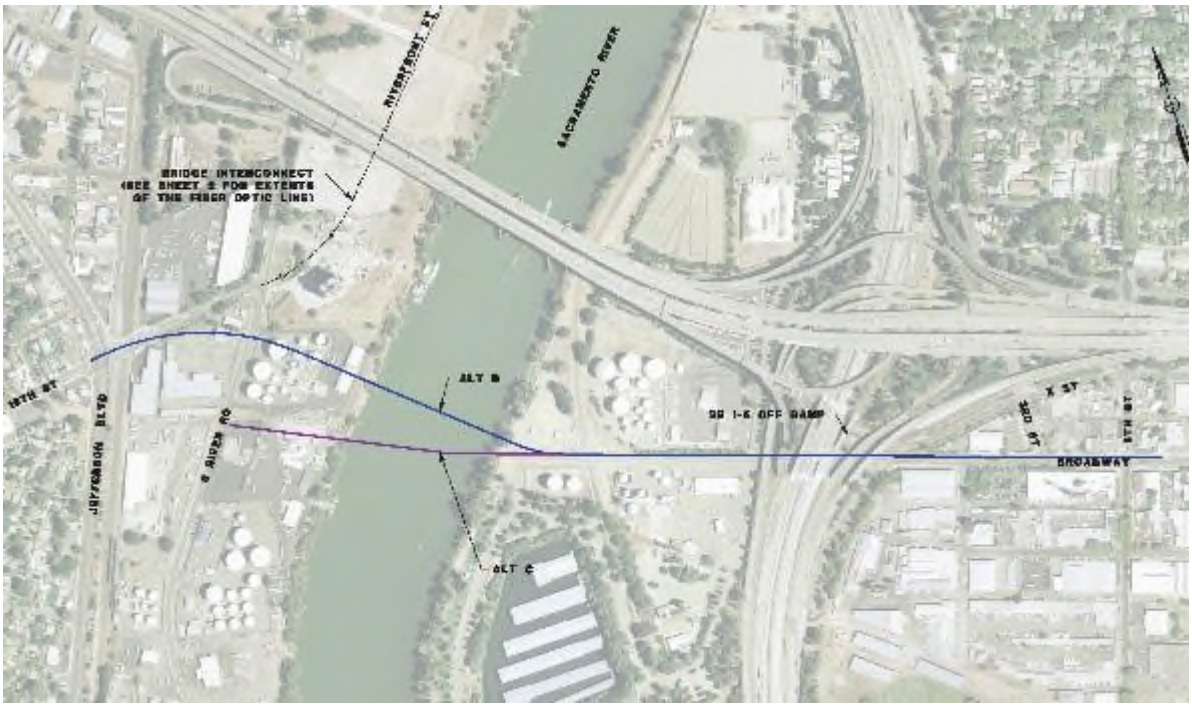

Noise Study Report

Broadway Bridge Project

City of West Sacramento and City of Sacramento, California

Federal Project No.: TGR2DGL 5447(043)

October 2020

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Noise Study Report

Broadway Bridge Project

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Federal Project No.: TGR2DGL 5447(043)

October 2020

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Summary

The purpose of this Noise Study (NSR) is to evaluate noise impacts and abatement, if necessary, under the requirements of Title 23 of Code of Federal Regulations (CFR) Part 772, "Procedures for Abatement of Highway Traffic Noise," related to construction and operation of the Broadway Bridge Project located in Sacramento, California.

The project would be located over the Sacramento River between the cities of West Sacramento and Sacramento, approximately 1,000 feet south of the existing Pioneer Bridge. The project limits include the combined area of each of the proposed project alternatives. The project limits include proposed improvements to the northbound Interstate 5 (I-5) off-ramp to Broadway. The proposed project would construct a new bridge over the Sacramento River between the cities of Sacramento and West Sacramento.

The purpose and objectives of the project are to increase the number of river crossings that meet current design standards and encourage travel by walking, bicycling, low-energy vehicles, and public transit. Also, to improve the connectivity to, and accessibility of, business, recreational areas, and new or redevelopment opportunity sites located in the urban core of Sacramento and West Sacramento.

A field investigation was conducted to identify land uses that could be subject to traffic and construction noise impacts resulting from the proposed project. Single-family and multifamily residences were identified as Activity Category B land uses in the project area. Outdoor use areas associated with parks were identified as Activity Category C land uses. Commercial (Activity Category F) land uses without frequent outdoor use areas are also located in the study area. Activity Categories F uses do not have noise abatement criteria but are discussed for informational purposes.

Traffic noise levels were predicted using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM), Version 2.5. Existing worst-hour traffic noise levels were found to range from 60 to 69 A-weighted decibels hourly equivalent sound level (dBA Leq[h]).

For the design year (2040) under no-build conditions, predicted traffic noise levels were found to range from 62to 70 dBA Leq(h). There are two project alternatives proposed under the build conditions. Alternative B would realign 15th Street between Jefferson Boulevard and South River Road and connect the new bridge to the roadway network in West Sacramento. Alternative C (modified from the feasibility study) would connect to South River Road at a new intersection between 15th Street and Circle Street on the West Sacramento side and would connect to Broadway on the Sacramento side. For the design year build conditions, noise levels were found to range from 59 to 70 dBA Leq(h) for Alternative B and from 62 to 72 dBA Leq(h) for Alternative C. Traffic noise levels would approach or exceed the noise abatement criteria at single-residential (Activity Category B) and park (Activity Category C) receivers identified in this analysis. There are industrial land uses (Activity Category F) in the project study area and at 100 feet from

the Broadway Bridge alignments sound levels would be 66 dBA Leq(h). There are no undeveloped lands (Activity Category G) in the project study area. Traffic noise impacts therefore are predicted to occur at these locations under design year build conditions.

Traffic noise abatement in the form of noise walls were evaluated and found to be infeasible at reducing noise levels at impacted receptors.

During construction on the proposed project, noise from construction activities would intermittently dominate the noise environment in the immediate area of construction. Conventional construction equipment is expected to generate maximum noise levels ranging from 75 to 96 dBA at a distance of 50 feet. Noise from pile driving would generate maximum noise levels of approximately 101 dB at a distance of 50 feet. Noise produced by construction equipment would diminish over distance at a rate of approximately 6 dB per doubling of distance. No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans' provisions in Section 14-8.02, "Noise Control," of the *Caltrans Standard Specifications* and applicable local noise standards.

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List of Abbreviated Terms

CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CNEL	Community Noise Equivalent Level
dB	Decibels
FHWA	Federal Highway Administration
Hz	Hertz
kHz	Kilohertz
L_{dn}	Day-Night Level
L_{eq}	Equivalent Sound Level
$L_{eq(h)}$	Equivalent Sound Level over one hour
L_{max}	Maximum Sound Level
L_{xx}	Percentile-Exceeded Sound Level
mPa	micro-Pascals
Mph	miles per hour
NAC	noise abatement criteria
NEPA	National Environmental Policy Act
NSR	Noise Study Report
Protocol	Caltrans Traffic Noise Analysis Protocol for New Highway Construction, Reconstruction, and Retrofit Barrier Projects
SPL	sound pressure level
TeNS	Caltrans' Technical Noise Supplement
TNM 2.5	FHWA Traffic Noise Model Version 2.5

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Chapter 1. Introduction

The City of West Sacramento, in cooperation with the City of Sacramento and the California Department of Transportation (Caltrans), proposes to construct a new bridge over the Sacramento River south of the Pioneer Bridge (US 50/I-80) to provide local interconnectivity across the river and between neighborhoods. The new connection would serve multiple modes of transportation and comply with current American Association of State Highway and Transportation Officials (AASHTO), Caltrans, and local agency design standards.

The project is subject to state and federal environmental review requirements because of use of 2014 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants funds from the Federal Highway Administration (FHWA). Accordingly, project documentation is being prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The City of West Sacramento is the lead agency under CEQA, with the City of Sacramento as a responsible agency, and Caltrans is the lead agency under NEPA. The FHWA's other responsibilities for environmental review, consultation, and any other action required in accordance with applicable federal laws for this project will be carried out by Caltrans under its assumption of responsibility pursuant to 23 United States Code (USC) 327 and the Memorandum of Understanding dated December 23, 2016, executed by FHWA and Caltrans. This project is included in the Sacramento Area Council of Governments (SACOG) 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

The project also is identified in the 2003 Sacramento Riverfront Master Plan, the 2011 Sacramento River Crossings Alternatives Study, the 2014 Pioneer Bluff Transition Plan, the 2015 Broadway Bridge Feasibility Study, the West Sacramento General Plan 2035, the I-5 Subregional Corridor Mitigation Program, and two plans currently being prepared — West Sacramento's Pioneer Bluff and Stone Lock Reuse Master Plan and Sacramento's West Broadway Specific Plan.

The purpose of this Noise Study Report (NSR) is to evaluate noise impacts and abatement under the requirements of Title 23, Part 772, of the Code of Federal Regulations (CFR), "Procedures for Abatement of Highway Traffic Noise," related to construction and operation of the Broadway Bridge Project. Specifically, 23 CFR 772 provides procedures for preparing operational and construction noise studies and evaluating noise abatement considered for federal and federal-aid highway projects.

According to 23 CFR 772.3, all highway projects that are developed in conformance with this regulation are deemed to be in conformance with FHWA noise standards.

Caltrans' Traffic Noise Analysis Protocol for New Highway Construction, Reconstruction, and Retrofit Barrier Projects (Protocol), dated May 2011, provides Caltrans policy for implementing 23 CFR 772 in California. The Protocol outlines the requirements for preparing NSRs.

1.1. Project Location

The project would be located over the Sacramento River between the cities of West Sacramento and Sacramento, approximately 1,000 feet south of the existing Pioneer Bridge. The project limits include the combined area of each of the proposed project alternatives. In general, the project limits start in West Sacramento, along 15th Street at Jefferson Boulevard continuing east and over the Sacramento River into the City of Sacramento along Broadway to the 5th Street intersection. The project limits also extend along Jefferson Boulevard approximately 1,300 feet south of the 15th Street intersection to Alameda Boulevard; along South River Road approximately 1,300 feet south and 650 feet north of 15th Street, along Marina View Drive approximately 400 feet south of Broadway, along Front Street approximately 350 feet north and south of Broadway, along 3rd Street approximately 350 feet north of Broadway to X Street, and along 5th Street approximately 200 feet north and south of Broadway. The project limits include proposed improvements to the northbound Interstate 5 (I-5) off-ramp to Broadway.

The limits of the installation of a proposed fiber optic line that would be placed in West Sacramento to connect communications of the Broadway Bridge with the proposed replacement for the I Street Bridge–the future connection over the river between C Street and Railyards Boulevard–and the existing Tower Bridge are depicted on Figure 1-1 as extending north along Riverfront Street to Tower Bridge Gateway and 3rd Street, ending at the intersection of 3rd Street and C Street. Last, staging areas that would be accessed via South River Road in West Sacramento and Front Street in Sacramento also are proposed and included in the project limits.

Chapter 2. Project Description

This section describes the proposed action and the design alternatives that were developed to meet the identified need through accomplishing the defined purpose(s) while minimizing environmental impacts where feasible. The proposed project is in both Yolo and Sacramento Counties and would cross over the Sacramento River and between the cities of West Sacramento and Sacramento. The proposed project is located approximately 400 to 1,000 feet south of the Pioneer Bridge (Figure 5-1). The total length of the project is approximately 1.0 mile from Jefferson Boulevard in West Sacramento to the 5th Street and Broadway intersection in Sacramento. The purpose of the project is to increase the number of river crossings over the Sacramento River between West Sacramento and Sacramento. The project is needed because of the existing limited connectivity and longer trip lengths currently required.

2.1. No Build Alternative

The No Build (No-Project) Alternative would not build a bridge across the Sacramento River from the Pioneer Bluff area of West Sacramento to Broadway in Sacramento.

2.2. Build Alternatives

The build alternatives under consideration are two alignments for the new bridge and approach roadways. Alternatives A and D were dropped from consideration during feasibility studies, and Alternative B and Alternative C were carried forward for consideration in the NEPA and CEQA permitting efforts.

Alternative B would realign 15th Street to connect to Jefferson Boulevard in West Sacramento and connect to Broadway at 5th Street in Sacramento. This alignment would require modification to the planned mobility network for South River Road and 15th Street in Pioneer Bluff.

Alternative C (a modified Alignment C from the Broadway Bridge Feasibility Study) would connect as a “T” intersection to South River Road in West Sacramento and connect to Broadway at 5th Street in Sacramento. This alignment would require modification to the planned mobility network for South River Road in Pioneer Bluff.

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Chapter 3. Fundamentals of Traffic Noise

The following is a brief discussion of fundamental traffic noise concepts. For a detailed discussion, please refer to Caltrans' Technical Noise Supplement (TeNS) (Caltrans 2013), a technical supplement to the Protocol that is available on Caltrans Web site (http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf).

3.1. Sound, Noise, and Acoustics

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

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

3.1. Frequency

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

3.2. Sound Pressure Levels and Decibels

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

3.3. Addition of Decibels

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

3.4. A-Weighted Decibels

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

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

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

Table 3-1. Typical A-Weighted Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	— 110 —	Rock band
Jet fly-over at 1000 feet		
	— 100 —	
Gas lawn mower at 3 feet		
	— 90 —	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	— 80 —	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	— 70 —	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	— 60 —	
		Large business office
Quiet urban daytime	— 50 —	Dishwasher next room
Quiet urban nighttime	— 40 —	Theater, large conference room (background)
Quiet suburban nighttime		
	— 30 —	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	— 20 —	
		Broadcast/recording studio
	— 10 —	
Lowest threshold of human hearing	— 0 —	Lowest threshold of human hearing

Source: Caltrans 2013.

3.5. Human Response to Changes in Noise Levels

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

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1-dB changes in sound levels, when exposed to steady, single-frequency

("pure-tone") signals in the midfrequency (1,000 Hz–8,000 Hz) range. In typical noisy environments, changes in noise of 1 to 2 dB are generally not perceptible. However, it is widely accepted that people are able to begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5-dB increase is generally perceived as a distinctly noticeable increase, and a 10-dB increase is generally perceived as a doubling of loudness. Therefore, a doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a 3-dB increase in sound, would generally be perceived as barely detectable.

3.6. Noise Descriptors

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

- **Equivalent Sound Level (L_{eq}):** L_{eq} represents an average of the sound energy occurring over a specified period. In effect, L_{eq} is the steady-state sound level containing the same acoustical energy as the time-varying sound that actually occurs during the same period. The 1-hour A-weighted equivalent sound level ($L_{eq}[h]$) is the energy average of A-weighted sound levels occurring during a one-hour period, and is the basis for noise abatement criteria (NAC) used by Caltrans and FHWA.

- **Percentile-Exceeded Sound Level (L_{xx}):** L_{xx} represents the sound level exceeded for a given percentage of a specified period (e.g., L_{10} is the sound level exceeded 10% of the time, and L_{90} is the sound level exceeded 90% of the time).

- **Maximum Sound Level (L_{max}):** L_{max} is the highest instantaneous sound level measured during a specified period.

- **Day-Night Level (L_{dn}):** L_{dn} is the energy average of A-weighted sound levels occurring over a 24-hour period, with a 10-dB penalty applied to A-weighted sound levels occurring during nighttime hours between 10 p.m. and 7 a.m.

- **Community Noise Equivalent Level (CNEL):** Similar to L_{dn}, CNEL is the energy average of the A-weighted sound levels occurring over a 24-hour period, with a 10-dB penalty applied to A-weighted sound levels occurring during the nighttime hours

between 10 p.m. and 7 a.m., and a 5-dB penalty applied to the A-weighted sound levels occurring during evening hours between 7 p.m. and 10 p.m.

3.7. Sound Propagation

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

Geometric Spreading

Sound from a localized source (i.e., a point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 decibels for each doubling of distance from a point source. Highways consist of several localized noise sources on a defined path, and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 decibels for each doubling of distance from a line source.

Ground Absorption

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

Atmospheric Effects

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

Shielding by Natural or Human-Made Features

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

Chapter 4. Federal Regulations and State Policies

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

4.1. Federal Regulations

23 CFR 772

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

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

- The addition of a through-traffic lane(s). This includes the addition of a through-traffic lane that functions as a high-occupancy vehicle (HOV) lane, high-occupancy toll (HOT) lane, bus lane, or truck climbing lane,

- The addition of an auxiliary lane, except for when the auxiliary lane is a turn lane,

- The addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange,

- Restriping existing pavement for the purpose of adding a through traffic lane or an auxiliary lane,

- The addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot, or toll plaza.

If a project is determined to be a Type I project under this definition, the entire project area as defined in the environmental document is a Type I project. This project is a Type I project because it would construct roadway on a new location.

A Type II project is a noise barrier retrofit project that involves no changes to highway capacity or alignment. A Type III project is a project that does not meet the

classifications of a Type I or Type II project. Type III projects do not require a noise analysis.

Under 23 CFR 772.11, noise abatement must be considered for Type I projects if the project is predicted to result in a traffic noise impact. In such cases, 23 CFR 772 requires that the project sponsor "consider" noise abatement before adoption of the final NEPA document. This process involves identification of noise abatement measures that are reasonable, feasible, and likely to be incorporated into the project, and of noise impacts for which no apparent solution is available.

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

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

Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects

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

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

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

Activity Category	Activity $L_{eq}[h]$[1]	Evaluation Location	Description of Activities
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B[2]	67	Exterior	Residential.
C[2]	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A–D or F.
F			Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G			Undeveloped lands that are not permitted.

[1] The $L_{eq}(h)$ activity criteria values are for impact determination only and are not design standards for noise abatement measures. All values are A-weighted decibels (dBA).

[2] Includes undeveloped lands permitted for this activity category.

4.2. State Regulations and Policies

California Environmental Quality Act (CEQA)

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

The significance of noise impacts under CEQA are addressed in the environmental document rather than the NSR. Even though the NSR (or noise technical memorandum)

does not specifically evaluate the significance of noise impacts under CEQA, it must contain the technical information that is needed to make that determination in the environmental document.

Section 216 of the California Streets and Highways Code

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

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

Chapter 5. Study Methods and Procedures

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

A field investigation was conducted to identify land uses that could be subject to traffic and construction noise impacts from the proposed project. Existing land uses in the project area were categorized by land use type and Activity Category as defined in Table 4-1, and the extent of frequent human use. Noise abatement is only considered where frequent human use occurs and where a lowered noise level would be of benefit. Although all land uses are evaluated in this analysis, the focus is on locations of frequent human use that would benefit from a lowered noise level. Accordingly, this impact analysis focuses on locations with defined outdoor activity areas, such as residential backyards and parks.

The geometry of the project relative to nearby existing and planned land uses was also identified.

Short-term measurement locations were selected to represent each major developed area within the project area. Short-term measurement locations were selected to serve as representative modeling locations. Several other non-measurement locations were selected as modeling locations.

5.2. Field Measurement Procedures

A field noise study was conducted in accordance with recommended Caltrans and FHWA procedures. The following is a summary of the procedures used to collect short-term sound level data.

Short-term monitoring was conducted at three locations on Monday, November 18, 2019, using a Larson Davis Model 824 Precision Type 1 sound level. The calibration of the meter was checked before and after the measurement using a Larson Davis CA250 calibrator. Measurements were taken for 15-minutes or more at each site. Short-term monitoring was conducted at Activity Category B and Activity Category C land uses. The short-term measurement locations are identified in Figure 5-1.

During the short-term measurements, field staff attended each meter. Minute-to-minute L_{eq} values collected during the measurement period were logged, and dominant noise sources observed during each individual 1-minute period were also identified and logged.

Using this approach, those minutes when traffic noise was observed to be a dominant contributor to noise levels at a given measurement location could be distinguished from one-minute noise levels where other non-traffic noise sources (such as aircraft and lawn equipment) contributed significantly to existing noise levels; however, all of the measurement periods were dominated by traffic noise.

Temperature, wind speed, and humidity were recorded manually during the short-term monitoring session using a handheld Kestrel 3000 portable weather meter. During the short-term measurements, wind speeds typically ranged from 1 to 5 miles per hour (mph). Temperatures ranged from 17–23°C (63–74°F), with relative humidity typically 35–55%.

Traffic on observed roadways was classified and counted during short-term noise measurements. Vehicles were classified as automobiles, medium-duty trucks, or heavy-duty trucks. An automobile was defined as a vehicle with two axles and four tires that are designed primarily to carry passengers. Small vans and light trucks were included in this category. Medium-duty trucks included all cargo vehicles with two axles and six tires. Heavy-duty trucks included all vehicles with three or more axles. The posted speeds were 65 mph on Interstate-80 (I-80), 35 mph on Broadway and Jefferson Boulevard, and 25 mph on local roads such as 15th Street.

5.3. Traffic Noise Levels Prediction Methods

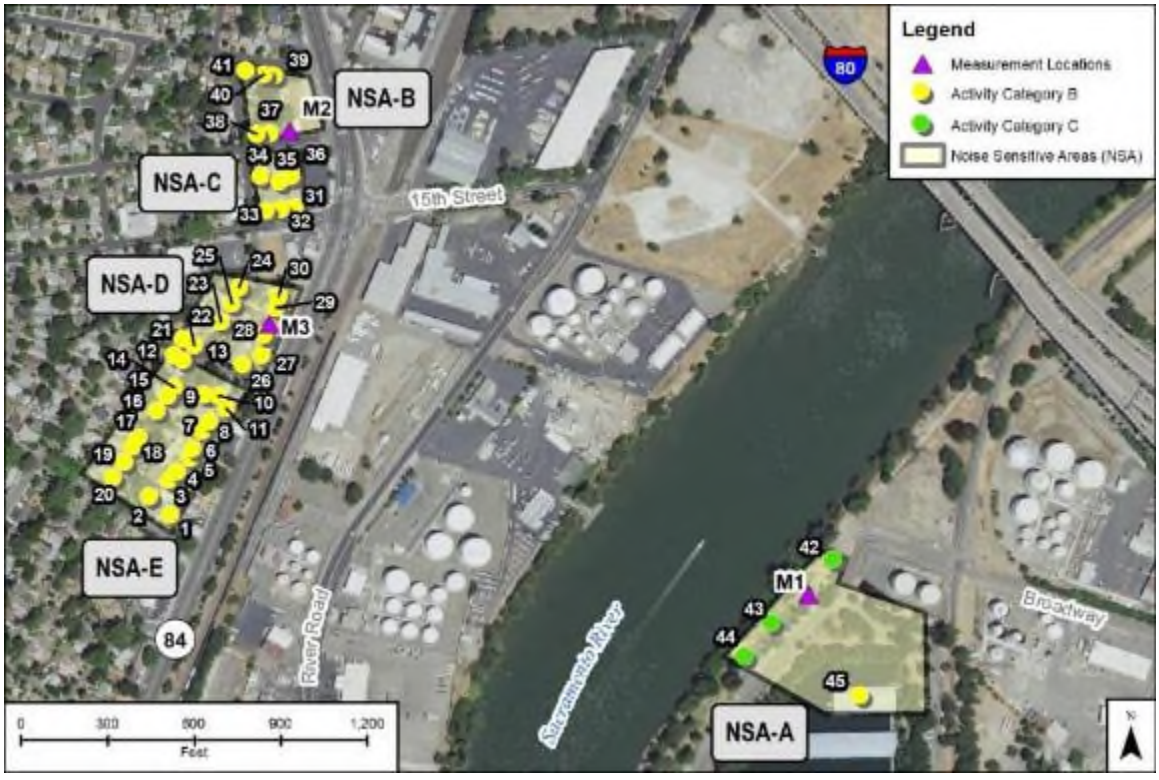
Traffic noise levels were predicted using the FHWA Traffic Noise Model Version 2.5 (TNM 2.5). TNM 2.5 is a computer model based on two FHWA reports: FHWA-PD-96-009 and FHWA-PD-96-010 (FHWA 1998a, 1998b). Key inputs to the traffic noise model were the locations of roadways, traffic mix and speed, shielding features (e.g., topography and buildings), noise barriers, ground type, and receptors. Three-dimensional representations of these inputs were developed using CAD drawings, Geographic Information Systems (GIS) data, aerials, and topographic contours provided by the County Transportation Authority.

Traffic noise was evaluated under existing conditions, design-year no-project conditions, and design-year conditions with the project alternatives. Loudest-hour traffic volumes, vehicle classification percentages, and traffic speeds under existing and design-year (2040) conditions were provided by ICF International for input into the traffic noise model. The traffic projections for I-80 were not included in these projections; however, I-80 existing and design-year volumes were estimated based on traffic counts obtained from Caltrans publication *2016 Traffic Volumes on California State Highways* and an annual growth factor of 2.2% was applied to these volumes. The highest average traffic

volumes on area roadways are predicted to occur during the PM peak hour; therefore, PM peak hour traffic volumes were used in the model. Appendix A provides the traffic data used for modeling existing and design-year conditions with and without the project alternative.

To validate the accuracy of the model calculations, TNM 2.5 was used to compare measured traffic noise levels to modeled noise levels at field measurement locations. For each receptor, traffic volumes counted during the short-term measurement periods were normalized to 1-hour volumes. These normalized volumes were assigned to the corresponding project area roadways to simulate the noise source strength at the roadways during the actual measurement period. Modeled and measured sound levels were then compared to determine the accuracy of the model and if additional adjustment of the model was necessary. Observed traffic volumes are provided in Appendix A.

Figure 5-1. Noise Sensitive Areas, Noise Monitoring Positions, and Noise Analysis Locations



5.4. Methods for Identifying Traffic Noise Impacts and Consideration of Abatement

Traffic noise impacts are considered to occur at receptor locations where predicted design-year noise levels are 12 dB or more greater than existing noise levels, or where

predicted design-year noise levels approach or exceed the NAC for the applicable activity category. Where traffic noise impacts are identified, noise abatement must be considered for reasonableness and feasibility as required by 23 CFR 772 and the Protocol.

Abatement measures are considered acoustically feasible if a minimum noise reduction of 5 dB at impacted receptor locations is predicted with implementation of the abatement measures. In addition, barriers should be designed to intercept the line-of-sight from the exhaust stack of a truck to the first tier of receptors, as required by the Highway Design Manual, Chapter 1100. Other factors that affect feasibility include topography, access requirements for driveways and ramps, presence of local cross streets, utility conflicts, other noise sources in the area, and safety considerations.

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

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

The Caltrans' acoustical design goal is that a barrier must be predicted to provide at least 7 dB of noise reduction at one benefited receptor. This design goal applies to any receptor and is not limited to impacted receptors.

Caltrans defines the process for assessing reasonableness of noise barriers from a cost perspective. Based on 2019 Caltrans noise barrier estimated construction costs, an allowance of $107,000 is provided for each benefited receptor (i.e., receptors that receive at least 5 dB of noise reduction from a noise barrier) (Caltrans, 2019). The total allowance for each barrier is calculated by multiplying the number of benefited receptors by $107,000. The construction cost of noise abatement is evaluated in the NADR if abatement is found to be feasible at reducing noise levels. The viewpoints of benefits receptors are determined by a survey that is typically conducted after completion of the noise study report. The process for conducting the survey is described in detail in the Protocol.

The noise study report identifies traffic noise impacts and evaluates noise abatement for acoustical feasibility. It also reports information that will be used in the reasonableness analysis including if the 7 dB design goal reduction in noise can be achieved and the

abatement allowances. The noise study report does not make any conclusions regarding reasonableness. The feasibility and reasonableness of noise abatement is reported in the Noise Abatement Decision Report.

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Chapter 6. Existing Noise Environment

6.1. Existing Land Uses

A field investigation was conducted to identify land uses that could be subject to traffic and construction noise impacts from the proposed project. The following land uses were identified in the project area:

- Single-family residences: Activity Category B
- Parks: Activity Category C
- Commercial: Activity Category F

Although all developed land uses are evaluated in this analysis, noise abatement is only considered for areas of frequent human use that would benefit from a lowered noise level. Accordingly, this impact analysis focuses on locations with defined outdoor activity areas, such as residential backyards, liveaboards and parks.

