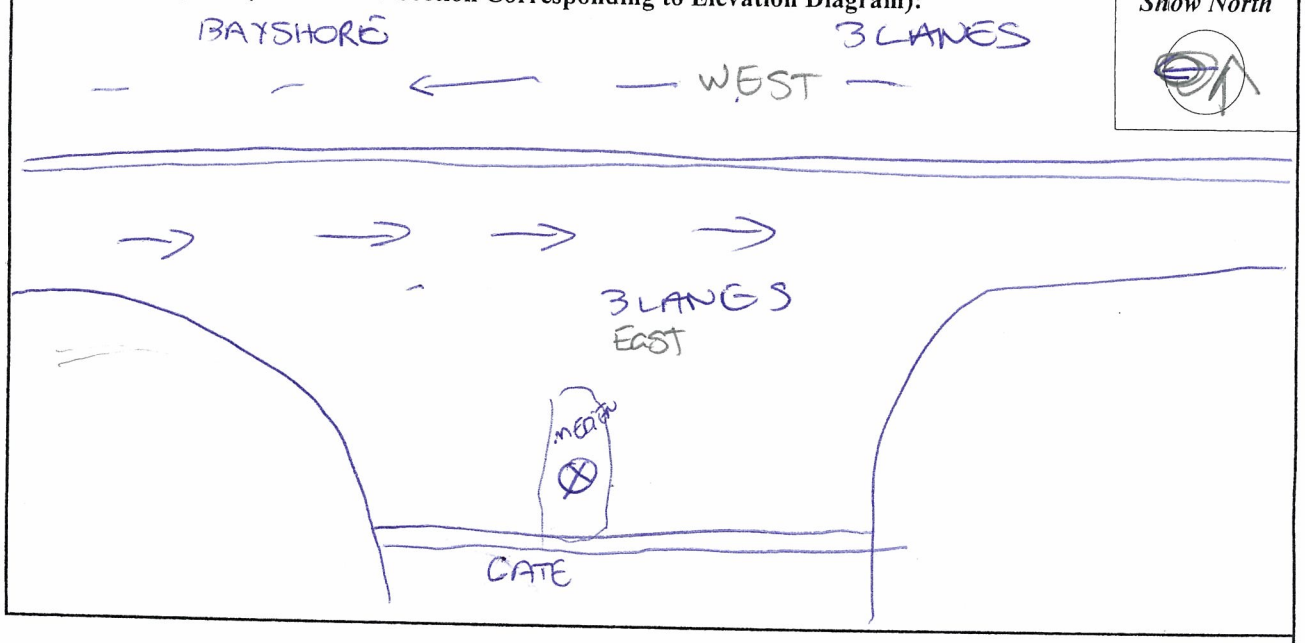
Volumes			
Auto	MT	HT	Dir.
457	10	2	NB/EB
179	6	5	SB/WB

Meas. Int.:

Roadway:
Segment:
Spd: *Post:* *Trav.:*

Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Top-View Diagram (Show Cross-Section Corresponding to Elevation Diagram):



Show North

Elv. Diagram (vertical):

(ft) (ft)

General Comments:

Cal. Δ @Int1		Cal. √	Offset
Yes	No	Int #:	

Description	Int. #	Start (h:m(:s))	Duration ((h:)m:s)	SEL	Leq	Lmin	Lmax	L1	L10	L50	L90	L95	L99	Event/Anomaly Info: Description	Lmax	Begin	End
		8:29	15		78.1	93.8	63.0		80.4	74.1	67.1						

Data File:

SOUND MEASUREMENT DATASHEET: SHORT-TERM (AMBIENT): L1-10-50-90-95-99

Location # 2

Project: Facebook	Date: 26 July 11	Eqpt:	Photos: Yes
Temp: Hot Warm (Mild) Cool Cold	Wind (mph): (≤2.5) 2.5-5 5-10 ≥10 (dir): N E S W Δ	Cloud Cover: (Clear) Pt. Cld. Clouds Fog	
Location Desc.:	Noise Source(s): Traffic		
Rcp. Info:	Ground Effects:		
Barrier Effects:			