Land uses in the project area have been grouped into a series of noise sensitive areas (NSAs) that are identified in Figure 5-1. Regarding Activity Category F uses, a representative location 100 feet from edge of pavement on the new bridge was evaluated, but not included in the noise sensitive areas since it is not noise sensitive.

- **NSA A:** NSA A is located on the south side of Broadway east of the Sacramento River. A park (Activity Category C) is located in this NSA and a marina where it was assumed that the vessels are liveaboards which have been considered single-family residential uses for the purposes of this analysis (Activity Category B). This NSA is generally flat. (Refer to Figure 5-1.) North of NSA A are Activity Category F uses that have no outdoor use and are not noise sensitive.

- **NSA B:** NSA B is located on the west side of Jefferson Boulevard north of 13th Street. A residential subdivision (Activity Category B) is located in this NSA. This NSA is generally flat. Rows of non-noise sensitive buildings provide some shielding from Jefferson Boulevard, the dominant noise source in this NSA. (Refer to Figure 5-1.) Within NSA B are Activity Category F uses that have no outdoor use and are not noise sensitive.

- **NSA C:** NSA C is located on the west side of Jefferson Boulevard) north of 15th Street. A residential subdivision (Activity Category B) is located in this NSA. This NSA is generally flat. Rows of non-noise sensitive buildings provide some shielding from Jefferson Boulevard, the dominant noise source in this NSA. (Refer to Figure 5-1.) Within NSA C are Activity Category F uses that have no outdoor use and are not noise sensitive.

- **NSA D:** NSA D is located on the west side of Jefferson Boulevard north of Circle Street. A residential subdivision (Activity Category B) is located in this NSA. This NSA is generally flat. Back yards of the first row of receptors face Jefferson Boulevard and there is a concrete privacy wall located along some of the home's property lines. Rows of building also provide some shielding from Jefferson Boulevard, the dominant noise source in this NSA. (Refer to Figure 5-1.)

- **NSA E:** NSA E is located on the west side of Jefferson Boulevard north of Alameda Boulevard. A residential subdivision (Activity Category B) is located in this NSA. This NSA is generally flat. Rows of building provide some shielding from Jefferson Boulevard, the dominant noise source in this NSA. (Refer to Figure 5-1.) Within NSA C are Activity Category F uses that have no outdoor use and are not noise sensitive.

6.2. Noise Measurement Results

The existing noise environment in the project area is characterized below based on short-term noise monitoring that was conducted.

Short-Term Monitoring

Table 6-1 summarizes the results of the short-term noise monitoring conducted in the project area.

Table 6-1. Summary of Short-Term Measurements

Position	NSA	Land Uses	Start Time	Duration (minutes)	Measured Sound Level L_{eq} (dBA)
M1	A	Park	10:52 a.m.	23	56.3
M2	B	Residential	11:43 a.m.	25	64.4
M3	D	Residential	12:29p.m.	16	61.4

Note: Refer to Figure 5-1 for measurement locations and boundaries of each area.

TNM 2.5 was used to compare measured traffic noise levels to modeled noise levels at field measurement locations. Table 6-2 compares measured and modeled noise levels at each measurement location (see Figure 5-1). The predicted sound levels are within 2 dB of the measured sound levels and are, therefore, considered to be in reasonable agreement with the measured sound levels. Therefore, no further adjustment of the model was necessary.

Table 6-3. Comparison of Measured to Predicted Sound Levels in the TNM Model

Measurement Position	Measured Sound Level L_{eq} (dBA)	Predicted Sound Level L_{eq} (dBA)	Measured minus Predicted (dB)
M1	56.3	57.3	1
M2	64.4	63.5	-0.9
M3	61.4	62.7	1.3

Table B-1 in Appendix B presents existing noise levels at each receptor.

Chapter 7. Future Noise Environment, Impacts, and Considered Abatement

7.1. Future Noise Environment and Impacts

Table B-1 in Appendix B summarizes the traffic noise modeling results for existing conditions and design-year conditions with and without the project. The predictions are provided for the design-year conditions with Alternative B or Alternative C implemented. The Alternative B project alignment is shown in Figure 7-1 and the Alternative C alignment is shown in Figure 7-2. The following subsections provide narrative discussions of sound levels under these alternatives for each of the areas analyzed.

Alternative B

Predicted design-year traffic noise levels with Alternative B are compared to existing conditions and to design-year no-project conditions. The comparison to existing conditions is included in the analysis to identify traffic noise impacts as defined under 23 CFR 772. The comparison to no-project conditions indicates the direct effect of the project.

Modeling results in Table B-1 indicate the following:

NSA A

The traffic noise modeling results in Table B-1 indicate that traffic noise levels at residences in NSA A are predicted to be in the range of 59 to 64 dBA L_{eq}(h) in the design-year under Alternative B. The results also indicate that the increase in noise between existing conditions and the design-year is predicted to be up to 3 dB. Because the predicted noise levels in the design-year are not predicted to approach or exceed the noise abatement criterion (67 dBA L_{eq}[h]) or result in a substantial increase in noise, no traffic noise impacts are predicted in NSA A; therefore, noise abatement is not considered.

NSA B

The traffic noise modeling results in Table B-1 indicate traffic noise levels at residences in NSA B are predicted to be in the range of 64 to 67 dBA L_{eq}(h) in the design-year under Alternative B, and that the increase in noise will be up to 2 dB in the design-year. Because the predicted noise level in the design-year exceeds 67 dBA L_{eq}(h), traffic noise

impacts are predicted at residences in this NSA, and noise abatement must be considered in this NSA.

NSA C

The traffic noise modeling results in Table B-1 indicate traffic noise levels at residences in NSA C are predicted to be in the range of 65 to 69 dBA $L_{eq}(h)$ in the design-year under Alternative B, and that the increase in noise will be up to 2 dB in the design-year. Because the predicted noise level in the design-year exceeds 67 dBA $L_{eq}(h)$, traffic noise impacts are predicted at residences in this NSA, and noise abatement must be considered in this NSA.

NSA D

The traffic noise modeling results in Table B-1 indicate traffic noise levels at residences in NSA D are predicted to be in the range of 64 to 71 dBA $L_{eq}(h)$ in the design-year under Alternative B, and that the increase in noise will be up to 2 dB in the design-year. Because the predicted noise level in the design-year exceeds 67 dBA L_{eq} (h), traffic noise impacts are predicted at residences in this NSA, and noise abatement must be considered in this NSA.

NSA E

The traffic noise modeling results in Table B-1 indicate traffic noise levels at residences in NSA E are predicted to be in the range of 63 to 69 dBA $L_{eq}(h)$ in the design-year under Alternative B, and that the increase in noise will be up to 2 dB in the design-year. Because the predicted noise level in the design-year exceeds 67 dBA L_{eq} (h), traffic noise impacts are predicted at residences in this NSA, and noise abatement must be considered in this NSA.

Alternative C

Predicted design-year traffic noise levels with Alternative C are compared to existing conditions and to design-year no-project conditions. The comparison to existing conditions is included in the analysis to identify traffic noise impacts as defined under 23 CFR 772. The comparison to no-project conditions indicates the direct effect of the project.

Modeling results in Table B-2 indicate the following:

NSA A

The traffic noise modeling results in Table B-2 indicate that traffic noise levels at residences in NSA A are predicted to be in the range of 62 to 65 dBA $L_{eq}(h)$ in the

design-year under Alternative C. The results also indicate that the increase in noise between existing conditions and the design-year is predicted to be up to 3 dB. Because the predicted noise levels in the design-year are not predicted to approach or exceed the noise abatement criterion (67 dBA L_{eq}[h]) or result in a substantial increase in noise, no traffic noise impacts are predicted in NSA A.

NSA B

The traffic noise modeling results in Table B-2 indicate traffic noise levels at residences in NSA B are predicted to be in the range of 64 to 67 dBA L_{eq}(h) in the design-year under Alternative C, and that the increase in noise will be up to 2 dB in the design-year. Because the predicted noise level in the design-year exceeds 67 dBA L_{eq}(h), traffic noise impacts are predicted at residences in this NSA, and noise abatement must be considered in this NSA.

NSA C

The traffic noise modeling results in Table B-2 indicate traffic noise levels at residences in NSA C are predicted to be in the range of 65 to 69 dBA L_{eq}(h) in the design-year under Alternative C, and that the increase in noise will be up to 2 dB in the design-year. Because the predicted noise level in the design-year exceeds 67 dBA L_{eq}(h), traffic noise impacts are predicted at residences in this NSA, and noise abatement must be considered in this NSA.

NSA D

The traffic noise modeling results in Table B-2 indicate traffic noise levels at residences in NSA D are predicted to be in the range of 64 to 71 dBA L_{eq}(h) in the design-year under Alternative C, and that the increase in noise will be up to 2 dB in the design-year. Because the predicted noise level in the design-year exceeds 67 dBA L_{eq} (h), traffic noise impacts are predicted at residences in this NSA, and noise abatement must be considered in this NSA.

NSA E

The traffic noise modeling results in Table B-2 indicate traffic noise levels at residences in NSA E are predicted to be in the range of 62 to 69 dBA L_{eq}(h) in the design-year under Alternative C, and that the increase in noise will be up to 3 dB in the design-year. Because the predicted noise level in the design-year exceeds 67 dBA L_{eq} (h), traffic noise impacts are predicted at residences in this NSA, and noise abatement must be considered in this NSA.

Figure 7-1. NSA's, Noise Monitoring Positions and Alternative B Alignment

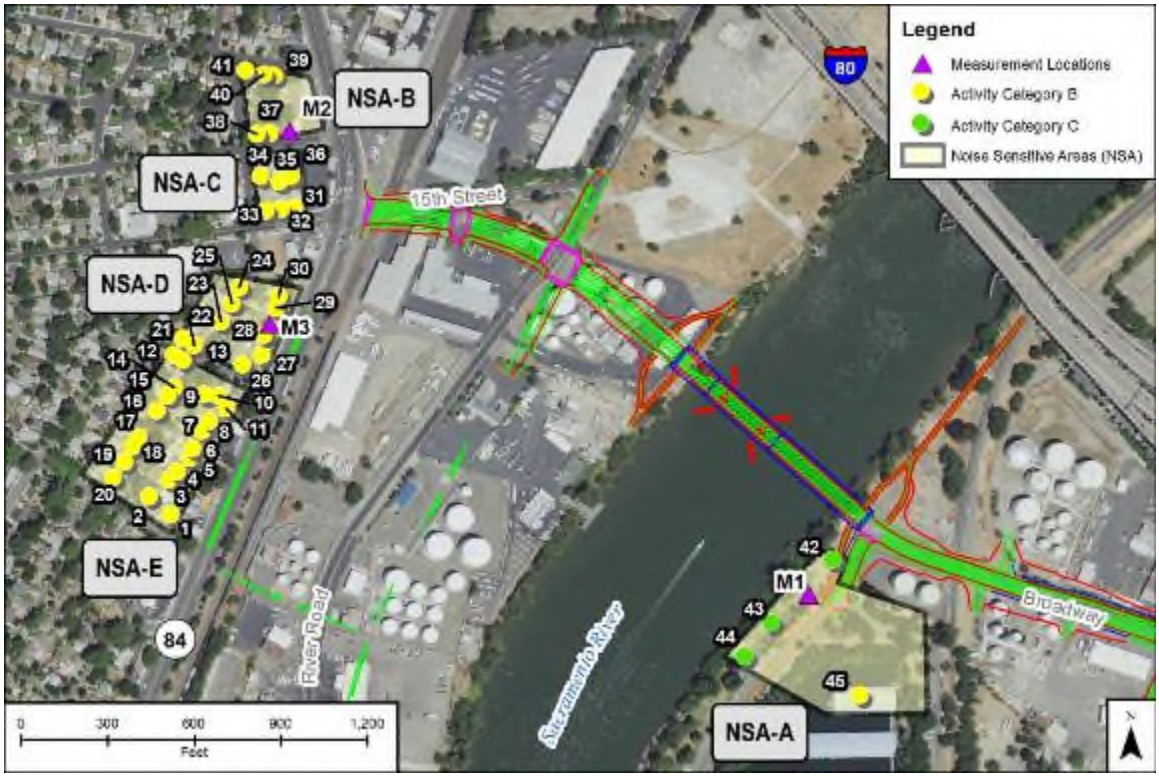

Figure 7-2. NSA's, Noise Monitoring Positions, and Alternative C Alignment

7.2. Preliminary Noise Abatement Analysis

Noise abatement is considered where noise impacts are predicted in areas of frequent human use that would benefit from a lowered noise level. According to 23 CFR 772(13)(c) and 772(15)(c), federal funding may be used for the following abatement measures:

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

- Acquisition of real property or interests therein (predominantly unimproved property) to serve as a buffer zone to preempt development which would be adversely impacted by traffic noise.

- Noise insulation of Activity Category D land use facilities listed in Table 4-1. Post-installation maintenance and operational costs for noise insulation are not eligible for Federal-aid funding.

Noise barriers are the only form of noise abatement considered for this project. Each noise barrier evaluated has been evaluated for feasibility based on achievable noise reduction. For each noise barrier found to be acoustically feasible, reasonable cost allowances were calculated by multiplying the number of benefited receptors by $107,000. Tables B-1 and B-2 in Appendix B summarize results at receptor locations for the single noise barrier (Barrier NB-1) that has been evaluated for each alternative in detail for this project.

For any noise barrier to be considered reasonable from a cost perspective the estimated cost of the noise barrier should be equal to or less than the total cost allowance calculated for the barrier. The cost calculations of the noise barrier must include all items appropriate and necessary for construction of the barrier, such as traffic control, drainage modification, retaining walls, landscaping for graffiti abatement, and right-of-way costs. Construction cost estimates are not provided in this NSR, but are presented in the NADR. The NADR is a design responsibility and is prepared to compile information from the NSR, other relevant environmental studies, and design considerations into a single, comprehensive document before public review of the project. The NADR is prepared by the project engineer after completion of the NSR and prior to publication of the draft environmental document. The NADR includes noise abatement construction cost estimates that have been prepared and signed by the project engineer based on site-specific conditions. Construction cost estimates are compared to reasonableness allowances in the NADR to identify which wall configurations are reasonable from a cost perspective.

The design of noise barriers presented in this report is preliminary and has been conducted at a level appropriate for environmental review and not for final design of the project. Preliminary information on the physical location, length, and height of noise barriers is provided in this report. If pertinent parameters change substantially during the final project design, preliminary noise barrier designs may be modified or eliminated

from the final project. A final decision on the construction of the noise abatement will be made upon completion of the project design.

Alternative B

The following is a discussion of noise abatement considered for each evaluation NSA for Alternative B where traffic noise impacts are predicted.

NSA A

No traffic noise impacts are predicted for NSA A. Accordingly, noise abatement does not need to be considered in this NSA.

NSA B

Traffic noise impacts are predicted at residences in this NSA, and noise abatement must be considered. Receptors M2, 39, 40, and 41 represent a total of four residences in NSA B. There are a number of access points between the dominant noise source (Jefferson Boulevard) and the receptors that provide for driveway access points and an alley. These access points would require gaps in any noise wall in this NSA, which means that noise cannot be feasibly abated with a noise wall because noise would pass through the gaps unabated. Because of driveway and alley access requirements, a barrier is not feasible.

NSA C

Traffic noise impacts are predicted at residences in this NSA, and noise abatement must be considered. Receptors 31, 32, 33, 35, and 36 represent a total of five residences in NSA C. There are a number of access points between the dominant noise source (Jefferson Boulevard) and the receptors that provide for driveway access points and an alley. These access points would require gaps in any noise wall in this NSA, which means that noise cannot be feasibly abated with a noise wall because noise would pass through the gaps unabated. Because of driveway and alley access requirements, a barrier is not feasible.

NSA D

Traffic noise impacts are predicted at residences in this NSA, and noise abatement must be considered. Receptors 24, 26, 27, 28, and 30 represent a total of five residences in NSA D. There is a vacant parcel that is zoned for commercial use, that could be redeveloped, and is located between Jefferson Boulevard and the impacted residences. An access point would need to be maintained to the undeveloped parcel, which means that noise cannot be feasibly abated with a noise wall because noise would pass through the gap unabated. Because of driveway access requirements, a barrier is not feasible.

NSA E

Traffic noise impacts are predicted at residences in this NSA, and noise abatement must be considered. Receptors 1, 3 to 8, 10, and 11 represent a total of 10 residences in NSA E. There are a number of access points between the dominant noise source (Jefferson Boulevard) and the receptors that provide for driveway access points and an alley. These access points would require gaps in any noise wall in this NSA, which means that noise cannot be feasibly abated with a noise wall because noise would pass through the gaps unabated. For this reason, detailed modeling analysis was not conducted for a barrier.

Alternative C

The following is a discussion of noise abatement considered for each evaluation NSA for Alternative C where traffic noise impacts are predicted.

NSA A

No traffic noise impacts are predicted for NSA A. Accordingly, noise abatement does not need to be considered in this NSA.

NSA B

Traffic noise impacts are predicted at residences in this NSA, and noise abatement must be considered. Receptors M2 and 39 to 41 represent a total of four residences in NSA B. There are a number of access points between the dominant noise source (Jefferson Boulevard) and the receptors that provide for driveway access points and an alley. These access points would require gaps in any noise wall in this NSA, which means that noise cannot be feasibly abated with a noise wall because noise would pass through the gaps unabated. Because of driveway and alley access requirements, a barrier is not feasible.

NSA C

Traffic noise impacts are predicted at residences in this NSA, and noise abatement must be considered. Receptors 31 to 33, 35 and 36 represent a total of five residences in NSA C. There are a number of access points between the dominant noise source (Jefferson Boulevard) and the receptors that provide for driveway access points and an alley. These access points would require gaps in any noise wall in this NSA, which means that noise cannot be feasibly abated with a noise wall because noise would pass through the gaps unabated. Because of driveway and alley access requirements, a barrier is not feasible.

NSA D

Traffic noise impacts are predicted at residences in this NSA, and noise abatement must be considered. Receptors M3, 24, and 26 to 28 represent a total of six residences in NSA D. There is a vacant parcel that is zoned for commercial use, that could be redeveloped,

and is located between Jefferson Boulevard and the impacted residences. An access point would need to be maintained to the undeveloped parcel, which means that noise cannot be feasibly abated with a noise wall because noise would pass through the gap unabated. Because of driveway access requirements, a barrier is not feasible.

NSA E

Traffic noise impacts are predicted at residences in this NSA, and noise abatement must be considered. Receptors 1 to 8, 10, and 11 represent a total of 10 residences in NSA E. There are a number of access points between the dominant noise source (Jefferson Boulevard) and the receptors that provide for driveway access points and an alley. These access points would require gaps in any noise wall in this NSA, which means that noise cannot be feasibly abated with a noise wall because noise would pass through the gaps unabated. Because of driveway and alley access requirements, a barrier is not feasible.

Chapter 8. Construction Noise

During construction of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Noise associated with construction is controlled by Caltrans Standard Specification Section 14-8.02, "Noise Control," which states the following:

> Do not exceed 86 dBA L_{max} at 50 feet from the job site activities from 9 p.m. to 6 a.m.
>
> Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.

Table 8-1 summarizes noise levels produced by construction equipment that is commonly used on roadway construction projects. Construction equipment is expected to generate noise levels ranging from 70 to 90 dB at a distance of 50 feet, and noise produced by construction equipment would be reduced over distance at a rate of about 6 dB per doubling of distance.

Table 8-1. Construction Equipment Noise

Equipment	Maximum Noise Level (dBA at 50 feet)
Scrapers	89
Bulldozers	85
Heavy Trucks	88
Backhoe	80
Pneumatic Tools	85
Concrete Pump	82

Source: Federal Transit Administration, 2018. See also: http://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm

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

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Appendix A Traffic Data

Table A-1. Traffic Data

INPUT: TRAFFIC FOR LAeq1h Volumes						308060						
	point542	542	233	25	9	25	7	25	0	0	0	0
	point541	541										
Broadway WB (Existing)	point560	560	485	30	18	30	15	30	0	0	0	0
	point559	559	485	30	18	30	15	30	0	0	0	0
	point558	558	485	30	18	30	15	30	0	0	0	0
	point557	557	485	30	18	30	15	30	0	0	0	0
	point556	556	485	30	18	30	15	30	0	0	0	0
	point555	555	485	30	18	30	15	30	0	0	0	0
	point554	554	485	30	18	30	15	30	0	0	0	0
	point553	553	485	30	18	30	15	30	0	0	0	0
	point552	552	485	30	18	30	0	30	0	0	0	0
	point551	551	485	30	18	30	15	30	0	0	0	0
	point550	550	485	30	18	30	15	30	0	0	0	0
	point549	549	485	30	18	30	15	30	0	0	0	0
	point548	548	485	30	18	30	15	30	0	0	0	0
	point547	547	485	30	18	30	15	30	0	0	0	0
	point546	546										
Broadway EB (Existing)	point575	575	401	30	15	30	13	30	0	0	0	0
	point574	574	401	30	15	30	13	30	0	0	0	0
	point573	573	401	30	15	30	13	30	0	0	0	0
	point572	572	401	30	15	30	13	30	0	0	0	0
	point571	571	401	30	15	30	13	30	0	0	0	0
	point570	570	401	30	15	30	13	30	0	0	0	0
	point569	569	401	30	15	30	13	30	0	0	0	0
	point568	568	401	30	15	30	13	30	0	0	0	0
	point567	567	401	30	15	30	13	30	0	0	0	0
	point566	566	401	30	15	30	13	30	0	0	0	0
	point565	565	401	30	15	30	13	30	0	0	0	0
	point564	564	401	30	15	30	13	30	0	0	0	0
	point563	563	401	30	15	30	13	30	0	0	0	0
	point562	562	401	30	15	30	13	30	0	0	0	0
	point561	561										
Jefferson Blvd NB 1 N of 15th St	point576	576	881	35	33	35	28	35	0	0	0	0
	point453	453	881	35	33	35	28	35	0	0	0	0
	point452	452	881	35	33	35	28	35	0	0	0	0
	point451	451	881	35	33	35	28	35	0	0	0	0

C:\TNM_SRN_Temp\Broadway_NoBuild 14 28 April 2020

INPUT: TRAFFIC FOR LAeq1h Volumes						308060						
	point450	450	881	35	33	35	28	35	0	0	0	0
	point449	449	881	35	33	35	28	35	0	0	0	0
	point448	448	881	35	33	35	28	35	0	0	0	0
	point447	447	881	35	33	35	28	35	0	0	0	0
	point446	446	881	35	33	35	28	35	0	0	0	0
	point445	445	881	35	33	35	28	35	0	0	0	0
	point444	444	881	35	33	35	28	35	0	0	0	0
	point443	443	881	35	33	35	28	35	0	0	0	0
	point442	442	881	35	33	35	28	35	0	0	0	0
	point441	441	881	35	33	35	28	35	0	0	0	0
	point440	440										
15th Street EB E of Jefferson	point576	576	260	25	11	25	9	25	0	0	0	0
	point536	536	260	25	11	25	9	25	0	0	0	0
	point535	535	260	25	11	25	9	25	0	0	0	0
	point534	534	260	25	11	25	9	25	0	0	0	0
	point533	533	260	25	11	25	9	25	0	0	0	0
	point532	532	260	25	11	25	9	25	0	0	0	0
	point531	531	260	25	11	25	9	25	0	0	0	0
	point530	530										
Jefferson Blvd SB 2 S of 16th St	point580	580	611	35	23	35	18	35	0	0	0	0
	point520	520	611	35	23	35	18	35	0	0	0	0
	point519	519	611	35	23	35	18	35	0	0	0	0
	point518	518	611	35	23	35	18	35	0	0	0	0
	point517	517	611	35	23	35	18	35	0	0	0	0
	point516	516										
15th Street WB W of Jefferson	point582	582	242	25	9	25	6	25	0	0	0	0
	point539	539	242	25	9	25	6	25	0	0	0	0
	point538	538										
Jefferson Blvd SB 1 N of 15th St	point480	480	885	35	26	35	22	35	0	0	0	0
	point479	479	885	35	26	35	22	35	0	0	0	0
	point478	478	885	35	26	35	22	35	0	0	0	0
	point477	477	885	35	26	35	22	35	0	0	0	0
	point476	476	885	35	26	35	22	35	0	0	0	0
	point475	475	885	35	26	35	22	35	0	0	0	0
	point474	474	885	35	26	35	22	35	0	0	0	0
	point473	473	885	35	26	35	22	35	0	0	0	0
C:\TNM_SRN_Temp\Broadway_NoBuild						15						28 April 2020

INPUT: TRAFFIC FOR LAeq1h Volumes						308060						
	point472	472	865	35	26	35	22	35	0	0	0	0
	point471	471	865	35	26	35	22	35	0	0	0	0
	point470	470	865	35	26	35	22	35	0	0	0	0
	point584	584	865	35	26	35	22	35	0	0	0	0
	point585	585										
Jefferson Blvd NB 1 S of 15th St	point509	509	865	35	36	35	30	35	0	0	0	0
	point508	508	865	35	36	35	30	35	0	0	0	0
	point507	507	865	35	36	35	30	35	0	0	0	0
	point506	506	865	35	36	35	30	35	0	0	0	0
	point505	505	865	35	36	35	30	35	0	0	0	0
	point504	504	865	35	36	35	30	35	0	0	0	0
	point503	503	865	35	36	35	30	35	0	0	0	0
	point586	586	965	35	36	35	30	35	0	0	0	0
	point587	587										
River Rd NB	point630	630	1016	35	38	35	32	35	0	0	0	0
	point629	629	1016	35	38	35	32	35	0	0	0	0
	point628	628	1016	35	38	35	32	35	0	0	0	0
	point627	627	1016	35	38	35	32	35	0	0	0	0
	point626	626	1016	35	38	35	32	35	0	0	0	0
	point625	625	1016	35	38	35	32	35	0	0	0	0
	point624	624	1016	35	38	35	32	35	0	0	0	0
	point623	623	1016	35	38	35	32	35	0	0	0	0
	point622	622	1016	35	38	35	32	35	0	0	0	0
	point621	621	1016	35	38	35	32	35	0	0	0	0
	point620	620	1016	35	38	35	32	35	0	0	0	0
	point619	619	1016	35	38	35	32	35	0	0	0	0
	point618	618	1016	35	38	35	32	35	0	0	0	0
	point617	617	1016	35	38	35	32	35	0	0	0	0
	point616	616	1016	35	38	35	32	35	0	0	0	0
	point615	615	1016	35	38	35	32	35	0	0	0	0
	point614	614	1016	35	38	35	32	35	0	0	0	0
	point613	613	1016	35	38	35	32	35	0	0	0	0
	point612	612										
River Rd SB	point631	631	1315	40	50	40	41	40	0	0	0	0
	point632	632	1315	35	50	35	41	35	0	0	0	0
	point633	633	1315	40	50	40	41	40	0	0	0	0

C:\TNM_SRN_Temp\Broadway_NoBuild 16 28 April 2020

INPUT: TRAFFIC FOR LAeq1h Volumes **308060**

	point634	634	1315	40	50	40	41	40	0	0	0	0
	point635	635	1315	40	50	40	41	40	0	0	0	0
	point636	636	1315	40	50	40	41	40	0	0	0	0
	point637	637	1315	40	50	40	41	40	0	0	0	0
	point638	638	1315	40	50	40	41	40	0	0	0	0
	point639	639	1315	40	50	40	41	40	0	0	0	0
	point640	640	1315	40	50	40	41	40	0	0	0	0
	point641	641	1315	40	50	40	41	40	0	0	0	0
	point642	642	1315	40	50	40	41	40	0	0	0	0
	point643	643	1315	40	50	40	41	40	0	0	0	0
	point644	644	1315	40	50	40	41	40	0	0	0	0
	point645	645	1315	40	50	40	41	40	0	0	0	0
	point646	646	1315	40	50	40	41	40	0	0	0	0
	point647	647	1315	40	50	40	41	40	0	0	0	0
	point648	648	1315	40	50	40	41	40	0	0	0	0
	point649	649										

INPUT: TRAFFIC FOR LAeq1h Volumes **309060**

City of Sacramento **18 August 2020**
IJR/SRN **TNM 2.5**

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: 309060
RUN: Broadway Bridge Alt B Future

Roadway	Points												
Name	Name	No.	Segment										
			Autos		MTrucks		HTrucks		Buses		Motorcycles		
			V veh/hr	S mph	V veh/hr	S mph	V veh/hr	S mph	V veh/hr	S mph	V veh/hr	S mph	
Hwy 50 EB 1	point68	68	1573	60	147	60	229	55	0	0	0	0	
	point67	67	1573	60	147	60	229	55	0	0	0	0	
	point66	66	1573	60	147	60	229	55	0	0	0	0	
	point65	65	1573	60	147	60	229	55	0	0	0	0	
	point64	64	1573	60	147	60	229	55	0	0	0	0	
	point63	63	1573	60	147	60	229	55	0	0	0	0	
	point62	62	1573	60	147	60	229	55	0	0	0	0	
	point61	61	1573	60	147	60	229	55	0	0	0	0	
	point60	60	1573	60	147	60	229	55	0	0	0	0	
	point59	59	1573	60	147	60	229	55	0	0	0	0	
	point58	58	1573	60	147	60	229	55	0	0	0	0	
	point57	57	1573	60	147	60	229	55	0	0	0	0	
	point56	56	1573	60	147	60	229	55	0	0	0	0	
	point55	55	1573	60	147	60	229	55	0	0	0	0	
	point54	54	1573	60	147	60	229	55	0	0	0	0	
	point53	53	1573	60	147	60	229	55	0	0	0	0	
	point52	52	1573	60	147	60	229	55	0	0	0	0	
	point51	51	1573	60	147	60	229	55	0	0	0	0	
	point50	50	1573	60	147	60	229	55	0	0	0	0	
	point49	49	1573	60	147	60	229	55	0	0	0	0	
	point48	48	1573	60	147	60	229	55	0	0	0	0	
	point47	47	1573	60	147	60	229	55	0	0	0	0	
	point46	46	1573	60	147	60	229	55	0	0	0	0	
	point45	45	1573	60	147	60	229	55	0	0	0	0	
	point44	44	1573	60	147	60	229	55	0	0	0	0	
	point43	43	1573	60	147	60	229	55	0	0	0	0	
	point42	42	1573	60	147	60	229	55	0	0	0	0	
	point41	41	1573	60	147	60	229	55	0	0	0	0	
	point40	40	1573	60	147	60	229	55	0	0	0	0	
	point39	39	1573	60	147	60	229	55	0	0	0	0	
	point38	38	1573	60	147	60	229	55	0	0	0	0	
	point37	37											
Hwy 50 EB 2	point103	103	1573	60	147	60	229	55	0	0	0	0	
	point102	102	1573	60	147	60	229	55	0	0	0	0	
	point101	101	1573	60	147	60	229	55	0	0	0	0	
	point100	100	1573	60	147	60	229	55	0	0	0	0	
	point99	99	1573	60	147	60	229	55	0	0	0	0	
	point98	98	1573	60	147	60	229	55	0	0	0	0	
	point97	97	1573	60	147	60	229	55	0	0	0	0	
	point96	96	1573	60	147	60	229	55	0	0	0	0	
	point95	95	1573	60	147	60	229	55	0	0	0	0	
	point94	94	1573	60	147	60	229	55	0	0	0	0	
	point93	93	1573	60	147	60	229	55	0	0	0	0	
	point92	92	1573	60	147	60	229	55	0	0	0	0	
	point91	91	1573	60	147	60	229	55	0	0	0	0	
	point90	90	1573	60	147	60	229	55	0	0	0	0	
	point89	89	1573	60	147	60	229	55	0	0	0	0	
	point88	88	1573	60	147	60	229	55	0	0	0	0	

C:\TNM_Temp\Broadway_AltB 1 18 August :

INPUT: TRAFFIC FOR LAeq1h Volumes **309060**

	point87	87	1573	60	147	60	229	55	0	0	0	0
	point86	86	1573	60	147	60	229	55	0	0	0	0
	point85	85	1573	60	147	60	229	55	0	0	0	0
	point84	84	1573	60	147	60	229	55	0	0	0	0
	point83	83	1573	60	147	60	229	55	0	0	0	0
	point82	82	1573	60	147	60	229	55	0	0	0	0
	point81	81	1573	60	147	60	229	55	0	0	0	0
	point80	80	1573	60	147	60	229	55	0	0	0	0
	point79	79	1573	60	147	60	229	55	0	0	0	0
	point78	78	1573	60	147	60	229	55	0	0	0	0
	point77	77	1573	60	147	60	229	55	0	0	0	0
	point76	76	1573	60	147	60	229	55	0	0	0	0
	point75	75	1573	60	147	60	229	55	0	0	0	0
	point74	74	1573	60	147	60	229	55	0	0	0	0
	point73	73	1573	60	147	60	229	55	0	0	0	0
	point72	72	1573	60	147	60	229	55	0	0	0	0
	point71	71	1573	60	147	60	229	55	0	0	0	0
	point70	70	1573	60	147	60	229	55	0	0	0	0
	point69	69										
Hwy 50 EB 3	point144	144	1573	60	147	60	229	55	0	0	0	0
	point143	143	1573	60	147	60	229	55	0	0	0	0
	point142	142	1573	60	147	60	229	55	0	0	0	0
	point141	141	1573	60	147	60	229	55	0	0	0	0
	point140	140	1573	60	147	60	229	55	0	0	0	0
	point139	139	1573	60	147	60	229	55	0	0	0	0
	point138	138	1573	60	147	60	229	55	0	0	0	0
	point137	137	1573	60	147	60	229	55	0	0	0	0
	point136	136	1573	60	147	60	229	55	0	0	0	0
	point135	135	1573	60	147	60	229	55	0	0	0	0
	point134	134	1573	60	147	60	229	55	0	0	0	0
	point133	133	1573	60	147	60	229	55	0	0	0	0
	point132	132	1573	60	147	60	229	55	0	0	0	0
	point131	131	1573	60	147	60	229	55	0	0	0	0
	point130	130	1573	60	147	60	229	55	0	0	0	0
	point129	129	1573	60	147	60	229	55	0	0	0	0
	point128	128	1573	60	147	60	229	55	0	0	0	0
	point127	127	1573	60	147	60	229	55	0	0	0	0
	point126	126	1573	60	147	60	229	55	0	0	0	0
	point125	125	1573	60	147	60	229	55	0	0	0	0
	point124	124	1573	60	147	60	229	55	0	0	0	0
	point123	123	1573	60	147	60	229	55	0	0	0	0
	point122	122	1573	60	147	60	229	55	0	0	0	0
	point121	121	1573	60	147	60	229	55	0	0	0	0
	point120	120	1573	60	147	60	229	55	0	0	0	0
	point119	119	1573	60	147	60	229	55	0	0	0	0
	point118	118	1573	60	147	60	229	55	0	0	0	0
	point117	117	1573	60	147	60	229	55	0	0	0	0
	point116	116	1573	60	147	60	229	55	0	0	0	0
	point115	115	1573	60	147	60	229	55	0	0	0	0
	point114	114	1573	60	147	60	229	55	0	0	0	0
	point113	113	1573	60	147	60	229	55	0	0	0	0
	point112	112	1573	60	147	60	229	55	0	0	0	0
	point111	111	1573	60	147	60	229	55	0	0	0	0
	point110	110	1573	60	147	60	229	55	0	0	0	0
	point109	109	1573	60	147	60	229	55	0	0	0	0
	point108	108	1573	60	147	60	229	55	0	0	0	0
	point107	107	1573	60	147	60	229	55	0	0	0	0
	point106	106	1573	60	147	60	229	55	0	0	0	0
	point105	105	1573	60	147	60	229	55	0	0	0	0
	point104	104										

C:\TNM_Temp\Broadway_AltB 2 18 August :

INPUT: TRAFFIC FOR LAeq1h Volumes **309060**

Hwy 50 EB 4	point184	184	1573	60	147	60	229	55	0	0	0	0
	point183	183	1573	60	147	60	229	55	0	0	0	0
	point182	182	1573	60	147	60	229	55	0	0	0	0
	point181	181	1573	60	147	60	229	55	0	0	0	0
	point180	180	1573	60	147	60	229	55	0	0	0	0
	point179	179	1573	60	147	60	229	55	0	0	0	0
	point178	178	1573	60	147	60	229	55	0	0	0	0
	point177	177	1573	60	147	60	229	55	0	0	0	0
	point176	176	1573	60	147	60	229	55	0	0	0	0
	point175	175	1573	60	147	60	229	55	0	0	0	0
	point174	174	1573	60	147	60	229	55	0	0	0	0
	point173	173	1573	60	147	60	229	55	0	0	0	0
	point172	172	1573	60	147	60	229	55	0	0	0	0
	point171	171	1573	60	147	60	229	55	0	0	0	0
	point170	170	1573	60	147	60	229	55	0	0	0	0
	point169	169	1573	60	147	60	229	55	0	0	0	0
	point168	168	1573	60	147	60	229	55	0	0	0	0
	point167	167	1573	60	147	60	229	55	0	0	0	0
	point166	166	1573	60	147	60	229	55	0	0	0	0
	point165	165	1573	60	147	60	229	55	0	0	0	0
	point164	164	1573	60	147	60	229	55	0	0	0	0
	point163	163	1573	60	147	60	229	55	0	0	0	0
	point162	162	1573	60	147	60	229	55	0	0	0	0
	point161	161	1573	60	147	60	229	55	0	0	0	0
	point160	160	1573	60	147	60	229	55	0	0	0	0
	point159	159	1573	60	147	60	229	55	0	0	0	0
	point158	158	1573	60	147	60	229	55	0	0	0	0
	point157	157	1573	60	147	60	229	55	0	0	0	0
	point156	156	1573	60	147	60	229	55	0	0	0	0
	point155	155	1573	60	147	60	229	55	0	0	0	0
	point154	154	1573	60	147	60	229	55	0	0	0	0
	point153	153	1573	60	147	60	229	55	0	0	0	0
	point152	152	1573	60	147	60	229	55	0	0	0	0
	point151	151	1573	60	147	60	229	55	0	0	0	0
	point150	150	1573	60	147	60	229	55	0	0	0	0
	point149	149	1573	60	147	60	229	55	0	0	0	0
	point148	148	1573	60	147	60	229	55	0	0	0	0
	point147	147	1573	60	147	60	229	55	0	0	0	0
	point146	146	1573	60	147	60	229	55	0	0	0	0
	point145	145										
Hwy 50 WB 1	point248	248	1573	60	147	60	229	55	0	0	0	0
	point247	247	1573	60	147	60	229	55	0	0	0	0
	point246	246	1573	60	147	60	229	55	0	0	0	0
	point245	245	1573	60	147	60	229	55	0	0	0	0
	point244	244	1573	60	147	60	229	55	0	0	0	0
	point243	243	1573	60	147	60	229	55	0	0	0	0
	point242	242	1573	60	147	60	229	55	0	0	0	0
	point241	241	1573	60	147	60	229	55	0	0	0	0
	point240	240	1573	60	147	60	229	55	0	0	0	0
	point239	239	1573	60	147	60	229	55	0	0	0	0
	point238	238	1573	60	147	60	229	55	0	0	0	0
	point237	237	1573	60	147	60	229	55	0	0	0	0
	point236	236	1573	60	147	60	229	55	0	0	0	0
	point235	235	1573	60	147	60	229	55	0	0	0	0
	point234	234	1573	60	147	60	229	55	0	0	0	0
	point233	233	1573	60	147	60	229	55	0	0	0	0
	point232	232	1573	60	147	60	229	55	0	0	0	0
	point231	231	1573	60	147	60	229	55	0	0	0	0
	point230	230	1573	60	147	60	229	55	0	0	0	0
	point229	229	1573	60	147	60	229	55	0	0	0	0

C:\TNM_Temp\Broadway_AltB 3 18 August :

INPUT: TRAFFIC FOR LAeq1h Volumes **309060**

	point228	228	1573	60	147	60	229	55	0	0	0	0
	point227	227	1573	60	147	60	229	55	0	0	0	0
	point226	226	1573	60	147	60	229	55	0	0	0	0
	point225	225	1573	60	147	60	229	55	0	0	0	0
	point224	224	1573	60	147	60	229	55	0	0	0	0
	point223	223	1573	60	147	60	229	55	0	0	0	0
	point222	222	1573	60	147	60	229	55	0	0	0	0
	point221	221	1573	60	147	60	229	55	0	0	0	0
	point220	220	1573	60	147	60	229	55	0	0	0	0
	point219	219	1573	60	147	60	229	55	0	0	0	0
	point218	218	1573	60	147	60	229	55	0	0	0	0
	point217	217	1573	60	147	60	229	55	0	0	0	0
	point216	216	1573	60	147	60	229	55	0	0	0	0
	point215	215	1573	60	147	60	229	55	0	0	0	0
	point214	214	1573	60	147	60	229	55	0	0	0	0
	point213	213	1573	60	147	60	229	55	0	0	0	0
	point212	212	1573	60	147	60	229	55	0	0	0	0
	point211	211	1573	60	147	60	229	55	0	0	0	0
	point210	210	1573	60	147	60	229	55	0	0	0	0
	point209	209	1573	60	147	60	229	55	0	0	0	0
	point208	208	1573	60	147	60	229	55	0	0	0	0
	point207	207	1573	60	147	60	229	55	0	0	0	0
	point206	206	1573	60	147	60	229	55	0	0	0	0
	point205	205	1573	60	147	60	229	55	0	0	0	0
	point204	204	1573	60	147	60	229	55	0	0	0	0
	point203	203	1573	60	147	60	229	55	0	0	0	0
	point202	202	1573	60	147	60	229	55	0	0	0	0
	point201	201	1573	60	147	60	229	55	0	0	0	0
	point200	200	1573	60	147	60	229	55	0	0	0	0
	point199	199	1573	60	147	60	229	55	0	0	0	0
	point198	198	1573	60	147	60	229	55	0	0	0	0
	point197	197	1573	60	147	60	229	55	0	0	0	0
	point196	196	1573	60	147	60	229	55	0	0	0	0
	point195	195	1573	60	147	60	229	55	0	0	0	0
	point194	194	1573	60	147	60	229	55	0	0	0	0
	point193	193	1573	60	147	60	229	55	0	0	0	0
	point192	192	1573	60	147	60	229	55	0	0	0	0
	point191	191	1573	60	147	60	229	55	0	0	0	0
	point190	190	1573	60	147	60	229	55	0	0	0	0
	point189	189	1573	60	147	60	229	55	0	0	0	0
	point188	188	1573	60	147	60	229	55	0	0	0	0
	point187	187	1573	60	147	60	229	55	0	0	0	0
	point186	186	1573	60	147	60	229	55	0	0	0	0
	point185	185										
Hwy 50 WB 2	point312	312	1573	60	147	60	229	55	0	0	0	0
	point311	311	1573	60	147	60	229	55	0	0	0	0
	point310	310	1573	60	147	60	229	55	0	0	0	0
	point309	309	1573	60	147	60	229	55	0	0	0	0
	point308	308	1573	60	147	60	229	55	0	0	0	0
	point307	307	1573	60	147	60	229	55	0	0	0	0
	point306	306	1573	60	147	60	229	55	0	0	0	0
	point305	305	1573	60	147	60	229	55	0	0	0	0
	point304	304	1573	60	147	60	229	55	0	0	0	0
	point303	303	1573	60	147	60	229	55	0	0	0	0
	point302	302	1573	60	147	60	229	55	0	0	0	0
	point301	301	1573	60	147	60	229	55	0	0	0	0
	point300	300	1573	60	147	60	229	55	0	0	0	0
	point299	299	1573	60	147	60	229	55	0	0	0	0
	point298	298	1573	60	147	60	229	55	0	0	0	0
	point297	297	1573	60	147	60	229	55	0	0	0	0

C:\TNM_Temp\Broadway_AltB 4 18 August :

INPUT: TRAFFIC FOR LAeq1h Volumes **309060**

	point296	296	1573	60	147	60	229	55	0	0	0	0
	point295	295	1573	60	147	60	229	55	0	0	0	0
	point294	294	1573	60	147	60	229	55	0	0	0	0
	point293	293	1573	60	147	60	229	55	0	0	0	0
	point292	292	1573	60	147	60	229	55	0	0	0	0
	point291	291	1573	60	147	60	229	55	0	0	0	0
	point290	290	1573	60	147	60	229	55	0	0	0	0
	point289	289	1573	60	147	60	229	55	0	0	0	0
	point288	288	1573	60	147	60	229	55	0	0	0	0
	point287	287	1573	60	147	60	229	55	0	0	0	0
	point286	286	1573	60	147	60	229	55	0	0	0	0
	point285	285	1573	60	147	60	229	55	0	0	0	0
	point284	284	1573	60	147	60	229	55	0	0	0	0
	point283	283	1573	60	147	60	229	55	0	0	0	0
	point282	282	1573	60	147	60	229	55	0	0	0	0
	point281	281	1573	60	147	60	229	55	0	0	0	0
	point280	280	1573	60	147	60	229	55	0	0	0	0
	point279	279	1573	60	147	60	229	55	0	0	0	0
	point278	278	1573	60	147	60	229	55	0	0	0	0
	point277	277	1573	60	147	60	229	55	0	0	0	0
	point276	276	1573	60	147	60	229	55	0	0	0	0
	point275	275	1573	60	147	60	229	55	0	0	0	0
	point274	274	1573	60	147	60	229	55	0	0	0	0
	point273	273	1573	60	147	60	229	55	0	0	0	0
	point272	272	1573	60	147	60	229	55	0	0	0	0
	point271	271	1573	60	147	60	229	55	0	0	0	0
	point270	270	1573	60	147	60	229	55	0	0	0	0
	point269	269	1573	60	147	60	229	55	0	0	0	0
	point268	268	1573	60	147	60	229	55	0	0	0	0
	point267	267	1573	60	147	60	229	55	0	0	0	0
	point266	266	1573	60	147	60	229	55	0	0	0	0
	point265	265	1573	60	0	60	229	55	0	0	0	0
	point264	264	1573	60	147	60	229	55	0	0	0	0
	point263	263	1573	60	147	60	229	55	0	0	0	0
	point262	262	1573	60	147	60	229	55	0	0	0	0
	point261	261	1573	60	147	60	229	55	0	0	0	0
	point260	260	1573	60	147	60	229	55	0	0	0	0
	point259	259	1573	60	147	60	229	55	0	0	0	0
	point258	258	1573	60	147	60	229	55	0	0	0	0
	point257	257	1573	60	147	60	229	55	0	0	0	0
	point256	256	1573	60	147	60	229	55	0	0	0	0
	point255	255	1573	60	147	60	229	55	0	0	0	0
	point254	254	1573	60	147	60	229	55	0	0	0	0
	point253	253	1573	60	147	60	229	55	0	0	0	0
	point252	252	1573	60	147	60	229	55	0	0	0	0
	point251	251	1573	60	147	60	229	55	0	0	0	0
	point250	250	1573	60	147	60	229	55	0	0	0	0
	point249	249										
Hwy 50 WB 3	point376	376	1573	60	147	60	229	55	0	0	0	0
	point375	375	1573	60	147	60	229	55	0	0	0	0
	point374	374	1573	60	147	60	229	55	0	0	0	0
	point373	373	1573	60	147	60	229	55	0	0	0	0
	point372	372	1573	60	147	60	229	55	0	0	0	0
	point371	371	1573	60	147	60	229	55	0	0	0	0
	point370	370	1573	60	147	60	229	55	0	0	0	0
	point369	369	1573	60	147	60	229	55	0	0	0	0
	point368	368	1573	60	147	60	229	55	0	0	0	0
	point367	367	1573	60	147	60	229	55	0	0	0	0
	point366	366	1573	60	147	60	229	55	0	0	0	0
	point365	365	1573	60	147	60	229	55	0	0	0	0

C:\TNM_Temp\Broadway_AltB 5 18 August :

INPUT: TRAFFIC FOR LAeq1h Volumes **309060**

	point364	364	1573	60	147	60	229	55	0	0	0	0
	point363	363	1573	60	147	60	229	55	0	0	0	0
	point362	362	1573	60	147	60	229	55	0	0	0	0
	point361	361	1573	60	147	60	229	55	0	0	0	0
	point360	360	1573	60	147	60	229	55	0	0	0	0
	point359	359	1573	60	147	60	229	55	0	0	0	0
	point358	358	1573	60	147	60	229	55	0	0	0	0
	point357	357	1573	60	147	60	229	55	0	0	0	0
	point356	356	1573	60	147	60	229	55	0	0	0	0
	point355	355	1573	60	147	60	229	55	0	0	0	0
	point354	354	1573	60	147	60	229	55	0	0	0	0
	point353	353	1573	60	147	60	229	55	0	0	0	0
	point352	352	1573	60	147	60	229	55	0	0	0	0
	point351	351	1573	60	147	60	229	55	0	0	0	0
	point350	350	1573	60	147	60	229	55	0	0	0	0
	point349	349	1573	60	147	60	229	55	0	0	0	0
	point348	348	1573	60	147	60	229	55	0	0	0	0
	point347	347	1573	60	147	60	229	55	0	0	0	0
	point346	346	1573	60	147	60	229	55	0	0	0	0
	point345	345	1573	60	147	60	229	55	0	0	0	0
	point344	344	1573	60	147	60	229	55	0	0	0	0
	point343	343	1573	60	147	60	229	55	0	0	0	0
	point342	342	1573	60	147	60	229	55	0	0	0	0
	point341	341	1573	60	147	60	229	55	0	0	0	0
	point340	340	1573	60	147	60	229	55	0	0	0	0
	point339	339	1573	60	147	60	229	55	0	0	0	0
	point338	338	1573	60	147	60	229	55	0	0	0	0
	point337	337	1573	60	147	60	229	55	0	0	0	0
	point336	336	1573	60	147	60	229	55	0	0	0	0
	point335	335	1573	60	147	60	229	55	0	0	0	0
	point334	334	1573	60	147	60	229	55	0	0	0	0
	point333	333	1573	60	147	60	229	55	0	0	0	0
	point332	332	1573	60	147	60	229	55	0	0	0	0
	point331	331	1573	60	147	60	229	55	0	0	0	0
	point330	330	1573	60	147	60	229	55	0	0	0	0
	point329	329	1573	60	147	60	229	55	0	0	0	0
	point328	328	1573	60	147	60	229	55	0	0	0	0
	point327	327	1573	60	147	60	229	55	0	0	0	0
	point326	326	1573	60	147	60	229	55	0	0	0	0
	point325	325	1573	60	147	60	229	55	0	0	0	0
	point324	324	1573	60	147	60	229	55	0	0	0	0
	point323	323	1573	60	147	60	229	55	0	0	0	0
	point322	322	1573	60	147	60	229	55	0	0	0	0
	point321	321	1573	60	147	60	229	55	0	0	0	0
	point320	320	1573	60	147	60	229	55	0	0	0	0
	point319	319	1573	60	147	60	229	55	0	0	0	0
	point318	318	1573	60	147	60	229	55	0	0	0	0
	point317	317	1573	60	147	60	229	55	0	0	0	0
	point316	316	1573	60	147	60	229	55	0	0	0	0
	point315	315	1573	60	147	60	229	55	0	0	0	0
	point314	314	1573	60	147	60	229	55	0	0	0	0
	point313	313										
Hwy 50 WB 4	point439	439	1573	60	147	60	229	55	0	0	0	0
	point438	438	1573	60	147	60	229	55	0	0	0	0
	point437	437	1573	60	147	60	229	55	0	0	0	0
	point436	436	1573	60	147	60	229	55	0	0	0	0
	point435	435	1573	60	147	60	229	55	0	0	0	0
	point434	434	1573	60	147	60	229	55	0	0	0	0
	point433	433	1573	60	147	60	229	55	0	0	0	0
	point432	432	1573	60	147	60	229	55	0	0	0	0

C:\TNM_Temp\Broadway_AltB 6 18 August :

INPUT: TRAFFIC FOR LAeq1h Volumes **309060**

	point431	431	1573	60	147	60	229	55	0	0	0	0
	point430	430	0	60	147	60	229	55	0	0	0	0
	point429	429	1573	60	147	60	229	55	0	0	0	0
	point428	428	1573	60	147	60	229	55	0	0	0	0
	point427	427	1573	60	147	60	229	55	0	0	0	0
	point426	426	1573	60	147	60	229	55	0	0	0	0
	point425	425	1573	60	147	60	229	55	0	0	0	0
	point424	424	1573	60	147	60	229	55	0	0	0	0
	point423	423	1573	60	147	60	229	55	0	0	0	0
	point422	422	1573	60	147	60	229	55	0	0	0	0
	point421	421	1573	60	147	60	229	55	0	0	0	0
	point420	420	1573	60	147	60	229	55	0	0	0	0
	point419	419	1573	60	147	60	229	55	0	0	0	0
	point418	418	1573	60	147	60	229	55	0	0	0	0
	point417	417	1573	60	147	60	229	55	0	0	0	0
	point416	416	1573	60	147	60	229	55	0	0	0	0
	point415	415	1573	60	147	60	229	55	0	0	0	0
	point414	414	1573	60	147	60	229	55	0	0	0	0
	point413	413	1573	60	147	60	229	55	0	0	0	0
	point412	412	1573	60	147	60	229	55	0	0	0	0
	point411	411	1573	60	147	60	229	55	0	0	0	0
	point410	410	1573	60	147	60	229	55	0	0	0	0
	point409	409	1573	60	147	60	229	55	0	0	0	0
	point408	408	1573	60	147	60	229	55	0	0	0	0
	point407	407	1573	60	147	60	229	55	0	0	0	0
	point406	406	1573	60	147	60	229	55	0	0	0	0
	point405	405	1573	60	147	60	229	55	0	0	0	0
	point404	404	1573	60	147	60	229	55	0	0	0	0
	point403	403	1573	60	147	60	229	55	0	0	0	0
	point402	402	1573	60	147	60	229	55	0	0	0	0
	point401	401	1573	60	147	60	229	55	0	0	0	0
	point400	400	1573	60	147	60	229	55	0	0	0	0
	point399	399	1573	60	147	60	229	55	0	0	0	0
	point398	398	1573	60	147	60	229	55	0	0	0	0
	point397	397	1573	60	147	60	229	55	0	0	0	0
	point396	396	1573	60	147	60	229	55	0	0	0	0
	point395	395	1573	60	147	60	229	55	0	0	0	0
	point394	394	1573	60	147	60	229	55	0	0	0	0
	point393	393	1573	60	147	60	229	55	0	0	0	0
	point392	392	1573	60	147	60	229	55	0	0	0	0
	point391	391	1573	60	147	60	229	55	0	0	0	0
	point390	390	1573	60	147	60	229	55	0	0	0	0
	point389	389	1573	60	147	60	229	55	0	0	0	0
	point388	388	1573	60	147	60	229	55	0	0	0	0
	point387	387	1573	60	147	60	229	55	0	0	0	0
	point386	386	1573	60	147	60	229	55	0	0	0	0
	point385	385	1573	60	147	60	229	55	0	0	0	0
	point384	384	1573	60	147	60	229	55	0	0	0	0
	point383	383	1573	60	147	60	229	55	0	0	0	0
	point382	382	1573	60	147	60	229	55	0	0	0	0
	point381	381	1573	60	147	60	229	55	0	0	0	0
	point380	380	1573	60	147	60	229	55	0	0	0	0
	point379	379	1573	60	147	60	229	55	0	0	0	0
	point378	378	1573	60	147	60	229	55	0	0	0	0
	point377	377										
Jefferson Blvd NB 2 N of 15th St	point466	466	620	35	23	35	20	35	0	0	0	0
	point467	467	620	35	23	35	20	35	0	0	0	0
	point468	468	620	35	23	35	20	35	0	0	0	0
	point465	465	620	35	23	35	20	35	0	0	0	0
	point464	464	620	35	23	35	20	35	0	0	0	0