Meas. Int.:

Roadway: Marsh Rd

Segment: @ florence

Spd: *Post:* *Trav.:*

Volumes			
Auto	MT	HT	Dir.
178	07	05	(NB/EB)
193	08	04	(SB/WB)

Meas. Int.:

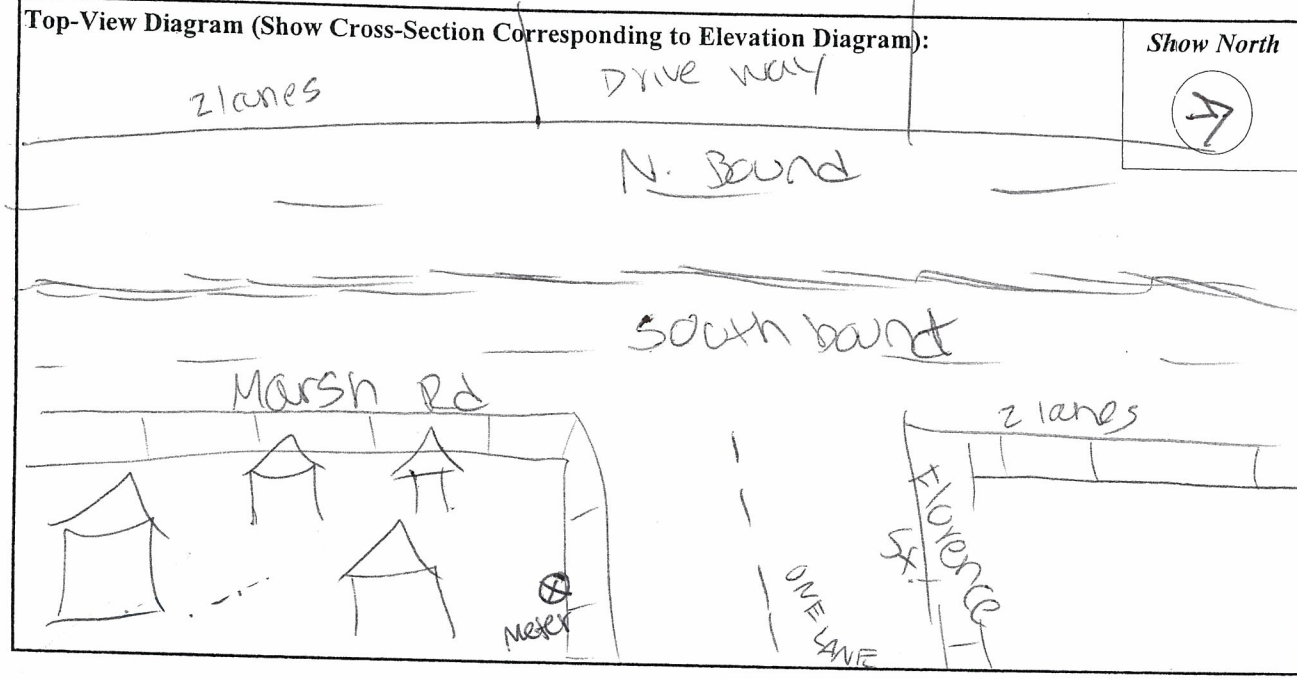
Roadway:

Segment:

Spd: *Post:* *Trav.:*

Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Top-View Diagram (Show Cross-Section Corresponding to Elevation Diagram):



Show North

Elv. Diagram (vertical):

(ft) (ft)

General Comments:

Cal. Δ @Int1		Cal. √	Offset
Yes	No	Int #:	

Description	Int. #	Start (h:m(:s))	Duration ((h:)m:s)	SEL	Leq	Lmin	Lmax	L1	L10	L50	L90	L95	L99	Event/Anomaly Info: Description	Lmax	Begin	End
		9:10	15		79.6	65.1	99.4		82.9	75.8	71.1						

Data File:

SOUND MEASUREMENT DATASHEET: SHORT-TERM (AMBIENT): L1-10-50-90-95-99

Location # 3

Project: Facebook	**Date:** 26 Jul, 2011	**Eqpt:**	**Photos:**
Temp: Hot Warm (Mild) Cool Cold	**Wind (mph):** (≤2.5) 2.5-5 5-10 ≥10	**(dir):** N E S W Δ	**Cloud Cover:** (Clear) Pt. Cld. Clouds Fog
Location Desc.: Willow & ALBERNI ST.	**Noise Source(s):** Traffic		
Rcp. Info:	**Ground Effects:**		
Barrier Effects:			

Meas. Int.:

Roadway: willow Rd.