C:\TNM_Temp\Broadway_AltB 7 18 August :

INPUT: TRAFFIC FOR LAeq1h Volumes **309060**

	point463	463	620	35	23	35	20	35	0	0	0	0
	point462	462	620	35	23	35	20	35	0	0	0	0
	point461	461	620	35	23	35	20	0	0	0	0	0
	point460	460	620	35	23	35	20	35	0	0	0	0
	point459	459	620	35	23	35	20	35	0	0	0	0
	point458	458	620	35	23	35	20	35	0	0	0	0
	point457	457	620	35	23	35	20	35	0	0	0	0
	point456	456	620	35	23	35	20	35	0	0	0	0
	point455	455										
Jefferson Blvd SB 2 N of 15th St	point493	493	723	35	27	35	23	35	0	0	0	0
	point492	492	723	35	27	35	23	35	0	0	0	0
	point491	491	723	35	27	35	23	35	0	0	0	0
	point490	490	723	35	27	35	23	35	0	0	0	0
	point489	489	723	35	27	35	23	35	0	0	0	0
	point488	488	723	35	27	35	23	35	0	0	0	0
	point487	487	723	35	27	35	23	35	0	0	0	0
	point486	486	723	35	27	35	23	35	0	0	0	0
	point485	485	723	35	27	35	23	35	0	0	0	0
	point484	484	723	35	27	35	23	35	0	0	0	0
	point483	483	723	35	27	35	23	35	0	0	0	0
	point482	482	723	35	27	35	23	35	0	0	0	0
	point481	481										
Jefferson Blvd NB 2 S of 15th St	point501	501	657	35	25	35	21	35	0	0	0	0
	point500	500	657	35	25	35	21	35	0	0	0	0
	point499	499	657	35	25	35	21	35	0	0	0	0
	point498	498	657	35	25	35	21	35	0	0	0	0
	point497	497	657	35	25	35	21	35	0	0	0	0
	point496	496	657	35	25	35	21	35	0	0	0	0
	point495	495	657	35	25	35	21	35	0	0	0	0
	point494	494										
Jefferson Blvd SB 1 S of 15th St	point515	515	928	35	35	35	29	35	0	0	0	0
	point514	514	928	35	35	35	29	35	0	0	0	0
	point513	513	928	35	35	35	29	35	0	0	0	0
	point512	512	928	35	35	35	29	35	0	0	0	0
	point511	511	928	35	35	35	29	35	0	0	0	0
	point510	510										
15th Street EB W of Jefferson	point545	545	252	25	9	25	8	25	0	0	0	0
	point544	544	252	25	9	25	8	25	0	0	0	0
	point543	543	252	25	9	25	8	25	0	0	0	0
	point542	542	252	25	9	25	8	25	0	0	0	0
	point541	541										
Jefferson Blvd SB 2 S of 15th St	point540	540	928	35	35	35	29	35	0	0	0	0
	point520	520	928	35	35	35	29	35	0	0	0	0
	point519	519	928	35	35	35	29	35	0	0	0	0
	point518	518	928	35	35	35	29	35	0	0	0	0
	point517	517	928	35	35	35	29	35	0	0	0	0
	point516	516										
15th Street WB W of Jefferson	point582	582	275	25	10	25	9	25	0	0	0	0
	point539	539	275	25	10	25	9	25	0	0	0	0
	point538	538										
Jefferson Blvd SB 1 N of 15th St	point480	480	723	35	27	35	23	35	0	0	0	0
	point479	479	723	35	27	35	23	35	0	0	0	0
	point478	478	723	35	27	35	23	35	0	0	0	0
	point477	477	723	35	27	35	23	35	0	0	0	0
	point476	476	723	35	27	35	23	35	0	0	0	0
	point475	475	723	35	27	35	23	35	0	0	0	0
	point474	474	723	35	27	35	23	35	0	0	0	0
	point473	473	723	35	27	35	23	35	0	0	0	0
	point472	472	723	35	27	35	23	35	0	0	0	0
	point471	471	723	35	27	35	23	35	0	0	0	0

C:\TNM_Temp\Broadway_AltB 8 18 August :

INPUT: TRAFFIC FOR LAeq1h Volumes **309060**

	point470	470	723	35	27	35	23	35	0	0	0	0
	point584	584	723	35	27	35	23	35	0	0	0	0
	point585	585										
Jefferson Blvd NB 1 S of 15th St	point509	509	657	35	25	35	21	35	0	0	0	0
	point508	508	657	35	25	35	21	35	0	0	0	0
	point507	507	657	35	25	35	21	35	0	0	0	0
	point506	506	657	35	25	35	21	35	0	0	0	0
	point505	505	657	35	25	35	21	35	0	0	0	0
	point504	504	657	35	25	35	21	35	0	0	0	0
	point503	503	657	35	25	35	21	35	0	0	0	0
	point586	586	657	35	25	35	21	35	0	0	0	0
	point587	587										
Jefferson Blvd NB 1 N of 15th St	point772	772	620	35	23	35	20	35	0	0	0	0
	point576	576	620	35	23	35	20	35	0	0	0	0
	point453	453	620	35	23	35	20	35	0	0	0	0
	point452	452	620	35	23	35	20	35	0	0	0	0
	point451	451	620	35	23	35	20	35	0	0	0	0
	point450	450	620	35	23	35	20	35	0	0	0	0
	point449	449	620	35	23	35	20	35	0	0	0	0
	point448	448	620	35	23	35	20	35	0	0	0	0
	point447	447	620	35	23	35	20	35	0	0	0	0
	point446	446	620	35	23	35	20	35	0	0	0	0
	point445	445	620	35	23	35	20	35	0	0	0	0
	point444	444	620	35	23	35	20	35	0	0	0	0
	point443	443	620	35	23	35	20	35	0	0	0	0
	point442	442	620	35	23	35	20	35	0	0	0	0
	point441	441	620	35	23	35	20	35	0	0	0	0
	point440	440										
Alt B WB	point702	702	1119	30	42	30	35	30	0	0	0	0
	point701	701	1119	30	42	30	35	30	0	0	0	0
	point700	700	1119	30	42	30	35	30	0	0	0	0
	point699	699	1119	30	42	30	35	30	0	0	0	0
	point697	697	1119	30	42	30	35	30	0	0	0	0
	point695	695	1119	30	42	30	35	30	0	0	0	0
	point693	693	1119	30	42	30	35	30	0	0	0	0
	point692	692	1119	30	42	30	35	30	0	0	0	0
	point690	690	1119	30	42	30	35	30	0	0	0	0
	point689	689	1119	30	42	30	35	30	0	0	0	0
	point688	688	1119	30	42	30	35	30	0	0	0	0
	point686	686	1119	30	42	30	35	30	0	0	0	0
	point685	685	1119	30	42	30	35	30	0	0	0	0
	point684	684	1119	30	42	30	35	30	0	0	0	0
	point683	683	1119	30	42	30	35	30	0	0	0	0
	point682	682	1119	30	42	30	35	30	0	0	0	0
	point681	681	1119	30	42	30	35	30	0	0	0	0
	point680	680	1119	30	42	30	35	30	0	0	0	0
	point678	678	1119	30	42	30	35	30	0	0	0	0
	point677	677	1119	30	42	30	35	30	0	0	0	0
	point676	676	1119	30	42	30	35	30	0	0	0	0
	point674	674	1119	30	42	30	35	30	0	0	0	0
	point672	672	1119	30	42	30	35	30	0	0	0	0
	point777	777	1119	30	42	30	35	30	0	0	0	0
	point786	786	1119	30	42	30	35	30	0	0	0	0
	point785	785	1119	30	42	30	35	30	0	0	0	0
	point670	670	1119	30	42	30	35	30	0	0	0	0
	point668	668	1119	30	42	30	35	30	0	0	0	0
	point666	666	1119	30	42	30	35	30	0	0	0	0
	point664	664	1119	30	42	30	35	30	0	0	0	0
	point662	662	1119	30	42	30	35	30	0	0	0	0
	point660	660	1119	30	42	30	35	30	0	0	0	0

C:\TNM_Temp\Broadway_AltB 9 18 August :

INPUT: TRAFFIC FOR LAeq1h Volumes **309060**

	point658	658	1119	30	42	30	35	30	0	0	0	0
	point656	656	1119	30	42	30	35	30	0	0	0	0
	point654	654	1119	30	42	30	35	30	0	0	0	0
	point652	652	1119	30	42	30	35	30	0	0	0	0
	point769	769	1119	30	42	30	35	30	0	0	0	0
	point771	771										
Alt B EB	point773	773	1026	30	39	30	32	30	0	0	0	0
	point768	768	1026	30	39	30	32	30	0	0	0	0
	point767	767	1026	30	39	30	32	30	0	0	0	0
	point765	765	1026	30	39	30	32	30	0	0	0	0
	point763	763	1026	30	39	30	32	30	0	0	0	0
	point761	761	1026	30	39	30	32	30	0	0	0	0
	point759	759	1026	30	39	30	32	30	0	0	0	0
	point757	757	1026	30	39	30	32	30	0	0	0	0
	point755	755	1026	30	39	30	32	30	0	0	0	0
	point753	753	1026	30	39	30	32	30	0	0	0	0
	point779	779	1026	30	39	30	32	30	0	0	0	0
	point780	780	1026	30	39	30	32	30	0	0	0	0
	point778	778	1026	30	39	30	32	30	0	0	0	0
	point751	751	1026	30	39	30	32	30	0	0	0	0
	point749	749	1026	30	39	30	32	30	0	0	0	0
	point747	747	1026	30	39	30	32	30	0	0	0	0
	point746	746	1026	30	39	30	32	30	0	0	0	0
	point745	745	1026	30	39	30	32	30	0	0	0	0
	point744	744	1026	30	39	30	32	30	0	0	0	0
	point742	742	1026	30	39	30	32	30	0	0	0	0
	point740	740	1026	30	39	30	32	30	0	0	0	0
	point738	738	1026	30	39	30	32	30	0	0	0	0
	point737	737	1026	30	39	30	32	30	0	0	0	0
	point735	735	1026	30	39	30	32	30	0	0	0	0
	point734	734	1026	30	39	30	32	30	0	0	0	0
	point733	733	1026	30	39	30	32	30	0	0	0	0
	point732	732	1026	30	39	30	32	30	0	0	0	0
	point731	731	1026	30	39	30	32	30	0	0	0	0
	point730	730	1026	30	39	30	32	30	0	0	0	0
	point728	728	1026	30	39	30	32	30	0	0	0	0
	point727	727	1026	30	39	30	32	30	0	0	0	0
	point725	725	1026	30	39	30	32	30	0	0	0	0
	point724	724	1026	30	39	30	32	30	0	0	0	0
	point722	722	1026	30	39	30	32	30	0	0	0	0
	point720	720	1026	30	39	30	32	30	0	0	0	0
	point719	719	1026	30	39	30	32	30	0	0	0	0
	point718	718	1026	30	39	30	32	30	0	0	0	0
	point716	716	1026	30	39	30	32	30	0	0	0	0
	point715	715	1026	30	39	30	32	30	0	0	0	0
	point713	713	1026	30	39	30	32	30	0	0	0	0
	point712	712	1026	30	39	30	32	30	0	0	0	0
	point711	711	1026	30	39	30	32	30	0	0	0	0
	point710	710	1026	30	39	30	32	30	0	0	0	0
	point708	708	1026	30	39	30	32	30	0	0	0	0
	point707	707	1026	30	39	30	32	30	0	0	0	0
	point705	705	1026	30	39	30	32	30	0	0	0	0
	point703	703										
River Rd SB-2	point781	781	746	35	28	35	23	35	0	0	0	0
	point634	634	746	35	28	35	23	35	0	0	0	0
	point635	635	746	35	28	35	23	35	0	0	0	0
	point636	636	746	35	28	35	23	35	0	0	0	0
	point637	637	746	35	28	35	23	35	0	0	0	0
	point638	638	746	35	28	35	23	35	0	0	0	0
	point639	639	746	35	28	35	23	35	0	0	0	0

C:\TNM_Temp\Broadway_AltB 10 18 August :

INPUT: TRAFFIC FOR LAeq1h Volumes **309060**

	point640	640	746	35	28	35	23	35	0	0	0	0
	point641	641	748	35	28	35	23	35	0	0	0	0
	point642	642	748	35	28	35	23	35	0	0	0	0
	point643	643	748	35	28	35	23	35	0	0	0	0
	point644	644	748	35	28	35	23	35	0	0	0	0
	point645	645	748	35	28	35	23	35	0	0	0	0
	point646	646	748	35	28	35	23	35	0	0	0	0
	point647	647	748	35	28	35	23	35	0	0	0	0
	point648	648	748	35	28	35	23	35	0	0	0	0
	point649	649										
River Rd NB	point630	630	755	35	28	35	24	35	0	0	0	0
	point629	629	755	35	28	35	24	35	0	0	0	0
	point628	628	755	35	28	35	24	35	0	0	0	0
	point627	627	755	35	28	35	24	35	0	0	0	0
	point626	626	755	35	28	35	24	35	0	0	0	0
	point625	625	755	35	28	35	24	35	0	0	0	0
	point624	624	755	35	28	35	24	35	0	0	0	0
	point623	623	755	35	28	35	24	35	0	0	0	0
	point622	622	755	35	28	35	24	35	0	0	0	0
	point621	621	755	35	28	35	24	35	0	0	0	0
	point620	620	755	35	28	35	24	35	0	0	0	0
	point619	619	755	35	28	35	24	35	0	0	0	0
	point618	618	755	35	28	35	24	35	0	0	0	0
	point617	617	755	35	28	35	24	35	0	0	0	0
	point616	616	755	35	28	35	24	35	0	0	0	0
	point615	615	755	35	28	35	24	35	0	0	0	0
	point784	784										
River Rd NB-2	point787	787	783	35	30	35	25	35	0	0	0	0
	point613	613	783	35	30	35	25	35	0	0	0	0
	point612	612										
River Rd SB	point631	631	1119	35	42	35	35	35	0	0	0	0
	point632	632	1119	35	42	35	35	35	0	0	0	0
	point790	790										

C:\TNM_Temp\Broadway_AltB 11 18 August :

INPUT: TRAFFIC FOR LAeq1h Volumes **309060**

City of Sacramento **18 August 2020**
IJR/SRN **TNM 2.5**

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: 309060
RUN: Broadway Bridge No Build Future

Roadway	Points												
Name	Name	No.	Segment										
			Autos		MTrucks		HTrucks		Buses		Motorcycles		
			V veh/hr	S mph	V veh/hr	S mph	V veh/hr	S mph	V veh/hr	S mph	V veh/hr	S mph	
Hwy 50 EB 1	point68	68	1573	60	147	60	229	55	0	0	0	0	
	point67	67	1573	60	147	60	229	55	0	0	0	0	
	point66	66	1573	60	147	60	229	55	0	0	0	0	
	point65	65	1573	60	147	60	229	55	0	0	0	0	
	point64	64	1573	60	147	60	229	55	0	0	0	0	
	point63	63	1573	60	147	60	229	55	0	0	0	0	
	point62	62	1573	60	147	60	229	55	0	0	0	0	
	point61	61	1573	60	147	60	229	55	0	0	0	0	
	point60	60	1573	60	147	60	229	55	0	0	0	0	
	point59	59	1573	60	147	60	229	55	0	0	0	0	
	point58	58	1573	60	147	60	229	55	0	0	0	0	
	point57	57	1573	60	147	60	229	55	0	0	0	0	
	point56	56	1573	60	147	60	229	55	0	0	0	0	
	point55	55	1573	60	147	60	229	55	0	0	0	0	
	point54	54	1573	60	147	60	229	55	0	0	0	0	
	point53	53	1573	60	147	60	229	55	0	0	0	0	
	point52	52	1573	60	147	60	229	55	0	0	0	0	
	point51	51	1573	60	147	60	229	55	0	0	0	0	
	point50	50	1573	60	147	60	229	55	0	0	0	0	
	point49	49	1573	60	147	60	229	55	0	0	0	0	
	point48	48	1573	60	147	60	229	55	0	0	0	0	
	point47	47	1573	60	147	60	229	55	0	0	0	0	
	point46	46	1573	60	147	60	229	55	0	0	0	0	
	point45	45	1573	60	147	60	229	55	0	0	0	0	
	point44	44	1573	60	147	60	229	55	0	0	0	0	
	point43	43	1573	60	147	60	229	55	0	0	0	0	
	point42	42	1573	60	147	60	229	55	0	0	0	0	
	point41	41	1573	60	147	60	229	55	0	0	0	0	
	point40	40	1573	60	147	60	229	55	0	0	0	0	
	point39	39	1573	60	147	60	229	55	0	0	0	0	
	point38	38	1573	60	147	60	229	55	0	0	0	0	
	point37	37											
Hwy 50 EB 2	point103	103	1573	60	147	60	229	55	0	0	0	0	
	point102	102	1573	60	147	60	229	55	0	0	0	0	
	point101	101	1573	60	147	60	229	55	0	0	0	0	
	point100	100	1573	60	147	60	229	55	0	0	0	0	
	point99	99	1573	60	147	60	229	55	0	0	0	0	
	point98	98	1573	60	147	60	229	55	0	0	0	0	
	point97	97	1573	60	147	60	229	55	0	0	0	0	
	point96	96	1573	60	147	60	229	55	0	0	0	0	
	point95	95	1573	60	147	60	229	55	0	0	0	0	
	point94	94	1573	60	147	60	229	55	0	0	0	0	
	point93	93	1573	60	147	60	229	55	0	0	0	0	
	point92	92	1573	60	147	60	229	55	0	0	0	0	
	point91	91	1573	60	147	60	229	55	0	0	0	0	
	point90	90	1573	60	147	60	229	55	0	0	0	0	
	point89	89	1573	60	147	60	229	55	0	0	0	0	
	point88	88	1573	60	147	60	229	55	0	0	0	0	

C:\TNM_Temp\Broadway_AltC 1 18 August :

INPUT: TRAFFIC FOR LAeq1h Volumes **309060**

	point87	87	1573	60	147	60	229	55	0	0	0	0
	point86	86	1573	60	147	60	229	55	0	0	0	0
	point85	85	1573	60	147	60	229	55	0	0	0	0
	point84	84	1573	60	147	60	229	55	0	0	0	0
	point83	83	1573	60	147	60	229	55	0	0	0	0
	point82	82	1573	60	147	60	229	55	0	0	0	0
	point81	81	1573	60	147	60	229	55	0	0	0	0
	point80	80	1573	60	147	60	229	55	0	0	0	0
	point79	79	1573	60	147	60	229	55	0	0	0	0
	point78	78	1573	60	147	60	229	55	0	0	0	0
	point77	77	1573	60	147	60	229	55	0	0	0	0
	point76	76	1573	60	147	60	229	55	0	0	0	0
	point75	75	1573	60	147	60	229	55	0	0	0	0
	point74	74	1573	60	147	60	229	55	0	0	0	0
	point73	73	1573	60	147	60	229	55	0	0	0	0
	point72	72	1573	60	147	60	229	55	0	0	0	0
	point71	71	1573	60	147	60	229	55	0	0	0	0
	point70	70	1573	60	147	60	229	55	0	0	0	0
	point69	69										
Hwy 50 EB 3	point144	144	1573	60	147	60	229	55	0	0	0	0
	point143	143	1573	60	147	60	229	55	0	0	0	0
	point142	142	1573	60	147	60	229	55	0	0	0	0
	point141	141	1573	60	147	60	229	55	0	0	0	0
	point140	140	1573	60	147	60	229	55	0	0	0	0
	point139	139	1573	60	147	60	229	55	0	0	0	0
	point138	138	1573	60	147	60	229	55	0	0	0	0
	point137	137	1573	60	147	60	229	55	0	0	0	0
	point136	136	1573	60	147	60	229	55	0	0	0	0
	point135	135	1573	60	147	60	229	55	0	0	0	0
	point134	134	1573	60	147	60	229	55	0	0	0	0
	point133	133	1573	60	147	60	229	55	0	0	0	0
	point132	132	1573	60	147	60	229	55	0	0	0	0
	point131	131	1573	60	147	60	229	55	0	0	0	0
	point130	130	1573	60	147	60	229	55	0	0	0	0
	point129	129	1573	60	147	60	229	55	0	0	0	0
	point128	128	1573	60	147	60	229	55	0	0	0	0
	point127	127	1573	60	147	60	229	55	0	0	0	0
	point126	126	1573	60	147	60	229	55	0	0	0	0
	point125	125	1573	60	147	60	229	55	0	0	0	0
	point124	124	1573	60	147	60	229	55	0	0	0	0
	point123	123	1573	60	147	60	229	55	0	0	0	0
	point122	122	1573	60	147	60	229	55	0	0	0	0
	point121	121	1573	60	147	60	229	55	0	0	0	0
	point120	120	1573	60	147	60	229	55	0	0	0	0
	point119	119	1573	60	147	60	229	55	0	0	0	0
	point118	118	1573	60	147	60	229	55	0	0	0	0
	point117	117	1573	60	147	60	229	55	0	0	0	0
	point116	116	1573	60	147	60	229	55	0	0	0	0
	point115	115	1573	60	147	60	229	55	0	0	0	0
	point114	114	1573	60	147	60	229	55	0	0	0	0
	point113	113	1573	60	147	60	229	55	0	0	0	0
	point112	112	1573	60	147	60	229	55	0	0	0	0
	point111	111	1573	60	147	60	229	55	0	0	0	0
	point110	110	1573	60	147	60	229	55	0	0	0	0
	point109	109	1573	60	147	60	229	55	0	0	0	0
	point108	108	1573	60	147	60	229	55	0	0	0	0
	point107	107	1573	60	147	60	229	55	0	0	0	0
	point106	106	1573	60	147	60	229	55	0	0	0	0
	point105	105	1573	60	147	60	229	55	0	0	0	0
	point104	104										

C:\TNM_Temp\Broadway_AltC 2 18 August :

INPUT: TRAFFIC FOR LAeq1h Volumes **309060**

Hwy 50 EB 4	point184	184	1573	60	147	60	229	55	0	0	0	0
	point183	183	1573	60	147	60	229	55	0	0	0	0
	point182	182	1573	60	147	60	229	55	0	0	0	0
	point181	181	1573	60	147	60	229	55	0	0	0	0
	point180	180	1573	60	147	60	229	55	0	0	0	0
	point179	179	1573	60	147	60	229	55	0	0	0	0
	point178	178	1573	60	147	60	229	55	0	0	0	0
	point177	177	1573	60	147	60	229	55	0	0	0	0
	point176	176	1573	60	147	60	229	55	0	0	0	0
	point175	175	1573	60	147	60	229	55	0	0	0	0
	point174	174	1573	60	147	60	229	55	0	0	0	0
	point173	173	1573	60	147	60	229	55	0	0	0	0
	point172	172	1573	60	147	60	229	55	0	0	0	0
	point171	171	1573	60	147	60	229	55	0	0	0	0
	point170	170	1573	60	147	60	229	55	0	0	0	0
	point169	169	1573	60	147	60	229	55	0	0	0	0
	point168	168	1573	60	147	60	229	55	0	0	0	0
	point167	167	1573	60	147	60	229	55	0	0	0	0
	point166	166	1573	60	147	60	229	55	0	0	0	0
	point165	165	1573	60	147	60	229	55	0	0	0	0
	point164	164	1573	60	147	60	229	55	0	0	0	0
	point163	163	1573	60	147	60	229	55	0	0	0	0
	point162	162	1573	60	147	60	229	55	0	0	0	0
	point161	161	1573	60	147	60	229	55	0	0	0	0
	point160	160	1573	60	147	60	229	55	0	0	0	0
	point159	159	1573	60	147	60	229	55	0	0	0	0
	point158	158	1573	60	147	60	229	55	0	0	0	0
	point157	157	1573	60	147	60	229	55	0	0	0	0
	point156	156	1573	60	147	60	229	55	0	0	0	0
	point155	155	1573	60	147	60	229	55	0	0	0	0
	point154	154	1573	60	147	60	229	55	0	0	0	0
	point153	153	1573	60	147	60	229	55	0	0	0	0
	point152	152	1573	60	147	60	229	55	0	0	0	0
	point151	151	1573	60	147	60	229	55	0	0	0	0
	point150	150	1573	60	147	60	229	55	0	0	0	0
	point149	149	1573	60	147	60	229	55	0	0	0	0
	point148	148	1573	60	147	60	229	55	0	0	0	0
	point147	147	1573	60	147	60	229	55	0	0	0	0
	point146	146	1573	60	147	60	229	55	0	0	0	0
	point145	145										
Hwy 50 WB 1	point248	248	1573	60	147	60	229	55	0	0	0	0
	point247	247	1573	60	147	60	229	55	0	0	0	0
	point246	246	1573	60	147	60	229	55	0	0	0	0
	point245	245	1573	60	147	60	229	55	0	0	0	0
	point244	244	1573	60	147	60	229	55	0	0	0	0
	point243	243	1573	60	147	60	229	55	0	0	0	0
	point242	242	1573	60	147	60	229	55	0	0	0	0
	point241	241	1573	60	147	60	229	55	0	0	0	0
	point240	240	1573	60	147	60	229	55	0	0	0	0
	point239	239	1573	60	147	60	229	55	0	0	0	0
	point238	238	1573	60	147	60	229	55	0	0	0	0
	point237	237	1573	60	147	60	229	55	0	0	0	0
	point236	236	1573	60	147	60	229	55	0	0	0	0
	point235	235	1573	60	147	60	229	55	0	0	0	0
	point234	234	1573	60	147	60	229	55	0	0	0	0
	point233	233	1573	60	147	60	229	55	0	0	0	0
	point232	232	1573	60	147	60	229	55	0	0	0	0
	point231	231	1573	60	147	60	229	55	0	0	0	0
	point230	230	1573	60	147	60	229	55	0	0	0	0
	point229	229	1573	60	147	60	229	55	0	0	0	0

C:\TNM_Temp\Broadway_AltC 3 18 August :

INPUT: TRAFFIC FOR LAeq1h Volumes **309060**

	point228	228	1573	60	147	60	229	55	0	0	0	0
	point227	227	1573	60	147	60	229	55	0	0	0	0
	point226	226	1573	60	147	60	229	55	0	0	0	0
	point225	225	1573	60	147	60	229	55	0	0	0	0
	point224	224	1573	60	147	60	229	55	0	0	0	0
	point223	223	1573	60	147	60	229	55	0	0	0	0
	point222	222	1573	60	147	60	229	55	0	0	0	0
	point221	221	1573	60	147	60	229	55	0	0	0	0
	point220	220	1573	60	147	60	229	55	0	0	0	0
	point219	219	1573	60	147	60	229	55	0	0	0	0
	point218	218	1573	60	147	60	229	55	0	0	0	0
	point217	217	1573	60	147	60	229	55	0	0	0	0
	point216	216	1573	60	147	60	229	55	0	0	0	0
	point215	215	1573	60	147	60	229	55	0	0	0	0
	point214	214	1573	60	147	60	229	55	0	0	0	0
	point213	213	1573	60	147	60	229	55	0	0	0	0
	point212	212	1573	60	147	60	229	55	0	0	0	0
	point211	211	1573	60	147	60	229	55	0	0	0	0
	point210	210	1573	60	147	60	229	55	0	0	0	0
	point209	209	1573	60	147	60	229	55	0	0	0	0
	point208	208	1573	60	147	60	229	55	0	0	0	0
	point207	207	1573	60	147	60	229	55	0	0	0	0
	point206	206	1573	60	147	60	229	55	0	0	0	0
	point205	205	1573	60	147	60	229	55	0	0	0	0
	point204	204	1573	60	147	60	229	55	0	0	0	0
	point203	203	1573	60	147	60	229	55	0	0	0	0
	point202	202	1573	60	147	60	229	55	0	0	0	0
	point201	201	1573	60	147	60	229	55	0	0	0	0
	point200	200	1573	60	147	60	229	55	0	0	0	0
	point199	199	1573	60	147	60	229	55	0	0	0	0
	point198	198	1573	60	147	60	229	55	0	0	0	0
	point197	197	1573	60	147	60	229	55	0	0	0	0
	point196	196	1573	60	147	60	229	55	0	0	0	0
	point195	195	1573	60	147	60	229	55	0	0	0	0
	point194	194	1573	60	147	60	229	55	0	0	0	0
	point193	193	1573	60	147	60	229	55	0	0	0	0
	point192	192	1573	60	147	60	229	55	0	0	0	0
	point191	191	1573	60	147	60	229	55	0	0	0	0
	point190	190	1573	60	147	60	229	55	0	0	0	0
	point189	189	1573	60	147	60	229	55	0	0	0	0
	point188	188	1573	60	147	60	229	55	0	0	0	0
	point187	187	1573	60	147	60	229	55	0	0	0	0
	point186	186	1573	60	147	60	229	55	0	0	0	0
	point185	185										
Hwy 50 WB 2	point312	312	1573	60	147	60	229	55	0	0	0	0
	point311	311	1573	60	147	60	229	55	0	0	0	0
	point310	310	1573	60	147	60	229	55	0	0	0	0
	point309	309	1573	60	147	60	229	55	0	0	0	0
	point308	308	1573	60	147	60	229	55	0	0	0	0
	point307	307	1573	60	147	60	229	55	0	0	0	0
	point306	306	1573	60	147	60	229	55	0	0	0	0
	point305	305	1573	60	147	60	229	55	0	0	0	0
	point304	304	1573	60	147	60	229	55	0	0	0	0
	point303	303	1573	60	147	60	229	55	0	0	0	0
	point302	302	1573	60	147	60	229	55	0	0	0	0
	point301	301	1573	60	147	60	229	55	0	0	0	0
	point300	300	1573	60	147	60	229	55	0	0	0	0
	point299	299	1573	60	147	60	229	55	0	0	0	0
	point298	298	1573	60	147	60	229	55	0	0	0	0
	point297	297	1573	60	147	60	229	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes **309060**

	point296	296	1573	60	147	60	229	55	0	0	0	0
	point295	295	1573	60	147	60	229	55	0	0	0	0
	point294	294	1573	60	147	60	229	55	0	0	0	0
	point293	293	1573	60	147	60	229	55	0	0	0	0
	point292	292	1573	60	147	60	229	55	0	0	0	0
	point291	291	1573	60	147	60	229	55	0	0	0	0
	point290	290	1573	60	147	60	229	55	0	0	0	0
	point289	289	1573	60	147	60	229	55	0	0	0	0
	point288	288	1573	60	147	60	229	55	0	0	0	0
	point287	287	1573	60	147	60	229	55	0	0	0	0
	point286	286	1573	60	147	60	229	55	0	0	0	0
	point285	285	1573	60	147	60	229	55	0	0	0	0
	point284	284	1573	60	147	60	229	55	0	0	0	0
	point283	283	1573	60	147	60	229	55	0	0	0	0
	point282	282	1573	60	147	60	229	55	0	0	0	0
	point281	281	1573	60	147	60	229	55	0	0	0	0
	point280	280	1573	60	147	60	229	55	0	0	0	0
	point279	279	1573	60	147	60	229	55	0	0	0	0
	point278	278	1573	60	147	60	229	55	0	0	0	0
	point277	277	1573	60	147	60	229	55	0	0	0	0
	point276	276	1573	60	147	60	229	55	0	0	0	0
	point275	275	1573	60	147	60	229	55	0	0	0	0
	point274	274	1573	60	147	60	229	55	0	0	0	0
	point273	273	1573	60	147	60	229	55	0	0	0	0
	point272	272	1573	60	147	60	229	55	0	0	0	0
	point271	271	1573	60	147	60	229	55	0	0	0	0
	point270	270	1573	60	147	60	229	55	0	0	0	0
	point269	269	1573	60	147	60	229	55	0	0	0	0
	point268	268	1573	60	147	60	229	55	0	0	0	0
	point267	267	1573	60	147	60	229	55	0	0	0	0
	point266	266	1573	60	147	60	229	55	0	0	0	0
	point265	265	1573	60	147	60	229	55	0	0	0	0
	point264	264	1573	60	147	60	229	55	0	0	0	0
	point263	263	1573	60	147	60	229	55	0	0	0	0
	point262	262	1573	60	147	60	229	55	0	0	0	0
	point261	261	1573	60	147	60	229	55	0	0	0	0
	point260	260	1573	60	147	60	229	55	0	0	0	0
	point259	259	1573	60	147	60	229	55	0	0	0	0
	point258	258	1573	60	147	60	229	55	0	0	0	0
	point257	257	1573	60	147	60	229	55	0	0	0	0
	point256	256	1573	60	147	60	229	55	0	0	0	0
	point255	255	1573	60	147	60	229	55	0	0	0	0
	point254	254	1573	60	147	60	229	55	0	0	0	0
	point253	253	1573	60	147	60	229	55	0	0	0	0
	point252	252	1573	60	147	60	229	55	0	0	0	0
	point251	251	1573	60	147	60	229	55	0	0	0	0
	point250	250	1573	60	147	60	229	55	0	0	0	0
	point249	249										
Hwy 50 WB 3	point376	376	1573	60	147	60	229	55	0	0	0	0
	point375	375	1573	60	147	60	229	55	0	0	0	0
	point374	374	1573	60	147	60	229	55	0	0	0	0
	point373	373	1573	60	147	60	229	55	0	0	0	0
	point372	372	1573	60	147	60	229	55	0	0	0	0
	point371	371	1573	60	147	60	229	55	0	0	0	0
	point370	370	1573	60	147	60	229	55	0	0	0	0
	point369	369	1573	60	147	60	229	55	0	0	0	0
	point368	368	1573	60	147	60	229	55	0	0	0	0
	point367	367	1573	60	147	60	229	55	0	0	0	0
	point366	366	1573	60	147	60	229	55	0	0	0	0
	point365	365	1573	60	147	60	229	55	0	0	0	0

C:\TNM_Temp\Broadway_AltC 5 18 August :

INPUT: TRAFFIC FOR LAeq1h Volumes **309060**

	point364	364	1573	60	147	60	229	55	0	0	0	0
	point363	363	1573	60	147	60	229	55	0	0	0	0
	point362	362	1573	60	147	60	229	55	0	0	0	0
	point361	361	1573	60	147	60	229	55	0	0	0	0
	point360	360	1573	60	147	60	229	55	0	0	0	0
	point359	359	1573	60	147	60	229	55	0	0	0	0
	point358	358	1573	60	147	60	229	55	0	0	0	0
	point357	357	1573	60	147	60	229	55	0	0	0	0
	point356	356	1573	60	147	60	229	55	0	0	0	0
	point355	355	1573	60	147	60	229	55	0	0	0	0
	point354	354	1573	60	147	60	229	55	0	0	0	0
	point353	353	1573	60	147	60	229	55	0	0	0	0
	point352	352	1573	60	147	60	229	55	0	0	0	0
	point351	351	1573	60	147	60	229	55	0	0	0	0
	point350	350	1573	60	147	60	229	55	0	0	0	0
	point349	349	1573	60	147	60	229	55	0	0	0	0
	point348	348	1573	60	147	60	229	55	0	0	0	0
	point347	347	1573	60	147	60	229	55	0	0	0	0
	point346	346	1573	60	147	60	229	55	0	0	0	0
	point345	345	1573	60	147	60	229	55	0	0	0	0
	point344	344	1573	60	147	60	229	55	0	0	0	0
	point343	343	1573	60	147	60	229	55	0	0	0	0
	point342	342	1573	60	147	60	229	55	0	0	0	0
	point341	341	1573	60	147	60	229	55	0	0	0	0
	point340	340	1573	60	147	60	229	55	0	0	0	0
	point339	339	1573	60	147	60	229	55	0	0	0	0
	point338	338	1573	60	147	60	229	55	0	0	0	0
	point337	337	1573	60	147	60	229	55	0	0	0	0
	point336	336	1573	60	147	60	229	55	0	0	0	0
	point335	335	1573	60	147	60	229	55	0	0	0	0
	point334	334	1573	60	147	60	229	55	0	0	0	0
	point333	333	1573	60	147	60	229	55	0	0	0	0
	point332	332	1573	60	147	60	229	55	0	0	0	0
	point331	331	1573	60	147	60	229	55	0	0	0	0
	point330	330	1573	60	147	60	229	55	0	0	0	0
	point329	329	1573	60	147	60	229	55	0	0	0	0
	point328	328	1573	60	147	60	229	55	0	0	0	0
	point327	327	1573	60	147	60	229	55	0	0	0	0
	point326	326	1573	60	147	60	229	55	0	0	0	0
	point325	325	1573	60	147	60	229	55	0	0	0	0
	point324	324	1573	60	147	60	229	55	0	0	0	0
	point323	323	1573	60	147	60	229	55	0	0	0	0
	point322	322	1573	60	147	60	229	55	0	0	0	0
	point321	321	1573	60	147	60	229	55	0	0	0	0
	point320	320	1573	60	147	60	229	55	0	0	0	0
	point319	319	1573	60	147	60	229	55	0	0	0	0
	point318	318	1573	60	147	60	229	55	0	0	0	0
	point317	317	1573	60	147	60	229	55	0	0	0	0
	point316	316	1573	60	147	60	229	55	0	0	0	0
	point315	315	1573	60	147	60	229	55	0	0	0	0
	point314	314	1573	60	147	60	229	55	0	0	0	0
	point313	313										
Hwy 50 WB 4	point439	439	1573	60	147	60	229	55	0	0	0	0
	point438	438	1573	60	147	60	229	55	0	0	0	0
	point437	437	1573	60	147	60	229	55	0	0	0	0
	point436	436	1573	60	147	60	229	55	0	0	0	0
	point435	435	1573	60	147	60	229	55	0	0	0	0
	point434	434	1573	60	147	60	229	55	0	0	0	0
	point433	433	1573	60	147	60	229	55	0	0	0	0
	point432	432	1573	60	147	60	229	55	0	0	0	0

C:\TNM_Temp\Broadway_AltC 6 18 August :

INPUT: TRAFFIC FOR LAeq1h Volumes **309060**

	point431	431	1573	60	147	60	229	55	0	0	0	0
	point430	430	1573	60	147	60	229	55	0	0	0	0
	point429	429	1573	60	147	60	229	55	0	0	0	0
	point428	428	1573	60	147	60	229	55	0	0	0	0
	point427	427	1573	60	147	60	229	55	0	0	0	0
	point426	426	1573	60	147	60	229	55	0	0	0	0
	point425	425	1573	60	147	60	229	55	0	0	0	0
	point424	424	1573	60	147	60	229	55	0	0	0	0
	point423	423	1573	60	147	60	229	55	0	0	0	0
	point422	422	1573	60	147	60	229	55	0	0	0	0
	point421	421	1573	60	147	60	229	55	0	0	0	0
	point420	420	1573	60	147	60	229	55	0	0	0	0
	point419	419	1573	60	147	60	229	55	0	0	0	0
	point418	418	1573	60	147	60	229	55	0	0	0	0
	point417	417	1573	60	147	60	229	55	0	0	0	0
	point416	416	1573	60	147	60	229	55	0	0	0	0
	point415	415	1573	60	147	60	229	55	0	0	0	0
	point414	414	1573	60	147	60	229	55	0	0	0	0
	point413	413	1573	60	147	60	229	55	0	0	0	0
	point412	412	1573	60	147	60	229	55	0	0	0	0
	point411	411	1573	60	147	60	229	55	0	0	0	0
	point410	410	1573	60	147	60	229	55	0	0	0	0
	point409	409	1573	60	147	60	229	55	0	0	0	0
	point408	408	1573	60	147	60	229	55	0	0	0	0
	point407	407	1573	60	147	60	229	55	0	0	0	0
	point406	406	1573	60	147	60	229	55	0	0	0	0
	point405	405	1573	60	147	60	229	55	0	0	0	0
	point404	404	1573	60	147	60	229	55	0	0	0	0
	point403	403	1573	60	147	60	229	55	0	0	0	0
	point402	402	1573	60	147	60	229	55	0	0	0	0
	point401	401	1573	60	147	60	229	55	0	0	0	0
	point400	400	1573	60	147	60	229	55	0	0	0	0
	point399	399	1573	60	147	60	229	55	0	0	0	0
	point398	398	1573	60	147	60	229	55	0	0	0	0
	point397	397	1573	60	147	60	229	55	0	0	0	0
	point396	396	1573	60	147	60	229	55	0	0	0	0
	point395	395	1573	60	147	60	229	55	0	0	0	0
	point394	394	1573	60	147	60	229	55	0	0	0	0
	point393	393	1573	60	147	60	229	55	0	0	0	0
	point392	392	1573	60	147	60	229	55	0	0	0	0
	point391	391	1573	60	147	60	229	55	0	0	0	0
	point390	390	1573	60	147	60	229	55	0	0	0	0
	point389	389	1573	60	147	60	229	55	0	0	0	0
	point388	388	1573	60	147	60	229	55	0	0	0	0
	point387	387	1573	60	147	60	229	55	0	0	0	0
	point386	386	1573	60	147	60	229	55	0	0	0	0
	point385	385	1573	60	147	60	229	55	0	0	0	0
	point384	384	1573	60	147	60	229	55	0	0	0	0
	point383	383	1573	60	147	60	229	55	0	0	0	0
	point382	382	1573	60	147	60	229	55	0	0	0	0
	point381	381	1573	60	147	60	229	55	0	0	0	0
	point380	380	1573	60	147	60	229	55	0	0	0	0
	point379	379	1573	60	147	60	229	55	0	0	0	0
	point378	378	1573	60	147	60	229	55	0	0	0	0
	point377	377										
Jefferson Blvd NB 2 N of 15th St	point466	466	732	35	28	35	23	35	0	0	0	0
	point467	467	732	35	28	35	23	35	0	0	0	0
	point468	468	732	35	28	35	23	35	0	0	0	0
	point465	465	732	35	28	35	23	35	0	0	0	0
	point464	464	732	35	28	35	23	35	0	0	0	0

C:\TNM_Temp\Broadway_AltC 7 18 August :

INPUT: TRAFFIC FOR LAeq1h Volumes **309060**

	point463	463	732	35	28	35	23	35	0	0	0	0
	point462	462	732	35	28	35	23	35	0	0	0	0
	point461	461	732	35	28	35	23	35	0	0	0	0
	point460	460	732	35	28	35	23	35	0	0	0	0
	point459	459	732	35	28	35	23	35	0	0	0	0
	point458	458	732	35	28	35	23	35	0	0	0	0
	point457	457	732	35	28	35	23	35	0	0	0	0
	point456	456	732	35	28	35	23	35	0	0	0	0
	point455	455										
Jefferson Blvd SB 2 N of 15th St	point493	493	597	35	22	35	19	35	0	0	0	0
	point492	492	597	35	22	35	19	35	0	0	0	0
	point491	491	597	35	22	35	19	35	0	0	0	0
	point490	490	597	35	22	35	19	35	0	0	0	0
	point489	489	597	35	22	35	19	35	0	0	0	0
	point488	488	597	35	22	35	19	35	0	0	0	0
	point487	487	597	35	22	35	19	35	0	0	0	0
	point486	486	597	35	22	35	19	35	0	0	0	0
	point485	485	597	35	22	35	19	35	0	0	0	0
	point484	484	597	35	22	35	19	35	0	0	0	0
	point483	483	597	35	22	35	19	35	0	0	0	0
	point482	482	597	35	22	35	19	35	0	0	0	0
	point481	481										
Jefferson Blvd NB 2 S of 15th St	point501	501	532	35	20	35	17	35	0	0	0	0
	point500	500	532	35	20	35	17	35	0	0	0	0
	point499	499	532	35	20	35	17	35	0	0	0	0
	point498	498	532	35	20	35	17	35	0	0	0	0
	point497	497	532	35	20	35	17	35	0	0	0	0
	point496	496	532	35	20	35	17	35	0	0	0	0
	point495	495	532	35	20	35	17	35	0	0	0	0
	point494	494										
Jefferson Blvd SB 1 S of 15th St	point515	515	1651	35	62	35	52	35	0	0	0	0
	point514	514	1651	35	62	35	52	35	0	0	0	0
	point513	513	1651	35	62	35	52	35	0	0	0	0
	point512	512	1651	35	62	35	52	35	0	0	0	0
	point511	511	1651	35	62	35	52	35	0	0	0	0
	point510	510										
15th Street WB E of Jefferson	point529	529	615	25	23	25	19	25	0	0	0	0
	point528	528	615	25	23	25	19	25	0	0	0	0
	point527	527	615	25	23	25	19	25	0	0	0	0
	point526	526	615	25	23	25	19	25	0	0	0	0
	point525	525	615	25	23	25	19	25	0	0	0	0
	point524	524	615	25	23	25	19	25	0	0	0	0
	point523	523	615	25	23	25	19	25	0	0	0	0
	point522	522										
15th Street EB W of Jefferson	point545	545	242	25	9	25	8	25	0	0	0	0
	point544	544	242	25	9	25	8	25	0	0	0	0
	point543	543	242	25	9	25	8	25	0	0	0	0
	point542	542	242	25	9	25	8	25	0	0	0	0
	point541	541										
Jefferson Blvd NB 1 N of 15th St	point576	576	597	35	22	35	19	35	0	0	0	0
	point453	453	597	35	22	35	19	35	0	0	0	0
	point452	452	597	35	22	35	19	35	0	0	0	0
	point451	451	597	35	22	35	19	35	0	0	0	0
	point450	450	597	35	22	35	19	35	0	0	0	0
	point449	449	597	35	22	35	19	35	0	0	0	0
	point448	448	597	35	22	35	19	35	0	0	0	0
	point447	447	597	35	22	35	19	35	0	0	0	0
	point446	446	597	35	22	35	19	35	0	0	0	0
	point445	445	597	35	22	35	19	35	0	0	0	0
	point444	444	597	35	22	35	19	35	0	0	0	0

C:\TNM_Temp\Broadway_AltC 8 18 August :

INPUT: TRAFFIC FOR LAeq1h Volumes **309060**

	point443	443	597	35	22	35	19	35	0	0	0	0
	point442	442	597	35	22	35	19	35	0	0	0	0
	point441	441	597	35	22	35	19	35	0	0	0	0
	point440	440										
15th Street EB E of Jefferson	point578	578	270	25	10	25	9	25	0	0	0	0
	point536	536	270	25	10	25	9	25	0	0	0	0
	point535	535	270	25	10	25	9	25	0	0	0	0
	point534	534	270	25	10	25	9	25	0	0	0	0
	point533	533	270	25	10	25	9	25	0	0	0	0
	point532	532	270	25	10	25	9	25	0	0	0	0
	point531	531	270	25	10	25	9	25	0	0	0	0
	point530	530										
Jefferson Blvd SB 2 S of 15th St	point580	580	611	35	23	35	19	35	0	0	0	0
	point520	520	611	35	23	35	19	35	0	0	0	0
	point519	519	611	35	23	35	19	35	0	0	0	0
	point518	518	611	35	23	35	19	35	0	0	0	0
	point517	517	611	35	23	35	19	35	0	0	0	0
	point516	516										
15th Street WB W of Jefferson	point582	582	270	25	10	25	9	25	0	0	0	0
	point539	539	270	25	10	25	9	25	0	0	0	0
	point538	538										
Jefferson Blvd SB 1 N of 15th St	point480	480	597	35	22	35	19	35	0	0	0	0
	point479	479	597	35	22	35	19	35	0	0	0	0
	point478	478	597	35	22	35	19	35	0	0	0	0
	point477	477	597	35	22	35	19	35	0	0	0	0
	point476	476	597	35	22	35	19	35	0	0	0	0
	point475	475	597	35	22	35	19	35	0	0	0	0
	point474	474	597	35	22	35	19	35	0	0	0	0
	point473	473	597	35	22	35	19	35	0	0	0	0
	point472	472	597	35	22	35	19	35	0	0	0	0
	point471	471	597	35	22	35	19	35	0	0	0	0
	point470	470	597	35	22	35	19	35	0	0	0	0
	point584	584	597	35	22	35	19	35	0	0	0	0
	point585	585										
Jefferson Blvd NB 1 S of 15th St	point509	509	532	35	20	35	17	35	0	0	0	0
	point508	508	532	35	20	35	17	35	0	0	0	0
	point507	507	532	35	20	35	17	35	0	0	0	0
	point506	506	532	35	20	35	17	35	0	0	0	0
	point505	505	532	35	20	35	17	35	0	0	0	0
	point504	504	532	35	20	35	17	35	0	0	0	0
	point503	503	532	35	20	35	17	35	0	0	0	0
	point586	586	532	35	20	35	17	35	0	0	0	0
	point587	587										
River Rd NB	point630	630	755	35	28	35	24	35	0	0	0	0
	point629	629	755	35	28	35	24	35	0	0	0	0
	point628	628	755	35	28	35	24	35	0	0	0	0
	point627	627	755	35	28	35	24	35	0	0	0	0
	point626	626	755	35	28	35	24	35	0	0	0	0
	point625	625	755	35	28	35	24	35	0	0	0	0
	point624	624	755	35	28	35	24	35	0	0	0	0
	point623	623	755	35	28	35	24	35	0	0	0	0
	point622	622	755	35	28	35	24	35	0	0	0	0
	point621	621	755	35	28	35	24	35	0	0	0	0
	point620	620	755	35	28	35	24	35	0	0	0	0
	point619	619	755	35	28	35	24	35	0	0	0	0
	point618	618	755	35	28	35	24	35	0	0	0	0
	point716	716	755	35	28	35	24	35	0	0	0	0
	point715	715	755	35	28	35	24	35	0	0	0	0
	point714	714	755	35	28	35	24	35	0	0	0	0
	point617	617	755	35	28	35	24	35	0	0	0	0

C:\TNM_Temp\Broadway_AltC 9 18 August :

INPUT: TRAFFIC FOR LAeq1h Volumes **309060**

	point616	616	755	35	28	35	24	35	0	0	0	0
	point615	615	755	35	28	35	24	35	0	0	0	0
	point614	614	755	35	28	35	24	35	0	0	0	0
	point613	613	755	35	28	35	24	35	0	0	0	0
	point612	612										
River Rd SB	point631	631	748	35	28	35	23	35	0	0	0	0
	point632	632	748	35	28	35	23	35	0	0	0	0
	point633	633	748	35	28	35	23	35	0	0	0	0
	point634	634	748	35	28	35	23	35	0	0	0	0
	point635	635	748	35	28	35	23	35	0	0	0	0
	point636	636	748	35	28	35	23	35	0	0	0	0
	point637	637	748	35	28	35	23	35	0	0	0	0
	point638	638	748	35	28	35	23	35	0	0	0	0
	point639	639	748	35	28	35	23	35	0	0	0	0
	point640	640	748	35	28	35	23	35	0	0	0	0
	point641	641	748	35	28	35	23	35	0	0	0	0
	point642	642	748	35	28	35	23	35	0	0	0	0
	point643	643	748	35	28	35	23	35	0	0	0	0
	point644	644	748	35	28	35	23	35	0	0	0	0
	point645	645	748	35	28	35	23	35	0	0	0	0
	point646	646	748	35	28	35	23	35	0	0	0	0
	point647	647	748	35	28	35	23	35	0	0	0	0
	point648	648	748	35	28	35	23	35	0	0	0	0
	point649	649										
Alt C WB 1-2	point713	713	1091	30	41	30	34	30	0	0	0	0
	point554	554	1091	30	41	30	34	30	0	0	0	0
	point553	553	1091	30	41	30	34	30	0	0	0	0
	point552	552	1091	30	41	30	34	30	0	0	0	0
	point551	551	1091	30	41	30	34	30	0	0	0	0
	point550	550	1091	30	41	30	34	30	0	0	0	0
	point549	549	1091	30	41	30	34	30	0	0	0	0
	point548	548	1091	30	41	30	34	30	0	0	0	0
	point711	711	1091	30	41	30	34	30	0	0	0	0
	point701	701	1091	30	41	30	34	30	0	0	0	0
	point702	702	1091	30	41	30	34	30	0	0	0	0
	point703	703	1091	30	41	30	34	30	0	0	0	0
	point704	704	1091	30	41	30	34	30	0	0	0	0
	point705	705	1091	30	41	30	34	30	0	0	0	0
	point706	706	1091	30	41	30	34	30	0	0	0	0
	point707	707	1091	30	41	30	34	30	0	0	0	0
	point708	708	1091	30	41	30	34	30	0	0	0	0
	point709	709	1091	30	41	30	34	30	0	0	0	0
	point719	719	1091	30	41	30	34	30	0	0	0	0
	point720	720										
Alt C EB	point717	717	1054	30	40	30	33	30	0	0	0	0
	point674	674	1054	30	40	30	33	30	0	0	0	0
	point673	673	1054	30	40	30	33	30	0	0	0	0
	point672	672	1054	30	40	30	33	30	0	0	0	0
	point671	671	1054	30	40	30	33	30	0	0	0	0
	point670	670	1054	30	40	30	33	30	0	0	0	0
	point669	669	1054	30	40	30	33	30	0	0	0	0
	point668	668	1054	30	40	30	33	30	0	0	0	0
	point667	667	1054	30	40	30	33	30	0	0	0	0
	point666	666	1054	30	40	30	33	30	0	0	0	0
	point665	665	1054	30	40	30	33	30	0	0	0	0
	point664	664	1054	30	40	30	33	30	0	0	0	0
	point663	663	1054	30	40	30	33	30	0	0	0	0
	point662	662	1054	30	40	30	33	30	0	0	0	0
	point661	661	1054	30	40	30	33	30	0	0	0	0
	point660	660	1054	30	40	30	33	30	0	0	0	0

C:\TNM_Temp\Broadway_AltC 10 18 August :

INPUT: TRAFFIC FOR LAeq1h Volumes **309060**

	point659	659	1054	30	40	30	33	30	0	0	0	0
	point658	658	1054	30	40	30	33	30	0	0	0	0
	point657	657	1054	30	40	30	33	30	0	0	0	0
	point656	656	1054	30	40	30	33	30	0	0	0	0
	point655	655	1054	30	40	30	33	30	0	0	0	0
	point654	654	1054	30	40	30	33	30	0	0	0	0
	point653	653	1054	30	40	30	33	30	0	0	0	0
	point652	652										

C:\TNM_Temp\Broadway_AltC 11 18 August :

INPUT: TRAFFIC FOR LAeq1h Volumes 309060

City of Sacramento 28 April 2020
IJR/SRN TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: 309060
RUN: Broadway Bridge Existing Conditions