Segment:

Spd: *Post:* *Trav.:*

Volumes			
Auto	MT	HT	Dir.
161	9	7	(NB/EB)
286	30	5	(SB/WB)

Meas. Int.:

Roadway:

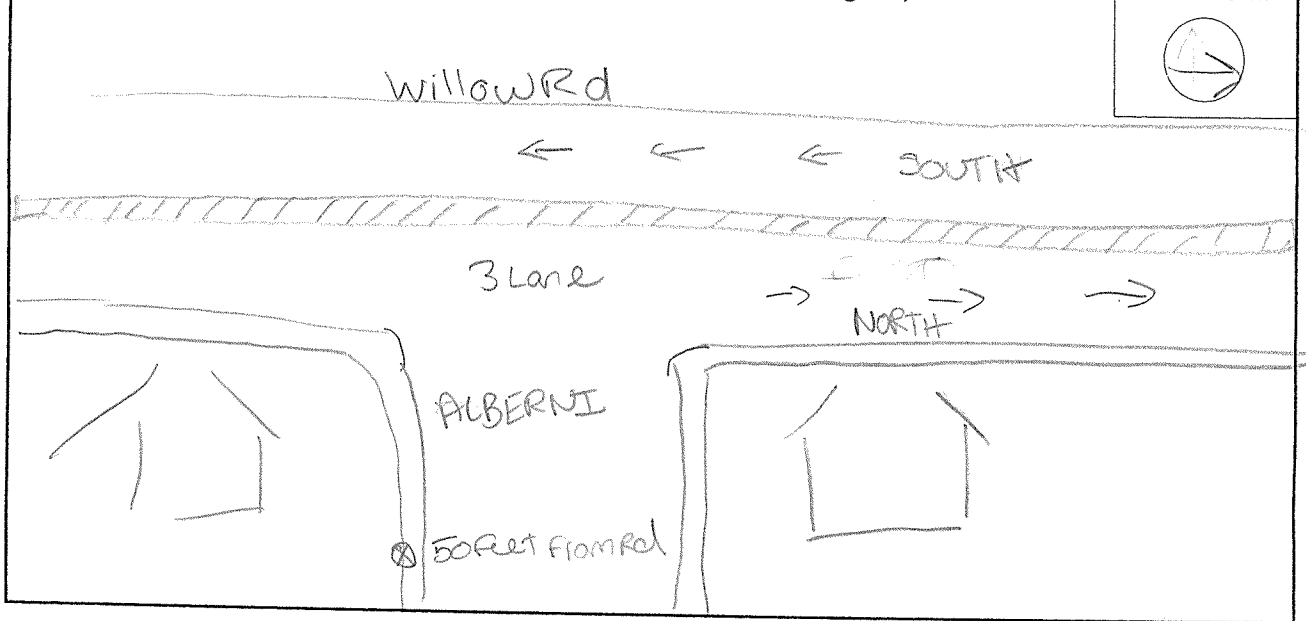
Segment:

Spd: *Post:* *Trav.:*

Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Top-View Diagram (Show Cross-Section Corresponding to Elevation Diagram):

Show North



Elv. Diagram (vertical):

(ft) (ft)

General Comments:

Cal. Δ @Int1		Cal. √	Offset
Yes	No	Int #:	

Description	Int. #	Start (h:m(:s))	Duration ((h:)m:s)	SEL	Leq	Lmin	Lmax	L1	L10	L50	L90	L95	L99	Event/Anomaly Info Description	Lmax	Begin	End
		7:33	15m		75.2	62.7	89.5		78.1	72.1	67.2						