Roadway	Points		Segment									
Name	Name	No.	Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Hwy 50 EB 1	point68	68	1067	60	100	60	155	55	0	0	0	0
	point67	67	1067	60	100	60	155	55	0	0	0	0
	point66	66	1067	60	100	60	155	55	0	0	0	0
	point65	65	1067	60	100	60	155	55	0	0	0	0
	point64	64	1067	60	100	60	155	55	0	0	0	0
	point63	63	1067	60	100	60	155	55	0	0	0	0
	point62	62	1067	60	100	60	155	55	0	0	0	0
	point61	61	1067	60	100	60	155	55	0	0	0	0
	point60	60	1067	60	100	60	155	55	0	0	0	0
	point59	59	1067	60	100	60	155	55	0	0	0	0
	point58	58	1067	60	100	60	155	55	0	0	0	0
	point57	57	1067	60	100	60	155	55	0	0	0	0
	point56	56	1067	60	100	60	155	55	0	0	0	0
	point55	55	1067	60	100	60	155	55	0	0	0	0
	point54	54	1067	60	100	60	155	55	0	0	0	0
	point53	53	1067	60	100	60	155	55	0	0	0	0
	point52	52	1067	60	100	60	155	55	0	0	0	0
	point51	51	1067	60	100	60	155	55	0	0	0	0
	point50	50	1067	60	100	60	155	55	0	0	0	0
	point49	49	1067	60	100	60	155	55	0	0	0	0
	point48	48	1067	60	100	60	155	55	0	0	0	0
	point47	47	1067	60	100	60	155	55	0	0	0	0
	point46	46	1067	60	100	60	155	55	0	0	0	0

C:\TNM_SRN_Temp\Broadway_Existing 1 28 April 2020

INPUT: TRAFFIC FOR LAeq1h Volumes						308060						
	point45	45	1067	60	100	60	155	55	0	0	0	0
	point44	44	1067	60	100	60	155	55	0	0	0	0
	point43	43	1067	60	100	60	155	55	0	0	0	0
	point42	42	1067	60	100	60	155	55	0	0	0	0
	point41	41	1067	60	100	60	155	55	0	0	0	0
	point40	40	1067	60	100	60	155	55	0	0	0	0
	point39	39	1067	60	100	60	155	55	0	0	0	0
	point38	38	1067	60	100	60	155	55	0	0	0	0
	point37	37										
Hwy 50 EB 2	point103	103	1067	60	100	60	155	55	0	0	0	0
	point102	102	1067	60	100	60	155	55	0	0	0	0
	point101	101	1067	60	100	60	155	55	0	0	0	0
	point100	100	1067	60	100	60	155	55	0	0	0	0
	point99	99	1067	60	100	60	155	55	0	0	0	0
	point98	98	1067	60	100	60	155	55	0	0	0	0
	point97	97	1067	60	100	60	155	55	0	0	0	0
	point96	96	1067	60	100	60	155	55	0	0	0	0
	point95	95	1067	60	100	60	155	55	0	0	0	0
	point94	94	1067	60	100	60	155	55	0	0	0	0
	point93	93	1067	60	100	60	155	55	0	0	0	0
	point92	92	1067	60	100	60	155	55	0	0	0	0
	point91	91	1067	60	100	60	155	55	0	0	0	0
	point90	90	1067	60	100	60	155	55	0	0	0	0
	point89	89	1067	60	100	60	155	55	0	0	0	0
	point88	88	1067	60	100	60	155	55	0	0	0	0
	point87	87	1067	60	100	60	155	55	0	0	0	0
	point86	86	1067	60	100	60	155	55	0	0	0	0
	point85	85	1067	60	100	60	155	55	0	0	0	0
	point84	84	1067	60	100	60	155	55	0	0	0	0
	point83	83	1067	60	100	60	155	55	0	0	0	0
	point82	82	1067	60	100	60	155	55	0	0	0	0
	point81	81	1067	60	100	60	155	55	0	0	0	0
	point80	80	1067	60	100	60	155	55	0	0	0	0
	point79	79	1067	60	100	60	155	55	0	0	0	0
	point78	78	1067	60	100	60	155	55	0	0	0	0
	point77	77	1067	60	100	60	155	55	0	0	0	0
C:\TNM_SRN_Temp\Broadway_Existing						2						28 April 2020

INPUT: TRAFFIC FOR LAeq1h Volumes						308060						
	point76	76	1067	60	100	60	155	55	0	0	0	0
	point75	75	1067	60	100	60	155	55	0	0	0	0
	point74	74	1067	60	100	60	155	55	0	0	0	0
	point73	73	1067	60	100	60	155	55	0	0	0	0
	point72	72	1067	60	100	60	155	55	0	0	0	0
	point71	71	1067	60	100	60	155	55	0	0	0	0
	point70	70	1067	60	100	60	155	55	0	0	0	0
	point69	69										
Hwy 50 EB 3	point144	144	1067	60	100	60	155	55	0	0	0	0
	point143	143	1067	60	100	60	155	55	0	0	0	0
	point142	142	1067	60	100	60	0	55	0	0	0	0
	point141	141	1067	60	100	60	155	55	0	0	0	0
	point140	140	1067	60	100	60	155	55	0	0	0	0
	point139	139	1067	60	100	60	155	55	0	0	0	0
	point138	138	1067	60	100	60	155	55	0	0	0	0
	point137	137	1067	60	100	60	155	55	0	0	0	0
	point136	136	1067	60	100	60	155	55	0	0	0	0
	point135	135	1067	60	100	60	155	55	0	0	0	0
	point134	134	1067	60	100	60	155	55	0	0	0	0
	point133	133	1067	60	100	60	155	55	0	0	0	0
	point132	132	1067	60	100	60	155	55	0	0	0	0
	point131	131	1067	60	100	60	155	55	0	0	0	0
	point130	130	1067	60	100	60	155	55	0	0	0	0
	point129	129	1067	60	100	60	155	55	0	0	0	0
	point128	128	1067	60	100	60	155	55	0	0	0	0
	point127	127	1067	60	100	60	155	55	0	0	0	0
	point126	126	1067	60	100	60	155	55	0	0	0	0
	point125	125	1067	60	100	60	155	55	0	0	0	0
	point124	124	1067	60	100	60	155	55	0	0	0	0
	point123	123	1067	60	100	60	155	55	0	0	0	0
	point122	122	1067	60	100	60	155	55	0	0	0	0
	point121	121	1067	60	100	60	155	55	0	0	0	0
	point120	120	1067	60	100	60	155	55	0	0	0	0
	point119	119	1067	60	100	60	155	55	0	0	0	0
	point118	118	1067	60	100	60	155	55	0	0	0	0
	point117	117	1067	60	100	60	155	55	0	0	0	0
C:\TNM_SRN_Temp\Broadway_Existing						3						28 April 2020

INPUT: TRAFFIC FOR LAeq1h Volumes						308060						
	point116	116	1067	60	100	60	155	55	0	0	0	0
	point115	115	1067	60	100	60	155	55	0	0	0	0
	point114	114	1067	60	100	60	155	55	0	0	0	0
	point113	113	1067	60	100	60	155	55	0	0	0	0
	point112	112	1067	60	100	60	155	55	0	0	0	0
	point111	111	1067	60	100	60	155	55	0	0	0	0
	point110	110	1067	60	100	60	155	55	0	0	0	0
	point109	109	1067	60	100	60	155	55	0	0	0	0
	point108	108	1067	60	100	60	155	55	0	0	0	0
	point107	107	1067	60	100	60	155	55	0	0	0	0
	point106	106	1067	60	100	60	155	55	0	0	0	0
	point105	105	1067	60	100	60	155	55	0	0	0	0
	point104	104										
Hwy 50 EB 4	point184	184	1067	60	100	60	155	55	0	0	0	0
	point183	183	1067	60	100	60	155	55	0	0	0	0
	point182	182	1067	60	100	60	155	55	0	0	0	0
	point181	181	1067	60	100	60	155	55	0	0	0	0
	point180	180	1067	60	100	60	155	55	0	0	0	0
	point179	179	1067	60	100	60	155	55	0	0	0	0
	point178	178	1067	60	100	60	155	55	0	0	0	0
	point177	177	1067	60	100	60	155	55	0	0	0	0
	point176	176	1067	60	100	60	155	55	0	0	0	0
	point175	175	1067	60	100	60	155	55	0	0	0	0
	point174	174	1067	60	100	60	155	55	0	0	0	0
	point173	173	1067	60	100	60	155	55	0	0	0	0
	point172	172	1067	60	100	60	155	55	0	0	0	0
	point171	171	1067	60	100	60	155	55	0	0	0	0
	point170	170	1067	60	100	60	155	55	0	0	0	0
	point169	169	1067	60	100	60	155	55	0	0	0	0
	point168	168	1067	60	100	60	155	55	0	0	0	0
	point167	167	1067	60	100	60	155	55	0	0	0	0
	point166	166	1067	60	100	60	155	55	0	0	0	0
	point165	165	1067	60	100	60	155	55	0	0	0	0
	point164	164	1067	60	100	60	155	55	0	0	0	0
	point163	163	1067	60	100	60	155	55	0	0	0	0
	point162	162	1067	60	100	60	155	55	0	0	0	0
C:\TNM_SRN_Temp\Broadway_Existing						4						28 April 2020

INPUT: TRAFFIC FOR LAeq1h Volumes						308060						
	point161	161	1067	60	100	60	155	55	0	0	0	0
	point160	160	1067	60	100	60	155	55	0	0	0	0
	point159	159	1067	60	100	60	155	55	0	0	0	0
	point158	156	1067	60	100	60	155	55	0	0	0	0
	point157	157	1067	60	100	60	155	55	0	0	0	0
	point156	156	1067	60	100	60	155	55	0	0	0	0
	point155	155	1067	60	100	60	155	55	0	0	0	0
	point154	154	1067	60	100	60	155	55	0	0	0	0
	point153	153	1067	60	100	60	155	55	0	0	0	0
	point152	152	1067	60	100	60	155	55	0	0	0	0
	point151	151	1067	60	100	60	155	55	0	0	0	0
	point150	150	1067	60	100	60	155	55	0	0	0	0
	point149	149	1067	60	100	60	155	55	0	0	0	0
	point148	148	1067	60	100	60	155	55	0	0	0	0
	point147	147	1067	60	100	60	155	55	0	0	0	0
	point146	146	1067	60	100	60	155	55	0	0	0	0
	point145	145										
Hwy 50 WB 1	point248	248	1067	60	100	60	155	55	0	0	0	0
	point247	247	1067	60	100	60	155	55	0	0	0	0
	point246	246	1067	60	100	60	155	55	0	0	0	0
	point245	245	1067	60	100	60	155	55	0	0	0	0
	point244	244	1067	60	100	60	155	55	0	0	0	0
	point243	243	1067	60	100	60	155	55	0	0	0	0
	point242	242	1067	60	100	60	155	55	0	0	0	0
	point241	241	1067	60	100	60	155	55	0	0	0	0
	point240	240	1067	60	100	60	155	55	0	0	0	0
	point239	239	1067	60	100	60	155	55	0	0	0	0
	point238	238	1067	60	100	60	155	55	0	0	0	0
	point237	237	1067	60	100	60	155	55	0	0	0	0
	point236	236	1067	60	100	60	155	55	0	0	0	0
	point235	235	1067	60	100	60	155	55	0	0	0	0
	point234	234	1067	60	100	60	155	55	0	0	0	0
	point233	233	1067	60	100	60	155	55	0	0	0	0
	point232	232	1067	60	100	60	155	55	0	0	0	0
	point231	231	1067	60	100	60	155	55	0	0	0	0
	point230	230	1067	60	100	60	155	55	0	0	0	0
C:\TNM_SRN_Temp\Broadway_Existing						5						28 April 2020

INPUT: TRAFFIC FOR LAeq1h Volumes **308060**

	point229	229	1067	60	100	60	155	55	0	0	0	0
	point228	228	1067	60	100	60	155	55	0	0	0	0
	point227	227	1067	60	100	60	155	55	0	0	0	0
	point226	226	1067	60	100	60	155	55	0	0	0	0
	point225	225	1067	60	100	60	155	55	0	0	0	0
	point224	224	1067	60	100	60	155	55	0	0	0	0
	point223	223	1067	60	100	60	155	55	0	0	0	0
	point222	222	1067	60	100	60	155	55	0	0	0	0
	point221	221	1067	60	100	60	155	55	0	0	0	0
	point220	220	1067	60	100	60	155	55	0	0	0	0
	point219	219	1067	60	100	60	155	55	0	0	0	0
	point218	218	1067	60	100	60	155	55	0	0	0	0
	point217	217	1067	60	100	60	155	55	0	0	0	0
	point216	216	1067	60	100	60	155	55	0	0	0	0
	point215	215	1067	60	100	60	155	55	0	0	0	0
	point214	214	1067	60	100	60	155	55	0	0	0	0
	point213	213	1067	60	100	60	155	55	0	0	0	0
	point212	212	1067	60	100	60	155	55	0	0	0	0
	point211	211	1067	60	100	60	155	55	0	0	0	0
	point210	210	1067	60	100	60	155	55	0	0	0	0
	point209	209	1067	60	100	60	155	55	0	0	0	0
	point208	208	1067	60	100	60	155	55	0	0	0	0
	point207	207	1067	60	100	60	155	55	0	0	0	0
	point206	206	1067	60	100	60	155	55	0	0	0	0
	point205	205	1067	60	100	60	155	55	0	0	0	0
	point204	204	1067	60	100	60	155	55	0	0	0	0
	point203	203	1067	60	100	60	155	55	0	0	0	0
	point202	202	1067	60	100	60	155	55	0	0	0	0
	point201	201	1067	60	100	60	155	55	0	0	0	0
	point200	200	1067	60	100	60	155	55	0	0	0	0
	point199	199	1067	60	100	60	155	55	0	0	0	0
	point198	198	1067	60	100	60	155	55	0	0	0	0
	point197	197	1067	60	100	60	155	55	0	0	0	0
	point196	196	1067	60	100	60	155	55	0	0	0	0
	point195	195	1067	60	100	60	155	55	0	0	0	0
	point194	194	1067	60	100	60	155	55	0	0	0	0

C:\TNM_SRN_Temp\Broadway_Existing **6** **28 April 2020**

INPUT: TRAFFIC FOR LAeq1h Volumes						308060						
	point193	193	1067	60	100	60	155	55	0	0	0	0
	point192	192	1067	60	100	60	155	55	0	0	0	0
	point191	191	1067	60	100	60	155	55	0	0	0	0
	point190	190	1067	60	100	60	155	55	0	0	0	0
	point189	189	1067	60	100	60	155	55	0	0	0	0
	point188	188	1067	60	100	60	155	55	0	0	0	0
	point187	187	1067	60	100	60	155	55	0	0	0	0
	point186	186	1067	60	100	60	155	55	0	0	0	0
	point185	185										
Hwy 50 WB 2	point312	312	1067	60	100	60	155	55	0	0	0	0
	point311	311	1067	60	100	60	155	55	0	0	0	0
	point310	310	1067	60	100	60	155	55	0	0	0	0
	point309	309	1067	60	100	60	155	55	0	0	0	0
	point308	308	1067	60	100	60	155	55	0	0	0	0
	point307	307	1067	60	100	60	155	55	0	0	0	0
	point306	306	1067	60	100	60	155	55	0	0	0	0
	point305	305	1067	60	100	60	155	55	0	0	0	0
	point304	304	1067	60	100	60	155	55	0	0	0	0
	point303	303	1067	60	100	60	155	55	0	0	0	0
	point302	302	1067	60	100	60	155	55	0	0	0	0
	point301	301	1067	60	100	60	155	55	0	0	0	0
	point300	300	1067	60	100	60	155	55	0	0	0	0
	point299	299	1067	60	100	60	155	55	0	0	0	0
	point298	298	1067	60	100	60	155	55	0	0	0	0
	point297	297	1067	60	100	60	155	55	0	0	0	0
	point296	296	1067	60	100	60	155	55	0	0	0	0
	point295	295	1067	60	100	60	155	55	0	0	0	0
	point294	294	1067	60	100	60	155	55	0	0	0	0
	point293	293	1067	60	100	60	155	55	0	0	0	0
	point292	292	1067	60	100	60	155	55	0	0	0	0
	point291	291	1067	60	100	60	155	55	0	0	0	0
	point290	290	1067	60	100	60	155	55	0	0	0	0
	point289	289	1067	60	100	60	155	55	0	0	0	0
	point288	288	1067	60	100	60	155	55	0	0	0	0
	point287	287	1067	60	100	60	155	55	0	0	0	0
	point286	286	1067	60	100	60	155	55	0	0	0	0
C:\TNM_SRN_Temp\Broadway_Existing						7						28 April 2020

INPUT: TRAFFIC FOR LAeq1h Volumes **300060**

	point285	285	1067	60	100	60	155	55	0	0	0	0
	point284	284	1067	60	100	60	155	55	0	0	0	0
	point283	283	1067	60	100	60	155	55	0	0	0	0
	point282	282	1067	60	100	60	155	55	0	0	0	0
	point281	281	1067	60	100	60	155	55	0	0	0	0
	point280	280	1067	60	100	60	155	55	0	0	0	0
	point279	279	1067	60	100	60	155	55	0	0	0	0
	point278	278	1067	60	100	60	155	55	0	0	0	0
	point277	277	1067	60	100	60	155	55	0	0	0	0
	point276	276	1067	60	100	60	155	55	0	0	0	0
	point275	275	1067	60	100	60	155	55	0	0	0	0
	point274	274	1067	60	100	60	155	55	0	0	0	0
	point273	273	1067	60	100	60	155	55	0	0	0	0
	point272	272	1067	60	100	60	155	55	0	0	0	0
	point271	271	1067	60	100	60	155	55	0	0	0	0
	point270	270	1067	60	100	60	155	55	0	0	0	0
	point269	269	1067	60	100	60	155	55	0	0	0	0
	point268	268	1067	60	100	60	155	55	0	0	0	0
	point267	267	1067	60	100	60	155	55	0	0	0	0
	point266	266	1067	60	100	60	155	55	0	0	0	0
	point265	265	1067	60	100	60	155	55	0	0	0	0
	point264	264	1067	60	100	60	155	55	0	0	0	0
	point263	263	1067	60	100	60	155	55	0	0	0	0
	point262	262	1067	60	100	60	155	55	0	0	0	0
	point261	261	1067	60	100	60	155	55	0	0	0	0
	point260	260	1067	60	100	60	155	55	0	0	0	0
	point259	259	1067	60	100	60	155	55	0	0	0	0
	point258	258	1067	60	100	60	155	55	0	0	0	0
	point257	257	1067	60	100	60	155	55	0	0	0	0
	point256	256	1067	60	100	60	155	55	0	0	0	0
	point255	255	1067	60	100	60	155	55	0	0	0	0
	point254	254	1067	60	100	60	155	55	0	0	0	0
	point253	253	1067	60	100	60	155	55	0	0	0	0
	point252	252	1067	60	100	60	155	55	0	0	0	0
	point251	251	1067	60	100	60	155	55	0	0	0	0
	point250	250	1067	60	100	60	155	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes						388060						
	point249	249										
Hwy 50 WB 3	point376	376	1067	60	100	60	155	55	0	0	0	0
	point375	375	1067	60	100	60	155	55	0	0	0	0
	point374	374	1067	60	100	60	155	55	0	0	0	0
	point373	373	1067	60	100	60	155	55	0	0	0	0
	point372	372	1067	60	100	60	155	55	0	0	0	0
	point371	371	1067	60	100	60	155	55	0	0	0	0
	point370	370	1067	60	100	60	155	55	0	0	0	0
	point369	369	1067	60	100	60	155	55	0	0	0	0
	point368	368	1067	60	100	60	155	55	0	0	0	0
	point367	367	1067	60	100	60	155	55	0	0	0	0
	point366	366	1067	60	100	60	155	55	0	0	0	0
	point365	365	1067	60	100	60	155	55	0	0	0	0
	point364	364	1067	60	100	60	155	55	0	0	0	0
	point363	363	1067	60	100	60	155	55	0	0	0	0
	point362	362	1067	60	100	60	155	55	0	0	0	0
	point361	361	1067	60	100	60	155	55	0	0	0	0
	point360	360	1067	60	100	60	155	55	0	0	0	0
	point359	359	1067	60	100	60	155	55	0	0	0	0
	point358	358	1067	60	100	60	155	55	0	0	0	0
	point357	357	1067	60	100	60	155	55	0	0	0	0
	point356	356	1067	60	100	60	155	55	0	0	0	0
	point355	355	1067	60	100	60	155	55	0	0	0	0
	point354	354	1067	60	100	60	155	55	0	0	0	0
	point353	353	1067	60	100	60	155	55	0	0	0	0
	point352	352	1067	60	100	60	155	55	0	0	0	0
	point351	351	1067	60	100	60	155	55	0	0	0	0
	point350	350	1067	60	100	60	155	55	0	0	0	0
	point349	349	1067	60	100	60	155	55	0	0	0	0
	point348	348	1067	60	100	60	155	55	0	0	0	0
	point347	347	1067	60	100	60	155	55	0	0	0	0
	point346	346	1067	60	100	60	155	55	0	0	0	0
	point345	345	1067	60	100	60	155	55	0	0	0	0
	point344	344	1067	60	100	60	155	55	0	0	0	0
	point343	343	1067	60	100	60	155	55	0	0	0	0
	point342	342	1067	60	100	60	155	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes **308060**

	point341	341	1067	60	100	60	155	55	0	0	0	0
	point340	340	1067	60	100	60	155	55	0	0	0	0
	point339	339	1067	60	100	60	155	55	0	0	0	0
	point338	338	1067	60	100	60	155	55	0	0	0	0
	point337	337	1067	60	100	60	155	55	0	0	0	0
	point336	336	1067	60	100	60	155	55	0	0	0	0
	point335	335	1067	60	100	60	155	55	0	0	0	0
	point334	334	1067	60	100	60	155	55	0	0	0	0
	point333	333	1067	60	100	60	155	55	0	0	0	0
	point332	332	1067	60	100	60	155	55	0	0	0	0
	point331	331	1067	60	100	60	155	55	0	0	0	0
	point330	330	1067	60	100	60	155	55	0	0	0	0
	point329	329	1067	60	100	60	155	55	0	0	0	0
	point328	328	1067	60	100	60	155	55	0	0	0	0
	point327	327	1067	60	100	60	155	55	0	0	0	0
	point326	326	1067	60	100	60	155	55	0	0	0	0
	point325	325	1067	60	100	60	155	55	0	0	0	0
	point324	324	1067	60	100	60	155	55	0	0	0	0
	point323	323	1067	60	100	60	155	55	0	0	0	0
	point322	322	1067	60	100	60	155	55	0	0	0	0
	point321	321	1067	60	100	60	155	55	0	0	0	0
	point320	320	1067	60	100	60	155	55	0	0	0	0
	point319	319	1067	60	100	60	155	55	0	0	0	0
	point318	318	1067	60	100	60	155	55	0	0	0	0
	point317	317	1067	60	100	60	155	55	0	0	0	0
	point316	316	1067	60	100	60	155	55	0	0	0	0
	point315	315	1067	60	100	60	155	55	0	0	0	0
	point314	314	1067	60	100	60	155	55	0	0	0	0
	point313	313										
Hwy 50 WB 4	point439	439	1067	60	100	60	155	55	0	0	0	0
	point438	0	1067	60	100	60	155	55	0	0	0	0
	point437	437	1067	60	100	60	155	55	0	0	0	0
	point436	436	1067	60	100	60	155	55	0	0	0	0
	point435	435	1067	60	100	60	155	55	0	0	0	0
	point434	434	1067	60	100	60	155	55	0	0	0	0
	point433	433	1067	60	100	60	155	55	0	0	0	0

C:\TNM_SRN_Temp\Broadway_Existing **10** **28 April 2020**

INPUT: TRAFFIC FOR LAeq1h Volumes **308060**

	point432	432	1067	60	100	60	155	55	0	0	0	0
	point431	431	1067	60	100	60	155	55	0	0	0	0
	point430	430	1067	60	100	60	155	55	0	0	0	0
	point429	429	1067	60	100	60	155	55	0	0	0	0
	point428	428	1067	60	100	60	155	55	0	0	0	0
	point427	427	1067	60	100	60	155	55	0	0	0	0
	point426	426	1067	60	100	60	155	55	0	0	0	0
	point425	425	1067	60	100	60	155	55	0	0	0	0
	point424	424	1067	60	100	60	155	55	0	0	0	0
	point423	423	1067	60	100	60	155	55	0	0	0	0
	point422	422	1067	60	100	60	155	55	0	0	0	0
	point421	421	1067	60	100	60	155	55	0	0	0	0
	point420	420	1067	60	100	60	155	55	0	0	0	0
	point419	419	1067	60	100	60	155	55	0	0	0	0
	point418	418	1067	60	100	60	155	55	0	0	0	0
	point417	417	1067	60	100	60	155	55	0	0	0	0
	point416	416	1067	60	100	60	155	55	0	0	0	0
	point415	416	1067	60	100	60	155	55	0	0	0	0
	point414	414	1067	60	100	60	155	55	0	0	0	0
	point413	413	1067	60	100	60	155	55	0	0	0	0
	point412	412	1067	60	100	60	155	55	0	0	0	0
	point411	411	1067	60	100	60	155	55	0	0	0	0
	point410	410	1067	60	100	60	155	55	0	0	0	0
	point409	409	1067	60	100	60	155	55	0	0	0	0
	point408	408	1067	60	100	60	155	55	0	0	0	0
	point407	407	1067	60	100	60	155	55	0	0	0	0
	point406	406	1067	60	100	60	155	55	0	0	0	0
	point405	405	1067	60	100	60	155	55	0	0	0	0
	point404	404	1067	60	100	60	155	55	0	0	0	0
	point403	403	1067	60	100	60	155	55	0	0	0	0
	point402	402	1067	60	100	60	155	55	0	0	0	0
	point401	401	1067	60	100	60	155	55	0	0	0	0
	point400	400	1067	60	100	60	155	55	0	0	0	0
	point399	399	1067	60	100	60	155	55	0	0	0	0
	point398	398	1067	60	100	60	155	55	0	0	0	0
	point397	397	1067	60	100	60	155	55	0	0	0	0

C:\TNM_SRN_Temp\Broadway_Existing **11** **28 April 2020**

INPUT: TRAFFIC FOR LAeq1h Volumes						308060						
	point396	396	1067	60	100	60	155	0	0	0	0	0
	point395	395	1067	60	100	60	155	55	0	0	0	0
	point394	394	1067	60	100	60	155	55	0	0	0	0
	point393	393	1067	60	100	60	155	55	0	0	0	0
	point392	392	1067	60	100	60	155	55	0	0	0	0
	point391	391	1067	60	100	60	155	55	0	0	0	0
	point390	390	1067	60	100	60	155	55	0	0	0	0
	point389	389	1067	60	100	60	155	55	0	0	0	0
	point388	388	1067	60	100	60	155	55	0	0	0	0
	point387	387	1067	60	100	60	155	55	0	0	0	0
	point386	386	1067	60	100	60	155	55	0	0	0	0
	point385	385	1067	60	100	60	155	55	0	0	0	0
	point384	384	1067	60	100	60	155	55	0	0	0	0
	point383	383	1067	60	100	60	155	55	0	0	0	0
	point382	382	1067	60	100	60	155	55	0	0	0	0
	point381	381	1067	60	100	60	155	55	0	0	0	0
	point380	380	1067	60	100	60	155	55	0	0	0	0
	point379	379	1067	60	100	60	155	55	0	0	0	0
	point378	378	1067	60	100	60	155	55	0	0	0	0
	point377	377										
Jefferson Blvd NB 2 N of 15th St	point468	468	382	35	14	35	12	35	0	0	0	0
	point467	467	382	35	14	35	12	35	0	0	0	0
	point466	466	382	35	14	35	12	35	0	0	0	0
	point465	465	382	35	14	35	12	35	0	0	0	0
	point464	464	382	35	14	35	12	35	0	0	0	0
	point463	463	382	35	14	35	12	35	0	0	0	0
	point462	462	382	35	14	35	12	35	0	0	0	0
	point461	461	382	35	14	35	12	35	0	0	0	0
	point460	460	382	35	14	35	12	35	0	0	0	0
	point459	459	382	35	14	35	12	35	0	0	0	0
	point458	458	382	35	14	35	12	35	0	0	0	0
	point457	457	382	35	14	35	12	35	0	0	0	0
	point456	456	382	35	14	35	12	35	0	0	0	0
	point455	455										
Jefferson Blvd SB 2 N of 15th St	point493	493	856	35	25	35	21	35	0	0	0	0
	point492	492	856	35	25	35	21	35	0	0	0	0
C:\TNM_SRN_Temp\Broadway_Existing						12						28 April 2020

INPUT: TRAFFIC FOR LAeq1h Volumes						308060						
	point491	491	656	35	25	35	21	35	0	0	0	0
	point490	490	656	35	25	35	21	35	0	0	0	0
	point489	489	656	35	25	35	21	35	0	0	0	0
	point488	488	656	35	25	35	21	35	0	0	0	0
	point487	487	656	35	25	35	21	35	0	0	0	0
	point486	486	656	35	25	35	21	35	0	0	0	0
	point485	485	656	35	25	35	21	35	0	0	0	0
	point484	484	656	35	25	35	21	35	0	0	0	0
	point483	483	656	35	25	35	21	35	0	0	0	0
	point482	482	656	35	25	35	21	35	0	0	0	0
	point481	481										
Jefferson Blvd NB 2 S of 15th St	point501	501	426	35	16	35	13	35	0	0	0	0
	point500	500	426	35	16	35	13	35	0	0	0	0
	point499	499	426	35	16	35	13	35	0	0	0	0
	point498	498	426	35	16	35	13	35	0	0	0	0
	point497	497	426	35	16	35	13	35	0	0	0	0
	point496	496	426	35	16	35	13	35	0	0	0	0
	point495	496	426	35	16	35	13	35	0	0	0	0
	point494	494										
Jefferson Blvd SB 1 S of 15th St	point515	515	701	35	26	35	22	35	0	0	0	0
	point514	514	701	35	26	35	22	35	0	0	0	0
	point513	513	701	35	26	35	22	35	0	0	0	0
	point512	512	701	35	26	35	22	35	0	0	0	0
	point511	511	701	35	26	35	22	35	0	0	0	0
	point510	510										
15th Street WB E of Jefferson	point529	529	246	25	9	25	8	25	0	0	0	0
	point528	528	246	25	9	25	8	25	0	0	0	0
	point527	527	246	25	9	25	8	25	0	0	0	0
	point526	526	246	25	9	25	8	25	0	0	0	0
	point525	525	246	25	9	25	8	25	0	0	0	0
	point524	524	246	25	9	25	8	25	0	0	0	0
	point523	523	246	25	9	25	8	25	0	0	0	0
	point522	522										
15th Street EB W of Jefferson	point545	545	481	25	8	25	7	25	0	0	0	0
	point544	544	207	25	8	25	7	25	0	0	0	0
	point543	543	207	25	8	25	7	25	0	0	0	0
C:\TNM_SRN_Temp\Broadway_Existing						13						28 April 2020

INPUT: TRAFFIC FOR LAeq1h Volumes						308060						
	point542	542	207	25	8	25	7	25	0	0	0	0
	point541	541										
Broadway WB (Existing)	point560	560	173	30	6	30	5	30	0	0	0	0
	point559	559	173	30	6	30	5	30	0	0	0	0
	point558	558	173	30	6	30	5	30	0	0	0	0
	point557	557	173	30	6	30	5	30	0	0	0	0
	point556	556	173	30	6	30	5	30	0	0	0	0
	point555	555	173	30	6	30	5	30	0	0	0	0
	point554	554	173	30	6	30	5	30	0	0	0	0
	point553	553	173	30	6	30	5	30	0	0	0	0
	point552	552	173	30	6	30	5	30	0	0	0	0
	point551	551	173	30	6	30	5	30	0	0	0	0
	point550	550	173	30	6	30	5	30	0	0	0	0
	point549	549	173	30	6	30	5	30	0	0	0	0
	point548	548	173	30	6	30	5	30	0	0	0	0
	point547	547	173	30	6	30	5	30	0	0	0	0
	point546	546										
Broadway EB (Existing)	point575	575	160	30	7	30	6	30	0	0	0	0
	point574	574	160	30	7	30	6	30	0	0	0	0
	point573	573	160	30	7	30	6	30	0	0	0	0
	point572	572	160	30	7	30	6	30	0	0	0	0
	point571	571	160	30	7	30	6	30	0	0	0	0
	point570	570	160	30	7	30	6	30	0	0	0	0
	point569	569	160	30	7	30	6	30	0	0	0	0
	point568	568	160	30	7	30	6	30	0	0	0	0
	point567	567	160	30	7	30	6	30	0	0	0	0
	point566	566	160	30	7	30	6	30	0	0	0	0
	point565	565	160	30	7	30	6	30	0	0	0	0
	point564	564	160	30	7	30	6	30	0	0	0	0
	point563	563	160	30	7	30	6	30	0	0	0	0
	point562	562	160	30	7	30	6	30	0	0	0	0
	point561	561										
Jefferson Blvd NB 1 N of 15th St	point576	576	382	35	14	35	12	35	0	0	0	0
	point453	453	382	35	14	35	12	35	0	0	0	0
	point452	452	382	35	14	35	12	35	0	0	0	0
	point451	451	382	35	14	35	12	35	0	0	0	0

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INPUT: TRAFFIC FOR LAeq1h Volumes						308060						
	point450	450	382	35	14	35	12	35	0	0	0	0
	point449	449	382	35	14	35	12	35	0	0	0	0
	point448	448	382	35	14	35	12	35	0	0	0	0
	point447	447	382	35	14	35	12	35	0	0	0	0
	point446	446	382	35	14	35	12	35	0	0	0	0
	point445	445	382	35	14	35	12	35	0	0	0	0
	point444	444	382	35	14	35	12	35	0	0	0	0
	point443	443	382	35	14	35	12	35	0	0	0	0
	point442	442	382	35	14	35	12	35	0	0	0	0
	point441	441	382	35	14	35	12	35	0	0	0	0
	point440	440										
15th Street EB E of Jefferson	point576	576	257	25	10	25	8	25	0	0	0	0
	point536	536	257	25	10	25	8	25	0	0	0	0
	point535	535	257	25	10	25	8	25	0	0	0	0
	point534	534	257	25	10	25	8	25	0	0	0	0
	point533	533	257	25	10	25	8	25	0	0	0	0
	point532	532	257	25	10	25	8	25	0	0	0	0
	point531	531	257	25	10	25	8	25	0	0	0	0
	point530	440										
Jefferson Blvd SB 2 S of 16th St	point580	580	701	35	26	35	22	35	0	0	0	0
	point520	520	701	35	26	35	22	35	0	0	0	0
	point519	519	701	35	26	35	22	35	0	0	0	0
	point518	518	701	35	26	35	22	35	0	0	0	0
	point517	517	701	35	26	35	22	35	0	0	0	0
	point516	516										
15th Street WB W of Jefferson	point582	582	187	25	7	25	6	25	0	0	0	0
	point539	539	187	25	7	25	6	25	0	0	0	0
	point538	538										
Jefferson Blvd SB 1 N of 15th St	point480	480	656	35	25	35	21	35	0	0	0	0
	point479	479	656	35	25	35	21	35	0	0	0	0
	point478	478	656	35	25	35	21	35	0	0	0	0
	point477	477	656	35	25	35	21	35	0	0	0	0
	point476	476	656	35	25	35	21	35	0	0	0	0
	point475	475	656	35	25	35	21	35	0	0	0	0
	point474	474	656	35	25	35	21	35	0	0	0	0
	point473	473	656	35	25	35	21	35	0	0	0	0
C:\TNM_SRN_Temp\Broadway_Existing						15						28 April 2020

INPUT: TRAFFIC FOR LAeq1h Volumes						308060						
	point472	472	656	35	25	35	21	35	0	0	0	0
	point471	471	656	35	25	35	21	35	0	0	0	0
	point470	470	656	35	25	35	21	35	0	0	0	0
	point584	584	656	35	25	35	21	35	0	0	0	0
	point585	585										
Jefferson Blvd NB 1 S of 15th St	point509	509	426	35	16	35	13	35	0	0	0	0
	point508	508	426	35	16	35	13	35	0	0	0	0
	point507	507	426	35	16	35	13	35	0	0	0	0
	point506	506	426	35	16	35	13	35	0	0	0	0
	point505	505	426	35	16	35	13	35	0	0	0	0
	point504	504	426	35	16	35	13	35	0	0	0	0
	point503	503	426	35	16	35	13	35	0	0	0	0
	point586	586	426	35	16	35	13	35	0	0	0	0
	point587	587										
River Rd NB	point630	630	300	35	11	35	9	35	0	0	0	0
	point629	629	300	35	11	35	9	35	0	0	0	0
	point628	628	300	35	11	35	9	35	0	0	0	0
	point627	627	300	35	11	35	9	35	0	0	0	0
	point626	626	300	35	11	35	9	35	0	0	0	0
	point625	625	300	35	11	35	9	35	0	0	0	0
	point624	624	300	35	11	35	9	35	0	0	0	0
	point623	623	300	35	11	35	9	35	0	0	0	0
	point622	622	300	35	11	35	9	35	0	0	0	0
	point621	621	300	35	11	35	9	35	0	0	0	0
	point620	620	300	35	11	35	9	35	0	0	0	0
	point619	619	300	35	11	35	9	35	0	0	0	0
	point618	618	300	35	11	35	9	35	0	0	0	0
	point617	617	300	35	11	35	9	35	0	0	0	0
	point616	616	300	35	11	35	9	35	0	0	0	0
	point615	615	300	35	11	35	9	35	0	0	0	0
	point614	614	300	35	11	35	9	35	0	0	0	0
	point613	613	300	35	11	35	9	35	0	0	0	0
	point612	612										
River Rd SB	point631	631	590	35	22	35	18	35	0	0	0	0
	point632	632	590	35	22	35	18	35	0	0	0	0
	point633	633	590	35	22	35	18	35	0	0	0	0
C:\TNM_SRN_Temp\Broadway_Existing						16						28 April 2020

INPUT: TRAFFIC FOR LAeq1h Volumes						308060						
	point634	634	590	35	22	35	18	35	0	0	0	0
	point635	635	590	35	22	35	18	35	0	0	0	0
	point636	636	590	35	22	35	18	35	0	0	0	0
	point637	637	590	35	22	35	18	35	0	0	0	0
	point638	638	590	35	22	35	18	35	0	0	0	0
	point639	639	590	35	22	35	18	35	0	0	0	0
	point640	640	590	35	22	35	18	35	0	0	0	0
	point641	641	590	35	22	35	18	35	0	0	0	0
	point642	642	590	35	22	35	18	35	0	0	0	0
	point643	643	590	35	22	35	18	35	0	0	0	0
	point644	644	590	35	22	35	18	35	0	0	0	0
	point645	645	590	35	22	35	18	35	0	0	0	0
	point646	646	590	35	22	35	0	35	0	0	0	0
	point647	647	590	35	22	35	18	35	0	0	0	0
	point648	648	590	35	22	35	18	35	0	0	0	0
	point649	649										

INPUT: TRAFFIC FOR LAeq1h Volumes 309060

City of Sacramento 28 April 2020
IJR/SRN TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: 309060
RUN: Broadway Bridge No Build Future

Roadway	Points											
Name	Name	No.	Segment Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V veh/hr	S mph	V veh/hr	S mph	V veh/hr	S mph	V veh/hr	S mph	V veh/hr	S mph
Hwy 50 EB 1	point68	68	1573	60	147	60	229	55	0	0	0	0
	point67	67	1573	60	147	60	229	55	0	0	0	0
	point66	66	1573	60	147	60	229	55	0	0	0	0
	point65	65	1573	60	147	60	229	55	0	0	0	0
	point64	64	1573	60	147	60	229	55	0	0	0	0
	point63	63	1573	60	147	60	229	55	0	0	0	0
	point62	62	1573	60	147	60	229	55	0	0	0	0
	point61	61	1573	60	147	60	229	55	0	0	0	0
	point60	60	1573	60	147	60	229	55	0	0	0	0
	point59	59	1573	60	147	60	229	55	0	0	0	0
	point58	58	1573	60	147	60	229	55	0	0	0	0
	point57	57	1573	60	147	60	229	55	0	0	0	0
	point56	56	1573	60	147	60	229	55	0	0	0	0
	point55	55	1573	60	147	60	229	55	0	0	0	0
	point54	54	1573	60	147	60	229	55	0	0	0	0
	point53	53	1573	60	147	60	229	55	0	0	0	0
	point52	52	1573	60	147	60	229	55	0	0	0	0
	point51	51	1573	60	147	60	229	55	0	0	0	0
	point50	50	1573	60	147	60	229	55	0	0	0	0
	point49	49	1573	60	147	60	229	55	0	0	0	0
	point48	48	1573	60	147	60	229	55	0	0	0	0
	point47	47	1573	60	147	60	229	55	0	0	0	0
	point46	46	1573	60	147	60	229	55	0	0	0	0

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INPUT: TRAFFIC FOR LAeq1h Volumes						308060						
	point45	45	1573	60	147	60	228	55	0	0	0	0
	point44	44	1573	60	147	60	228	55	0	0	0	0
	point43	43	1573	60	147	60	228	55	0	0	0	0
	point42	42	1573	60	147	60	228	55	0	0	0	0
	point41	41	1573	60	147	60	228	55	0	0	0	0
	point40	40	1573	60	147	60	228	55	0	0	0	0
	point39	39	1573	60	147	60	228	55	0	0	0	0
	point38	38	1573	60	147	60	228	55	0	0	0	0
	point37	37										
Hwy 50 EB 2	point103	103	1573	60	147	60	228	55	0	0	0	0
	point102	102	1573	60	147	60	228	55	0	0	0	0
	point101	101	1573	60	147	60	228	55	0	0	0	0
	point100	100	1573	60	147	60	228	55	0	0	0	0
	point99	99	1573	60	147	60	228	55	0	0	0	0
	point98	98	1573	60	147	60	228	55	0	0	0	0
	point97	97	1573	60	147	60	228	55	0	0	0	0
	point96	96	1573	60	147	60	228	55	0	0	0	0
	point95	95	1573	60	147	60	228	55	0	0	0	0
	point94	94	1573	60	147	60	228	55	0	0	0	0
	point93	93	1573	60	147	60	228	55	0	0	0	0
	point92	92	1573	60	147	60	228	55	0	0	0	0
	point91	91	1573	60	147	60	228	55	0	0	0	0
	point90	90	1573	60	147	60	228	55	0	0	0	0
	point89	89	1573	60	147	60	228	55	0	0	0	0
	point88	88	1573	60	147	60	228	55	0	0	0	0
	point87	87	1573	60	147	60	228	55	0	0	0	0
	point86	86	1573	60	147	60	228	55	0	0	0	0
	point85	85	1573	60	147	60	228	55	0	0	0	0
	point84	84	1573	60	147	60	228	55	0	0	0	0
	point83	83	1573	60	147	60	228	55	0	0	0	0
	point82	82	1573	60	147	60	228	55	0	0	0	0
	point81	81	1573	60	147	60	228	55	0	0	0	0
	point80	80	1573	60	147	60	228	55	0	0	0	0
	point79	79	1573	60	147	60	228	55	0	0	0	0
	point78	78	1573	60	147	60	228	55	0	0	0	0
	point77	77	1573	60	147	60	228	55	0	0	0	0
C:\TNM_SRN_Temp\Broadway_NoBuild						2						28 April 2020

INPUT: TRAFFIC FOR LAeq1h Volumes						308060						
	point76	76	1573	60	147	60	228	55	0	0	0	0
	point75	75	1573	60	147	60	228	55	0	0	0	0
	point74	74	1573	60	147	60	228	55	0	0	0	0
	point73	73	1573	60	147	60	228	55	0	0	0	0
	point72	72	1573	60	147	60	228	55	0	0	0	0
	point71	71	1573	60	147	60	228	55	0	0	0	0
	point70	70	1573	60	147	60	228	55	0	0	0	0
	point69	69										
Hwy 50 EB 3	point144	144	1573	60	147	60	228	55	0	0	0	0
	point143	143	1573	60	147	60	228	55	0	0	0	0
	point142	142	1573	60	147	60	228	55	0	0	0	0
	point141	141	1573	60	147	60	228	55	0	0	0	0
	point140	140	1573	60	147	60	228	55	0	0	0	0
	point139	139	1573	60	147	60	228	55	0	0	0	0
	point138	138	1573	60	147	60	228	55	0	0	0	0
	point137	137	1573	60	147	60	228	55	0	0	0	0
	point136	136	1573	60	147	60	228	55	0	0	0	0
	point135	136	1573	60	147	60	228	55	0	0	0	0
	point134	134	1573	60	147	60	228	55	0	0	0	0
	point133	133	1573	60	147	60	228	55	0	0	0	0
	point132	132	1573	60	147	60	228	55	0	0	0	0
	point131	131	1573	60	147	60	228	55	0	0	0	0
	point130	130	1573	60	147	60	228	55	0	0	0	0
	point129	129	1573	60	147	60	228	55	0	0	0	0
	point128	128	1573	60	147	60	228	55	0	0	0	0
	point127	127	1573	60	147	60	228	55	0	0	0	0
	point126	126	1573	60	147	60	228	55	0	0	0	0
	point125	125	1573	60	147	60	228	55	0	0	0	0
	point124	124	1573	60	147	60	228	55	0	0	0	0
	point123	123	1573	60	147	60	228	55	0	0	0	0
	point122	122	1573	60	147	60	228	55	0	0	0	0
	point121	121	1573	60	147	60	228	55	0	0	0	0
	point120	120	1573	60	147	60	228	55	0	0	0	0
	point119	119	1573	60	147	60	228	55	0	0	0	0
	point118	118	1573	60	147	60	228	55	0	0	0	0
	point117	117	1573	60	147	60	228	55	0	0	0	0
C:\TNM_SRN_Temp\Broadway_NoBuild						3						28 April 2020

INPUT: TRAFFIC FOR LAeq1h Volumes						308060						
	point116	116	1573	60	147	60	228	55	0	0	0	0
	point115	115	1573	60	147	60	228	55	0	0	0	0
	point114	114	1573	60	147	60	228	55	0	0	0	0
	point113	113	1573	60	147	60	228	55	0	0	0	0
	point112	112	1573	60	147	60	228	55	0	0	0	0
	point111	111	1573	60	147	60	228	55	0	0	0	0
	point110	110	1573	60	147	60	228	55	0	0	0	0
	point109	109	1573	60	147	60	228	55	0	0	0	0
	point108	108	1573	60	147	60	228	55	0	0	0	0
	point107	107	1573	60	147	60	228	55	0	0	0	0
	point106	106	1573	60	147	60	228	55	0	0	0	0
	point105	105	1573	60	147	60	228	55	0	0	0	0
	point104	104										
Hwy 50 EB 4	point184	184	1573	60	147	60	228	55	0	0	0	0
	point183	183	1573	60	147	60	228	55	0	0	0	0
	point182	182	1573	60	147	60	228	55	0	0	0	0
	point181	181	1573	60	147	60	228	55	0	0	0	0
	point180	180	1573	60	147	60	228	55	0	0	0	0
	point179	179	1573	60	147	60	228	55	0	0	0	0
	point178	178	1573	60	147	60	228	55	0	0	0	0
	point177	177	1573	60	147	60	228	55	0	0	0	0
	point176	176	1573	60	147	60	228	55	0	0	0	0
	point175	175	1573	60	147	60	228	55	0	0	0	0
	point174	174	1573	60	147	60	228	55	0	0	0	0
	point173	173	1573	60	147	60	228	55	0	0	0	0
	point172	172	1573	60	147	60	228	55	0	0	0	0
	point171	171	1573	60	147	60	228	55	0	0	0	0
	point170	170	1573	60	147	60	228	55	0	0	0	0
	point169	169	1573	60	147	60	228	55	0	0	0	0
	point168	168	1573	60	147	60	228	55	0	0	0	0
	point167	167	1573	60	147	60	228	55	0	0	0	0
	point166	166	1573	60	147	60	228	55	0	0	0	0
	point165	165	1573	60	147	60	228	55	0	0	0	0
	point164	164	1573	60	147	60	228	55	0	0	0	0
	point163	163	1573	60	147	60	228	55	0	0	0	0
	point162	162	1573	60	147	60	228	55	0	0	0	0
C:\TNM_SRN_Temp\Broadway_NoBuild						4						28 April 2020

INPUT: TRAFFIC FOR LAeq1h Volumes						308060						
	point161	161	1573	60	147	60	228	55	0	0	0	0
	point160	160	1573	60	147	60	228	55	0	0	0	0
	point159	159	1573	60	147	60	228	55	0	0	0	0
	point158	158	1573	60	147	60	228	55	0	0	0	0
	point157	157	1573	60	147	60	228	55	0	0	0	0
	point156	156	1573	60	147	60	228	55	0	0	0	0
	point155	155	1573	60	147	60	228	55	0	0	0	0
	point154	154	1573	60	147	60	228	55	0	0	0	0
	point153	153	1573	60	147	60	228	55	0	0	0	0
	point152	152	1573	60	147	60	228	55	0	0	0	0
	point151	151	1573	60	147	60	228	55	0	0	0	0
	point150	150	1573	60	147	60	228	55	0	0	0	0
	point149	149	1573	60	147	60	228	55	0	0	0	0
	point148	148	1573	60	147	60	228	55	0	0	0	0
	point147	147	1573	60	147	60	228	55	0	0	0	0
	point146	146	1573	60	147	60	228	55	0	0	0	0
	point145	145										
Hwy 50 WB 1	point248	248	1573	60	147	60	228	55	0	0	0	0
	point247	247	1573	60	147	60	228	55	0	0	0	0
	point246	246	1573	60	147	60	228	55	0	0	0	0
	point245	245	1573	60	147	60	228	55	0	0	0	0
	point244	244	1573	60	147	60	228	55	0	0	0	0
	point243	243	1573	60	147	60	228	55	0	0	0	0
	point242	242	1573	60	147	60	228	55	0	0	0	0
	point241	241	1573	60	147	60	228	55	0	0	0	0
	point240	240	1573	60	147	60	228	55	0	0	0	0
	point239	239	1573	60	147	60	228	55	0	0	0	0
	point238	238	1573	60	147	60	228	55	0	0	0	0
	point237	237	1573	60	147	60	228	55	0	0	0	0
	point236	236	1573	60	147	60	228	55	0	0	0	0
	point235	235	1573	60	147	60	228	55	0	0	0	0
	point234	234	1573	60	147	60	228	55	0	0	0	0
	point233	233	1573	60	147	60	228	55	0	0	0	0
	point232	232	1573	60	147	60	228	55	0	0	0	0
	point231	231	1573	60	147	60	228	55	0	0	0	0
	point230	230	1573	60	147	60	228	55	0	0	0	0

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INPUT: TRAFFIC FOR LAeq1h Volumes						308060						
	point229	229	1573	60	147	60	229	55	0	0	0	0
	point228	228	1573	60	147	60	229	55	0	0	0	0
	point227	227	1573	60	147	60	229	55	0	0	0	0
	point226	226	1573	60	147	60	229	55	0	0	0	0
	point225	225	1573	60	147	60	229	55	0	0	0	0
	point224	224	1573	60	147	60	229	55	0	0	0	0
	point223	223	1573	60	147	60	229	55	0	0	0	0
	point222	222	1573	60	147	60	229	55	0	0	0	0
	point221	221	1573	60	147	60	229	55	0	0	0	0
	point220	220	1573	60	147	60	229	55	0	0	0	0
	point219	219	1573	60	147	0	229	55	0	0	0	0
	point218	218	1573	60	147	60	229	55	0	0	0	0
	point217	217	1573	60	147	60	229	55	0	0	0	0
	point216	216	1573	60	147	60	229	55	0	0	0	0
	point215	215	1573	60	147	60	229	55	0	0	0	0
	point214	214	1573	60	147	60	229	55	0	0	0	0
	point213	213	1573	60	147	60	229	55	0	0	0	0
	point212	212	1573	60	147	60	229	55	0	0	0	0
	point211	211	1573	60	147	60	229	55	0	0	0	0
	point210	210	1573	60	147	60	229	55	0	0	0	0
	point209	209	1573	60	147	60	229	55	0	0	0	0
	point208	208	1573	60	147	60	229	55	0	0	0	0
	point207	207	1573	60	147	60	229	55	0	0	0	0
	point206	206	1573	60	147	60	229	55	0	0	0	0
	point205	205	1573	60	147	60	229	55	0	0	0	0
	point204	204	1573	60	147	60	229	55	0	0	0	0
	point203	203	1573	60	147	60	229	55	0	0	0	0
	point202	202	1573	60	147	60	229	55	0	0	0	0
	point201	201	1573	60	147	60	229	55	0	0	0	0
	point200	200	1573	60	147	60	229	55	0	0	0	0
	point199	199	1573	60	147	60	229	55	0	0	0	0
	point198	198	1573	60	147	60	229	55	0	0	0	0
	point197	197	1573	60	147	60	229	55	0	0	0	0
	point196	196	1573	60	147	60	229	55	0	0	0	0
	point195	195	1573	60	147	60	229	55	0	0	0	0
	point194	194	1573	60	147	60	229	55	0	0	0	0
C:\TNM_SRN_Temp\Broadway_NoBuild					6							28 April 2020

INPUT: TRAFFIC FOR LAeq1h Volumes						308060						
	point193	193	1573	60	147	60	228	55	0	0	0	0
	point192	192	1573	60	147	60	228	55	0	0	0	0
	point191	191	1573	60	147	60	228	55	0	0	0	0
	point190	190	1573	60	147	60	228	55	0	0	0	0
	point189	189	1573	60	147	60	228	55	0	0	0	0
	point188	188	1573	60	147	60	228	55	0	0	0	0
	point187	187	1573	60	147	60	228	55	0	0	0	0
	point186	186	1573	60	147	60	228	55	0	0	0	0
	point185	185										
Hwy 50 WB 2	point312	312	1573	60	147	60	228	55	0	0	0	0
	point311	311	1573	60	147	60	228	55	0	0	0	0
	point310	310	1573	60	147	60	228	55	0	0	0	0
	point309	309	1573	60	147	60	228	55	0	0	0	0
	point308	308	1573	60	147	60	228	55	0	0	0	0
	point307	307	1573	60	147	60	228	55	0	0	0	0
	point306	306	1573	60	147	60	228	55	0	0	0	0
	point305	305	1573	60	147	60	228	55	0	0	0	0
	point304	304	1573	60	147	60	228	55	0	0	0	0
	point303	303	1573	60	147	60	228	55	0	0	0	0
	point302	302	1573	60	147	60	228	55	0	0	0	0
	point301	301	1573	60	147	60	228	55	0	0	0	0
	point300	300	1573	60	147	60	228	55	0	0	0	0
	point299	299	1573	60	147	60	228	55	0	0	0	0
	point298	298	1573	60	147	60	228	55	0	0	0	0
	point297	297	1573	60	147	60	228	55	0	0	0	0
	point296	296	1573	60	147	60	228	55	0	0	0	0
	point295	295	1573	60	147	60	228	55	0	0	0	0
	point294	294	1573	60	147	60	228	55	0	0	0	0
	point293	293	1573	60	147	60	228	55	0	0	0	0
	point292	292	1573	60	147	60	228	55	0	0	0	0
	point291	291	1573	60	0	60	228	55	0	0	0	0
	point290	290	1573	60	147	60	228	55	0	0	0	0
	point289	289	1573	60	147	60	228	55	0	0	0	0
	point288	288	1573	60	147	60	228	55	0	0	0	0
	point287	287	1573	60	147	60	228	55	0	0	0	0
	point286	286	1573	60	147	60	228	55	0	0	0	0