Data File:

SOUND MEASUREMENT DATASHEET: SHORT-TERM (AMBIENT): L1-10-50-90-95-99

Location # 4

Project: Facebook	Date: 7/26/1	Eqpt:	Photos: Yes
Temp: Hot Warm (Mild) Cool Cold	Wind (mph): (≤2.5) 2.5-5 5-10 ≥10 (dir): N E S W Δ	Cloud Cover: Clear Pt. Cld. Clouds Fog	
Location Desc.: Willow Rd in front of school	Noise Source(s): (Note 10:02 bus stop) Traffic		
Rcp. Info:	Ground Effects:		
Barrier Effects:			

Meas. Int.:

Roadway: [illegible]

Segment: Btw O. Keefe St S. Primeter Rd

Spd: *Post:* *Trav.:*

Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Meas. Int.:

Roadway: Willow Rd

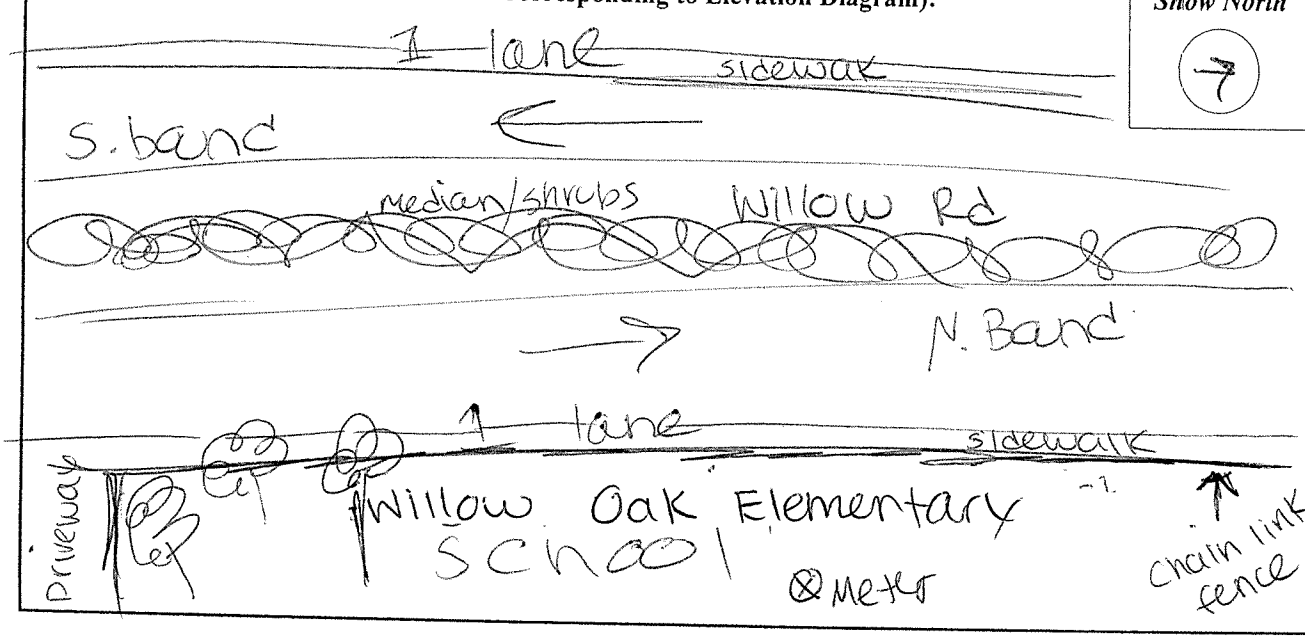
Segment:

Spd: *Post:* *Trav.:*

Volumes			
Auto	MT	HT	Dir.
158	07	01	(NB)/EB
173	05	05	(SB)/WB

Top-View Diagram (Show Cross-Section Corresponding to Elevation Diagram):

Show North (7)



Elv. Diagram (vertical):

(ft) (ft)

General Comments:

Cal. Δ @Int1		Cal. √	Offset
Yes	No	Int #:	

Description	Int. #	Start (h:m(:s))	Duration ((h:)m:s)	SEL	Leq	Lmin	Lmax	L1	L10	L50	L90	L95	L99	Event/Anomaly Info Description	Lmax	Begin	End
		9:54	15 min		75	60.6	88.6		77.8	72.6	68.1						

SOUND MEASUREMENT DATASHEET: SHORT-TERM (AMBIENT): L1-10-50-90-95-99

Location # 5

Project: Facebook	**Date:** 7/26/11	**Eqpt:**	**Photos:** yes
Temp: Hot Warm (Mild) Cool Cold	**Wind (mph):** (≤2.5) 2.5-5 5-10 ≥10 (dir): N E S W Δ	**Cloud Cover:** (Clear) Pt. Cld. Clouds Fog	
Location Desc.: University & Notre Dam	**Noise Source(s):** Traffic		
Rcp. Info:	**Ground Effects:**		
Barrier Effects:			

Meas. Int.:

Roadway: University
Segment:
Spd: *Post:* *Trav.:*

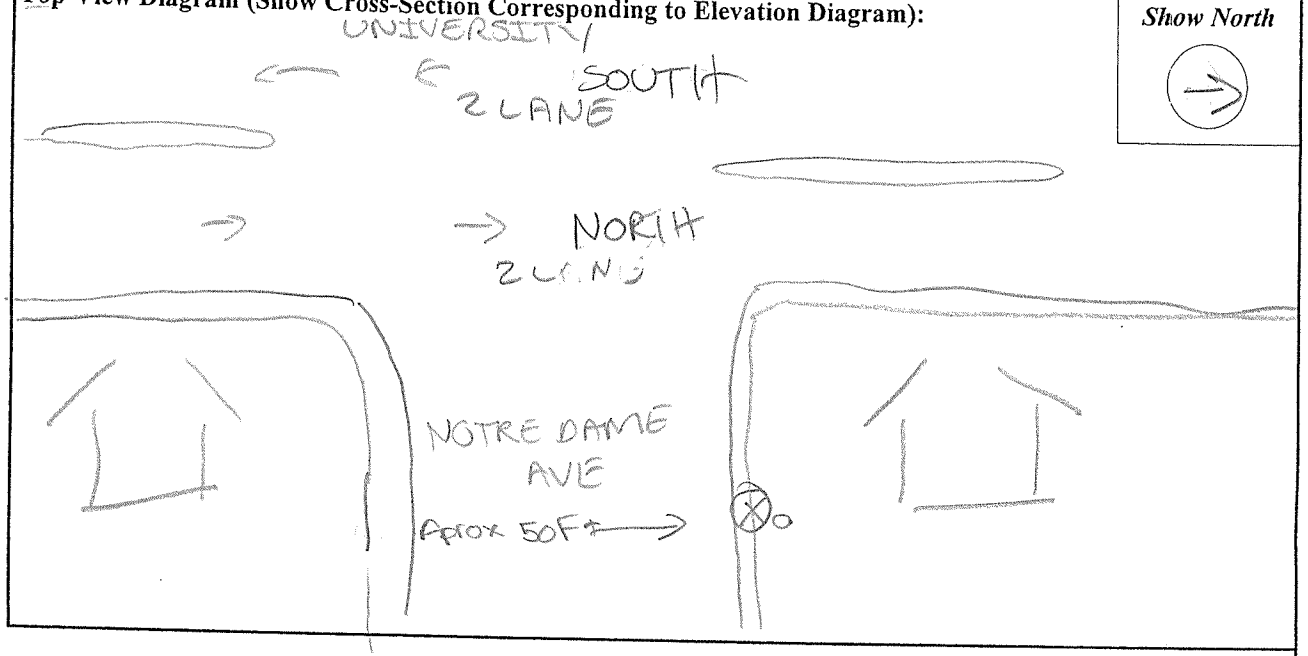
Volumes			
Auto	MT	HT	Dir.
156	5	2	(NB/EB)
308	5	(0)	(SB/WB)

Meas. Int.:

Roadway:
Segment:
Spd: *Post:* *Trav.:*

Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Top-View Diagram (Show Cross-Section Corresponding to Elevation Diagram):



Show North

Elv. Diagram (vertical):

(ft) (ft)

General Comments:

Cal. Δ @Int1		Cal. √	Offset
Yes	No	Int #:	

Description	Int. #	Start (h:m(:s))	Duration ((h:)m:s)	SEL	Leq	Lmin	Lmax	L1	L10	L50	L90	L95	L99	Event/Anomaly Info Description	Lmax	Begin	End
		8:05	15m		75.3	64.9	88.4		78.9	72.2	67.8						

Data File:

NOISE MEASUREMENTS - FB

Location #	Street	Start time	Leq	Lmin	Lmax	L10	L50	L90
1	Bayfront Expressway @ West Campus	8:29:00 AM	78.1	93.8	63	80.4	74.1	67.1
2	March Rd. @ Florence St.	9:10:00 AM	79.6	65.1	94.4	82.9	75.8	71.1
3	Willow Rd. @ Alberni St.	7:33:00 AM	75.2	62.7	89.5	78.1	72.1	67.2
4	Willow Rd. Btw. O'Keefe St & S. Primeter Rd.	9:54:00 AM	75	60.6	88.6	77.8	72.6	68.1
5	University Ave. @ Notre Dame	8:05:00 AM	75.3	64.9	88.4	78.9	72.2	67.8

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number:
Project Name: Facebook

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: DKS Associates, 2011
Community Noise Descriptor: L_{dn}: CNEL: X

"-" = contour is located within the roadway right-of-way.
Distance is from the centerline of the roadway segment to the receptor location.

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%

Analysis Condition		Median	ADT	Design Speed	Alpha	Vehicle Mix* Medium	Heavy	Distance from Centerline of Roadway CNEL at Sensitive Receptor	Distance to Contour 70 CNEL	65 CNEL	60 CNEL	55 CNEL
Roadway, Segment	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks					
Bayfront Expressway - Chrysler Dr to Chilco St (Project Site)												
Existing	6	20	32,840	50	0.5	6.5%	3.0%	**73.2**	123	265	572	1,231
Baseline	6	20	34,420	50	0.5	6.5%	3.0%	**73.4**	127	274	590	1,270
Near Term No Project I	6	20	37,020	50	0.5	6.5%	3.0%	**73.7**	133	287	619	1,334
Near Term Project I	6	20	39,240	50	0.5	6.5%	3.0%	**74.0**	139	299	644	1,386
Near Term No Project II	6	20	40,960	50	0.5	6.5%	3.0%	**74.2**	143	307	662	1,427
Near Term Project II	6	20	40,530	50	0.5	6.5%	3.0%	**74.1**	142	305	658	1,417
Long Term No Project I	6	20	40,350	50	0.5	6.5%	3.0%	**74.1**	141	304	656	1,413
Long Term Project I	6	20	42,578	50	0.5	6.5%	3.0%	**74.4**	146	315	680	1,464
Long Term Project II	6	20	42,888	50	0.5	6.5%	3.0%	**74.4**	147	317	683	1,471
Marsh Road - Scott Dr to Bohannon Dr. (Residences along Marsh Road)												
Existing	4	15	25,100	35	0.5	8.0%	79.0%	**81.9**	313	673	1,451	3,126
Baseline	4	15	25,960	35	0.5	8.0%	79.0%	**82.1**	320	689	1,484	3,197
Near Term No Project I	4	15	29,120	35	0.5	8.0%	79.0%	**82.6**	345	744	1,602	3,451
Near Term Project I	4	15	30,335	35	0.5	8.0%	79.0%	**82.8**	355	764	1,646	3,547
Near Term No Project II	4	15	31,510	35	0.5	8.0%	79.0%	**82.9**	364	784	1,688	3,637
Near Term Project II	4	15	31,265	35	0.5	8.0%	79.0%	**82.9**	362	780	1,680	3,619
Long Term No Project I	4	15	32,060	35	0.5	8.0%	79.0%	**83.0**	368	793	1,708	3,680
Long Term Project I	4	15	33,260	35	0.5	8.0%	79.0%	**83.2**	377	812	1,750	3,771
Long Term Project II	4	15	33,430	35	0.5	8.0%	79.0%	**83.2**	378	815	1,756	3,784
Willow Road - O'Brien Dr. to Newbridge St. (Residences along Willow Road)												
Existing	5	15	25,370	40	0.5	49.0%	24.0%	**77.3**	232	499	1,075	2,316
Baseline	5	15	28,300	40	0.5	49.0%	24.0%	**77.8**	249	537	1,156	2,491
Near Term No Project I	5	15	29,790	40	0.5	49.0%	24.0%	**78.0**	258	555	1,196	2,578
Near Term Project I	5	15	33,923	40	0.5	49.0%	24.0%	**78.6**	281	606	1,305	2,811
Near Term No Project II	5	15	36,060	40	0.5	49.0%	24.0%	**78.9**	293	631	1,359	2,928
Near Term Project II	5	15	40,643	40	0.5	49.0%	24.0%	**79.4**	317	683	1,472	3,171
Long Term No Project I	5	15	32,880	40	0.5	49.0%	24.0%	**78.5**	275	593	1,278	2,753
Long Term Project I	5	15	37,298	40	0.5	49.0%	24.0%	**79.0**	299	645	1,390	2,994
Long Term Project II	5	15	42,868	40	0.5	49.0%	24.0%	**79.6**	329	708	1,525	3,286
Willow Road - Durham St. to Coleman Ave (Willow Oaks Elementary School)												
Existing	2	10	20,640	35	0.5	24.0%	12.5%	**72.3**	106	228	492	1,060
Baseline	2	10	21,240	35	0.5	24.0%	12.5%	**72.4**	108	233	502	1,081
Near Term No Project I	2	10	23,100	35	0.5	24.0%	12.5%	**72.7**	114	246	530	1,143
Near Term Project I	2	10	23,948	35	0.5	24.0%	12.5%	**72.9**	117	252	543	1,171
Near Term No Project II	2	10	24,840	35	0.5	24.0%	12.5%	**73.1**	120	258	557	1,200
Near Term Project II	2	10	26,418	35	0.5	24.0%	12.5%	**73.3**	125	269	580	1,250
Long Term No Project I	2	10	26,070	35	0.5	24.0%	12.5%	**73.3**	124	267	575	1,239
Long Term Project I	2	10	26,918	35	0.5	24.0%	12.5%	**73.4**	127	273	587	1,266
Long Term Project II	2	10	28,778	35	0.5	24.0%	12.5%	**73.7**	132	285	614	1,323
Univeristy Avenue - O'Brien Dr. to Kavanaugh Dr. (Residences Along Univeristy)												
Existing	4	10	21,630	35	0.5	21.0%	9.5%	**75.0**	107	231	499	1,075
Baseline	4	10	22,060	35	0.5	21.0%	9.5%	**75.1**	109	235	505	1,089
Near Term No Project I	4	10	22,920	35	0.5	21.0%	9.5%	**75.2**	112	241	518	1,117
Near Term Project I	4	10	23,513	35	0.5	21.0%	9.5%	**75.3**	114	245	527	1,136
Near Term No Project II	4	10	24,370	35	0.5	21.0%	9.5%	**75.5**	116	251	540	1,163
Near Term Project II	4	10	24,763	35	0.5	21.0%	9.5%	**75.6**	118	253	546	1,176
Long Term No Project I	4	10	25,290	35	0.5	21.0%	9.5%	**75.7**	119	257	554	1,193
Long Term Project I	4	10	25,883	35	0.5	21.0%	9.5%	**75.8**	121	261	562	1,211
Long Term Project II	4	10	26,483	35	0.5	21.0%	9.5%	**75.9**	123	265	571	1,230

***Vehicle mix adjusted to calibrate model to reflect existing measured noise level at 50 feet. Does not reflect actual traffic counts.**