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INPUT: TRAFFIC FOR LAeq1h Volumes **308060**

	point285	285	1573	60	147	60	228	55	0	0	0	0
	point284	284	1573	60	147	60	228	55	0	0	0	0
	point283	283	1573	60	147	60	228	55	0	0	0	0
	point282	282	1573	60	147	60	228	55	0	0	0	0
	point281	281	1573	60	147	60	228	55	0	0	0	0
	point280	280	1573	60	147	60	228	55	0	0	0	0
	point279	279	1573	60	147	60	228	55	0	0	0	0
	point278	278	1573	60	147	60	228	55	0	0	0	0
	point277	277	1573	60	147	60	228	55	0	0	0	0
	point276	276	1573	60	147	60	228	55	0	0	0	0
	point275	275	1573	60	147	60	228	55	0	0	0	0
	point274	274	1573	60	147	60	228	55	0	0	0	0
	point273	273	1573	60	147	60	228	55	0	0	0	0
	point272	272	1573	60	147	60	228	55	0	0	0	0
	point271	271	1573	60	147	60	228	55	0	0	0	0
	point270	270	1573	60	147	60	228	55	0	0	0	0
	point269	269	1573	60	147	60	228	55	0	0	0	0
	point268	268	1573	60	147	60	228	55	0	0	0	0
	point267	267	1573	60	147	60	228	55	0	0	0	0
	point266	266	1573	60	147	60	228	55	0	0	0	0
	point265	265	1573	60	147	60	228	55	0	0	0	0
	point264	264	1573	60	147	60	228	55	0	0	0	0
	point263	263	1573	60	147	60	228	55	0	0	0	0
	point262	262	1573	60	147	60	228	55	0	0	0	0
	point261	261	1573	60	147	60	228	55	0	0	0	0
	point260	260	1573	60	147	60	228	55	0	0	0	0
	point259	259	1573	60	147	60	228	55	0	0	0	0
	point258	258	1573	60	147	60	228	55	0	0	0	0
	point257	257	1573	60	147	60	228	55	0	0	0	0
	point256	256	1573	60	147	60	228	55	0	0	0	0
	point255	255	1573	60	147	60	228	55	0	0	0	0
	point254	254	1573	60	147	60	228	55	0	0	0	0
	point253	253	1573	60	147	60	228	55	0	0	0	0
	point252	252	1573	60	147	60	228	55	0	0	0	0
	point251	251	1573	60	147	60	228	55	0	0	0	0
	point250	250	1573	60	147	60	228	55	0	0	0	0

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INPUT: TRAFFIC FOR LAeq1h Volumes **308060**

	point249	249										
Hwy 50 WB 3	point376	376	1573	60	147	60	228	55	0	0	0	0
	point375	375	1573	60	147	60	228	55	0	0	0	0
	point374	374	1573	60	147	60	228	55	0	0	0	0
	point373	373	1573	60	147	60	228	55	0	0	0	0
	point372	372	1573	60	147	60	228	55	0	0	0	0
	point371	371	1573	60	147	60	228	55	0	0	0	0
	point370	370	1573	60	147	60	228	55	0	0	0	0
	point369	369	1573	60	147	60	228	55	0	0	0	0
	point368	368	1573	60	147	60	228	55	0	0	0	0
	point367	367	1573	60	147	60	228	55	0	0	0	0
	point366	366	1573	60	147	60	228	55	0	0	0	0
	point365	365	1573	60	147	60	228	55	0	0	0	0
	point364	364	1573	60	147	60	228	55	0	0	0	0
	point363	363	1573	60	147	60	228	55	0	0	0	0
	point362	362	1573	60	147	60	228	55	0	0	0	0
	point361	361	1573	60	147	60	228	55	0	0	0	0
	point360	360	1573	60	147	60	228	55	0	0	0	0
	point359	359	1573	60	147	60	228	55	0	0	0	0
	point358	358	1573	60	147	60	228	55	0	0	0	0
	point357	357	1573	60	147	60	228	55	0	0	0	0
	point356	356	1573	60	147	60	228	55	0	0	0	0
	point355	355	1573	60	147	60	228	55	0	0	0	0
	point354	354	1573	60	147	60	228	55	0	0	0	0
	point353	353	1573	60	147	60	228	55	0	0	0	0
	point352	352	1573	60	147	60	228	55	0	0	0	0
	point351	351	1573	60	147	60	228	55	0	0	0	0
	point350	350	1573	60	147	60	228	55	0	0	0	0
	point349	349	1573	60	147	60	228	55	0	0	0	0
	point348	348	1573	60	147	60	228	55	0	0	0	0
	point347	347	1573	60	147	60	228	55	0	0	0	0
	point346	346	1573	60	147	60	228	55	0	0	0	0
	point345	345	1573	60	147	60	228	55	0	0	0	0
	point344	344	1573	60	147	60	228	55	0	0	0	0
	point343	343	1573	60	147	60	228	55	0	0	0	0
	point342	342	1573	60	147	60	228	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes						308060						
	point341	341	1573	60	147	60	228	55	0	0	0	0
	point340	340	1573	60	147	60	228	55	0	0	0	0
	point339	339	1573	60	147	60	228	55	0	0	0	0
	point338	338	1573	60	147	60	228	55	0	0	0	0
	point337	337	1573	60	147	60	228	55	0	0	0	0
	point336	336	1573	60	147	60	228	55	0	0	0	0
	point335	335	1573	60	147	60	228	55	0	0	0	0
	point334	334	1573	60	147	60	228	55	0	0	0	0
	point333	333	1573	60	147	60	228	55	0	0	0	0
	point332	332	1573	60	147	60	228	55	0	0	0	0
	point331	331	1573	60	147	60	228	55	0	0	0	0
	point330	330	1573	60	147	60	228	55	0	0	0	0
	point329	329	1573	60	147	60	228	55	0	0	0	0
	point328	328	1573	60	147	60	228	55	0	0	0	0
	point327	327	1573	60	147	60	228	55	0	0	0	0
	point326	326	1573	60	147	60	228	55	0	0	0	0
	point325	325	1573	60	147	60	228	55	0	0	0	0
	point324	324	1573	60	147	60	228	55	0	0	0	0
	point323	323	1573	60	147	60	228	55	0	0	0	0
	point322	322	1573	60	147	60	228	55	0	0	0	0
	point321	321	1573	60	147	60	228	55	0	0	0	0
	point320	320	1573	60	147	60	228	55	0	0	0	0
	point319	319	1573	60	147	60	228	55	0	0	0	0
	point318	318	1573	60	147	60	228	55	0	0	0	0
	point317	317	1573	60	147	60	228	55	0	0	0	0
	point316	316	1573	60	147	60	228	55	0	0	0	0
	point315	315	1573	60	147	60	228	55	0	0	0	0
	point314	314	1573	60	147	60	228	55	0	0	0	0
	point313	313										
Hwy 50 WB 4	point439	439	1573	60	147	60	228	55	0	0	0	0
	point438	438	1573	60	147	60	228	55	0	0	0	0
	point437	437	1573	60	147	60	228	55	0	0	0	0
	point436	436	1573	60	147	60	228	55	0	0	0	0
	point435	435	1573	60	147	60	228	55	0	0	0	0
	point434	434	1573	60	147	60	228	55	0	0	0	0
	point433	433	1573	60	147	60	228	55	0	0	0	0

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INPUT: TRAFFIC FOR LAeq1h Volumes **308060**

	point432	432	1573	60	147	60	228	55	0	0	0	0
	point431	431	1573	60	147	60	228	55	0	0	0	0
	point430	430	1573	60	147	60	228	55	0	0	0	0
	point429	429	1573	60	147	60	228	55	0	0	0	0
	point428	428	1573	60	147	60	228	55	0	0	0	0
	point427	427	1573	60	147	60	228	55	0	0	0	0
	point426	426	1573	60	147	60	228	55	0	0	0	0
	point425	425	1573	60	147	60	228	55	0	0	0	0
	point424	424	1573	60	147	60	228	55	0	0	0	0
	point423	423	1573	60	147	60	228	55	0	0	0	0
	point422	422	1573	60	147	60	228	55	0	0	0	0
	point421	421	1573	60	147	60	228	55	0	0	0	0
	point420	420	1573	60	147	60	228	55	0	0	0	0
	point419	419	1573	60	147	60	228	55	0	0	0	0
	point418	418	1573	60	147	60	228	55	0	0	0	0
	point417	417	1573	60	147	60	228	55	0	0	0	0
	point416	416	1573	60	147	60	228	55	0	0	0	0
	point415	416	1573	60	147	60	228	55	0	0	0	0
	point414	414	1573	60	147	60	228	55	0	0	0	0
	point413	413	1573	60	147	60	228	55	0	0	0	0
	point412	412	1573	60	147	60	228	55	0	0	0	0
	point411	411	1573	60	147	60	228	55	0	0	0	0
	point410	410	1573	60	147	60	228	55	0	0	0	0
	point409	409	1573	60	147	60	228	55	0	0	0	0
	point408	408	1573	60	147	60	228	55	0	0	0	0
	point407	407	1573	60	147	60	228	55	0	0	0	0
	point406	406	1573	60	147	60	228	55	0	0	0	0
	point405	405	1573	60	147	60	228	55	0	0	0	0
	point404	404	1573	60	147	60	228	55	0	0	0	0
	point403	403	1573	60	147	60	228	55	0	0	0	0
	point402	402	1573	60	147	60	228	55	0	0	0	0
	point401	401	1573	60	147	60	228	55	0	0	0	0
	point400	400	1573	60	147	60	228	55	0	0	0	0
	point399	399	1573	60	147	60	228	55	0	0	0	0
	point398	398	1573	60	147	60	228	55	0	0	0	0
	point397	397	1573	60	147	60	228	55	0	0	0	0

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INPUT: TRAFFIC FOR LAeq1h Volumes						308060						
	point396	396	1573	60	147	60	228	55	0	0	0	0
	point395	395	1573	60	147	60	228	55	0	0	0	0
	point394	394	1573	60	147	60	228	55	0	0	0	0
	point393	393	1573	60	147	60	228	55	0	0	0	0
	point392	392	1573	60	147	60	228	55	0	0	0	0
	point391	391	1573	60	147	60	228	55	0	0	0	0
	point390	390	1573	60	147	60	228	55	0	0	0	0
	point389	389	1573	60	147	60	228	55	0	0	0	0
	point388	388	1573	60	147	60	228	55	0	0	0	0
	point387	387	1573	60	147	60	228	55	0	0	0	0
	point386	386	1573	60	147	60	228	55	0	0	0	0
	point385	385	1573	60	147	60	228	55	0	0	0	0
	point384	384	1573	60	147	60	228	55	0	0	0	0
	point383	383	1573	60	147	60	228	55	0	0	0	0
	point382	382	1573	60	147	60	228	55	0	0	0	0
	point381	381	1573	60	147	60	228	55	0	0	0	0
	point380	380	1573	60	147	60	228	55	0	0	0	0
	point379	379	1573	60	147	60	228	55	0	0	0	0
	point378	378	1573	60	147	60	228	55	0	0	0	0
	point377	377										
Jefferson Blvd NB 2 N of 15th St	point468	468	881	35	33	35	28	35	0	0	0	0
	point467	467	881	35	33	35	28	35	0	0	0	0
	point466	466	881	35	33	35	28	35	0	0	0	0
	point465	465	881	35	33	35	28	35	0	0	0	0
	point464	464	881	35	33	35	28	35	0	0	0	0
	point463	463	881	35	33	35	28	35	0	0	0	0
	point462	462	881	35	33	35	28	35	0	0	0	0
	point461	461	881	35	33	35	28	35	0	0	0	0
	point460	460	881	35	33	35	28	35	0	0	0	0
	point459	459	881	35	33	35	28	35	0	0	0	0
	point458	458	881	35	33	35	28	35	0	0	0	0
	point457	457	881	35	33	35	28	35	0	0	0	0
	point456	456	881	35	33	35	28	35	0	0	0	0
	point455	455										
Jefferson Blvd SB 2 N of 15th St	point493	493	665	35	26	35	22	35	0	0	0	0
	point492	492	665	35	26	35	22	35	0	0	0	0
C:\TNM_SRN_Temp\Broadway_NoBuild						12						28 April 2020

INPUT: TRAFFIC FOR LAeq1h Volumes						308060						
	point491	491	885	35	26	35	22	35	0	0	0	0
	point490	490	885	35	26	35	22	35	0	0	0	0
	point489	489	885	35	26	35	22	35	0	0	0	0
	point488	488	885	35	26	35	22	35	0	0	0	0
	point487	487	885	35	26	35	22	35	0	0	0	0
	point486	486	885	35	26	35	22	35	0	0	0	0
	point485	485	885	35	26	35	22	35	0	0	0	0
	point484	484	885	35	26	35	22	35	0	0	0	0
	point483	483	885	35	26	35	22	35	0	0	0	0
	point482	482	885	35	26	35	22	35	0	0	0	0
	point481	481										
Jefferson Blvd NB 2 S of 15th St	point501	501	965	35	36	35	30	35	0	0	0	0
	point500	500	965	35	36	35	30	35	0	0	0	0
	point499	499	965	35	36	35	30	35	0	0	0	0
	point498	498	965	35	36	35	30	35	0	0	0	0
	point497	497	965	35	36	35	30	35	0	0	0	0
	point496	496	965	35	36	35	30	35	0	0	0	0
	point495	495	965	35	36	35	30	35	0	0	0	0
	point494	494										
Jefferson Blvd SB 1 S of 15th St	point515	515	611	35	23	35	19	35	0	0	0	0
	point514	514	611	35	23	35	19	35	0	0	0	0
	point513	513	611	35	23	35	19	35	0	0	0	0
	point512	512	611	35	23	35	19	35	0	0	0	0
	point511	511	611	35	23	35	19	35	0	0	0	0
	point510	510										
15th Street WB E of Jefferson	point529	529	466	25	18	25	15	25	0	0	0	0
	point528	528	466	25	18	25	15	25	0	0	0	0
	point527	527	466	25	18	25	15	25	0	0	0	0
	point526	526	466	25	18	25	15	25	0	0	0	0
	point525	525	466	25	18	25	15	25	0	0	0	0
	point524	524	466	25	18	25	15	25	0	0	0	0
	point523	523	466	25	18	25	15	25	0	0	0	0
	point522	522										
15th Street EB W of Jefferson	point545	545	233	25	9	25	7	25	0	0	0	0
	point544	544	233	25	9	25	7	25	0	0	0	0
	point543	543	233	25	9	25	7	25	0	0	0	0
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Appendix B Predicted Future Noise Levels

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Table B-1. Predicted Future Noise Alternative B

Receptor I.D.	NSA	Land Use	Number of Dwelling Units	Existing Noise Level $L_{eq}(h)$, dBA	Broadway Bridge Alternative B Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA					
					Design Year Noise Level without Project $L_{eq}(h)$, dBA	Design Year Noise Level with Project $L_{eq}(h)$, dBA	Design Year Noise Level without Project minus Existing Conditions $L_{eq}(h)$, dBA	Design Year Noise Level with Project Minus No Project Conditions $L_{eq}(h)$, dBA	Activity Category (NAC)	Impact Type
42	A	Park	1	61	64	64	3	3	C (67)	-
43	A	Park	1	61	63	60	2	-1	C (67)	-
44	A	Park	1	60	62	59	2	-1	C (67)	-
45	A	Marina - Northernmost Dock	1	63	64	59	1	-4	B (67)	-
M1	A	Park	1	61	63	62	2	1	C (67)	-
37	B	Residence	1	64	65	65	1	1	B (67)	-
38	B	Residence	1	63	65	64	2	1	B (67)	-
39	B	Residence	1	66	67	67	1	1	B (67)	A/E
40	B	Residence	1	65	67	67	2	2	B (67)	A/E
41	B	Residence	1	65	66	66	1	1	B (67)	A/E
M2	B	Residence	1	65	67	66	2	1	B (67)	A/E
31	C	Residence	1	67	69	69	2	2	B (67)	A/E
32	C	Residence	1	67	68	68	1	1	B (67)	A/E
33	C	Residence	1	66	68	68	2	2	B (67)	A/E
34	C	Residence	1	64	65	65	1	1	B (67)	-
35	C	Residence	1	64	66	66	2	2	B (67)	A/E
36	C	Residence	1	65	67	67	2	2	B (67)	A/E
21	D	Residence	1	62	64	64	2	2	B (67)	-
22	D	Residence	1	63	65	64	2	1	B (67)	-
23	D	Residence	1	63	65	65	2	2	B (67)	-
24	D	Residence	1	64	66	66	2	2	B (67)	A/E
25	D	Residence	1	63	65	65	2	2	B (67)	-
26	D	Residence	1	67	69	69	2	2	B (67)	A/E
27	D	Residence	1	69	70	71	1	2	B (67)	A/E

Table B-1. Predicted Future Noise Alternative B

Receptor I.D.	NSA	Land Use	Number of Dwelling Units	Existing Noise Level $L_{eq}(h)$, dBA	Broadway Bridge Alternative B Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA					
					Design Year Noise Level without Project $L_{eq}(h)$, dBA	Design Year Noise Level with Project $L_{eq}(h)$, dBA	Design Year Noise Level without Project minus Existing Conditions $L_{eq}(h)$, dBA	Design Year Noise Level with Project Minus No Project Conditions $L_{eq}(h)$, dBA	Activity Category (NAC)	Impact Type
28	D	Residence	1	68	69	69	1	1	B (67)	A/E
29	D	Residence	1	63	65	65	2	2	B (67)	-
30	D	Residence	1	67	69	69	2	2	B (67)	A/E
M3	D	Residence	1	64	65	65	1	1	B (67)	-
1	E	Residence	1	66	68	67	2	1	B (67)	A/E
2	E	Residence	1	64	66	66	2	2	B (67)	A/E
3	E	Residence	1	65	67	67	2	2	B (67)	A/E
4	E	Residence	1	66	68	67	2	1	B (67)	A/E
5	E	Residence	1	66	68	68	2	2	B (67)	A/E
6	E	Residence	1	66	68	68	2	2	B (67)	A/E
7	E	Residence	1	66	68	68	2	2	B (67)	A/E
8	E	Residence	1	67	68	68	1	1	B (67)	A/E
9	E	Residence	1	62	64	64	2	2	B (67)	-
10	E	Residence	1	66	68	68	2	2	B (67)	A/E
11	E	Residence	1	68	69	69	1	1	B (67)	A/E
12	E	Residence	1	62	64	64	2	2	B (67)	-
13	E	Residence	1	62	64	64	2	2	B (67)	-
14	E	Residence	1	62	64	64	2	2	B (67)	-
15	E	Residence	1	62	64	63	2	1	B (67)	-
16	E	Residence	1	61	63	63	2	2	B (67)	-
17	E	Residence	1	61	63	63	2	2	B (67)	-
18	E	Residence	1	61	63	63	2	2	B (67)	-
19	E	Residence	1	61	64	63	3	2	B (67)	-
20	E	Residence	1	62	64	64	2	2	B (67)	-

Note: All NAC are exterior unless note. A/E= Future noise conditions approach or exceed the Noise Abatement Criteria; SI = Substantial Increase

Table B-2. Predicted Future Noise Alternative C

Receptor I.D.	NSA	Land Use	Number of Dwelling Units	Existing Noise Level $L_{eq}(h)$, dBA	Broadway Bridge Alternative C Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA					
					Design Year Noise Level without Project $L_{eq}(h)$, dBA	Design Year Noise Level with Project $L_{eq}(h)$, dBA	Design Year Noise Level without Project minus Existing Conditions $L_{eq}(h)$, dBA	Design Year Noise Level with Project Minus No Project Conditions $L_{eq}(h)$, dBA	Activity Category (NAC)	Impact Type
42	A	Park	1	61	64	65	3	4	C (67)	-
43	A	Park	1	61	63	63	2	2	C (67)	-
44	A	Park	1	60	62	62	2	2	C (67)	-
45	A	Marina - Northernmost Dock	1	63	64	63	1	0	B (67)	-
M1	A	Park	1	61	63	64	2	3	C (67)	-
37	B	Residence	1	64	65	65	1	1	B (67)	-
38	B	Residence	1	63	65	64	2	1	B (67)	-
39	B	Residence	1	66	67	67	1	1	B (67)	A/E
40	B	Residence	1	65	67	66	2	1	B (67)	A/E
41	B	Residence	1	65	66	66	1	1	B (67)	A/E
M2	B	Residence	1	65	67	66	2	1	B (67)	A/E
31	C	Residence	1	67	69	69	2	2	B (67)	A/E
32	C	Residence	1	67	68	68	1	1	B (67)	A/E
33	C	Residence	1	66	68	68	2	2	B (67)	A/E
34	C	Residence	1	64	65	65	1	1	B (67)	-
35	C	Residence	1	64	66	66	2	2	B (67)	A/E
36	C	Residence	1	65	67	67	2	2	B (67)	A/E
21	D	Residence	1	62	64	64	2	2	B (67)	-
22	D	Residence	1	63	65	64	2	1	B (67)	-
23	D	Residence	1	63	65	65	2	2	B (67)	-
24	D	Residence	1	64	66	66	2	2	B (67)	A/E
25	D	Residence	1	63	65	65	2	2	B (67)	-
26	D	Residence	1	67	69	69	2	2	B (67)	A/E
27	D	Residence	1	69	70	71	1	2	B (67)	A/E
28	D	Residence	1	68	69	69	1	1	B (67)	A/E
29	D	Residence	1	63	65	65	2	2	B (67)	-
30	D	Residence	1	67	69	69	2	2	B (67)	A/E

Table B-2. Predicted Future Noise Alternative C

Receptor I.D.	NSA	Land Use	Number of Dwelling Units	Existing Noise Level $L_{eq}(h)$, dBA	Broadway Bridge Alternative C Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA					
					Design Year Noise Level without Project $L_{eq}(h)$, dBA	Design Year Noise Level with Project $L_{eq}(h)$, dBA	Design Year Noise Level without Project minus Existing Conditions $L_{eq}(h)$, dBA	Design Year Noise Level with Project Minus No Project Conditions $L_{eq}(h)$, dBA	Activity Category (NAC)	Impact Type
M3	D	Residence	1	64	65	66	1	2	B (67)	A/E
1	E	Residence	1	66	68	67	2	1	B (67)	A/E
2	E	Residence	1	64	66	66	2	2	B (67)	A/E
3	E	Residence	1	65	67	67	2	2	B (67)	A/E
4	E	Residence	1	66	68	67	2	1	B (67)	A/E
5	E	Residence	1	66	68	68	2	2	B (67)	A/E
6	E	Residence	1	66	68	68	2	2	B (67)	A/E
7	E	Residence	1	66	68	68	2	2	B (67)	A/E
8	E	Residence	1	67	68	68	1	1	B (67)	A/E
9	E	Residence	1	62	64	64	2	2	B (67)	-
10	E	Residence	1	66	68	68	2	2	B (67)	A/E
11	E	Residence	1	68	69	69	1	1	B (67)	A/E
12	E	Residence	1	62	64	64	2	2	B (67)	-
13	E	Residence	1	62	64	64	2	2	B (67)	-
14	E	Residence	1	62	64	64	2	2	B (67)	-
15	E	Residence	1	62	64	63	2	1	B (67)	-
16	E	Residence	1	61	63	63	2	2	B (67)	-
17	E	Residence	1	61	63	63	2	2	B (67)	-
18	E	Residence	1	61	63	62	2	1	B (67)	-
19	E	Residence	1	61	64	63	3	2	B (67)	-
20	E	Residence	1	62	64	64	2	2	B (67)	-

Note: All NAC are exterior unless note. A/E= Future noise conditions approach or exceed the Noise Abatement Criteria; SI = Substantial Increase

Appendix C Supplemental Data

Table C-1. Traffic Counts for Validation

Measurement Location	Roadway	Vehicle Type	10-Minute Count				1-hour 1-lane Equivalent				1-hour 2-lane Equivalent				1-hour 4-lane Equivalent			
			NB/WB	Speed	SB/EB	Speed	NB/WB	Speed	SB/EB	Speed	NB/WB	Speed	SB/EB	Speed	NB/WB	Speed	SB/EB	Speed
ML-01	Hwy 50	Autos	233	55-65	399	55-65	1398	55-65	2394	55-65	699	55-65	1197	55-65	350	55-65	599	55-65
		MT	35	55-65	24	55-65	210	55-65	144	55-65	105	55-65	72	55-65	53	55-65	36	55-65
		HT	59	55-65	33	55-65	354	55-65	198	55-65	177	55-65	99	55-65	89	55-65	50	55-65
		Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Moto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Local Road	Autos	4	25	4	25	24	25	24	25	12	25	12	25	6	25	6	25
		MT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		HT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Moto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ML-02	Jefferson Blvd	Autos	125	35-45	137	35-45	750	35-45	822	35-45	375	35-45	411	35-45	188	35-45	206	35-45
		MT	3	35-45	5	35-45	18	35-45	30	35-45	9	35-45	15	35-45	5	35-45	8	35-45
		HT	2	35-45	6	35-45	12	35-45	36	35-45	6	35-45	18	35-45	3	35-45	9	35-45
		Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Moto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	15th Street	Autos	20	25	15	25	120	25	90	25	60	25	45	25	30	25	23	25
		MT	1	25	1	25	6	25	6	25	3	25	3	25	2	25	2	25
		HT	0	0	1	25	0	0	6	25	0	0	3	25	0	0	2	25
		Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Moto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ML-03	Jefferson Blvd	Autos	125	35-45	187	35-45	750	35-45	1122	35-45	375	35-45	561	35-45	188	35-45	281	35-45
		MT	2	35-45	6	35-45	12	35-45	36	35-45	6	35-45	18	35-45	3	35-45	9	35-45
		HT	5	35-45	6	35-45	30	35-45	36	35-45	15	35-45	18	35-45	8	35-45	9	35-45
		Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Moto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SHORT-TERM NOISE MEASUREMENT DATA SHEET

PROJECT: Broadway Bridge
JOB NO.: 309060

MEASUREMENT SITE NO.: M1 PERSONNEL:SRN/IJR
ADDRESS/DESCRIPTION: Fredrick Miller Regional Park DATE: 11/18/19

#	__ Minute Period Starting	Meas'd Leq (dBA)	√ or X	L10	L33	L50	L90	COMMENTS (Include Calibration Data)
1	10:52	55.7	√	57.1	56.3	55.6	54.0	
2	10:53	56.2	√	57.9	56.4	55.9	54.3	
3	10:54	55.7	√	56.9	55.8	55.5	54.4	
4	10:55	54.4	√	55.4	54.7	54.4	53.3	
5	10:56	56.3	√	58.1	56.3	55.6	54.3	
6	10:57	55.8	√	56.8	55.8	55.5	54.4	
7	10:58	53.9	√	55.3	54.0	53.5	52.3	
8	10:59	56.4	√	59.4	55.3	54.7	53.7	
9	11:00	54.4	√	55.0	54.7	54.4	53.5	
10	11:01	55.7	√	56.9	55.7	55.3	53.7	
11	11:02	59	√	61.9	59.5	57.2	55.2	
12	11:03	56.5	√	58.0	56.0	55.6	54.3	
13	11:04	57.7	√	60.0	56.0	55.0	53.6	
14	11:05	56.1	√	58.2	56.2	55.4	53.5	
15	11:06	56.4	√	58.4	56.9	56.1	54.3	
16	11:07	57.8	√	60.9	56.3	55.5	54.3	
17	11:08	54.2	√	55.2	54.5	54.1	53.1	
18	11:09	56.5	√	58.9	56.1	55.7	54.8	
19	11:10	55.3	√	56.1	55.6	55.3	54.0	
20	11:11	55.9	√	56.8	54.8	54.4	53.1	
21	11:12	54.7	√	55.6	54.9	54.6	54.0	
22	11:13	56.8	√	58.0	56.9	56.5	55.2	
23	11:14	59.1	√	61.9	60.2	57.6	54.8	
24								
25								
26								
27								
28								
29								
30								

TOTAL Leq = 56.3 SUBSET Leq = N/A

√ = Other sources contributed to Leq X = Exclude period - contaminated by non-characteristic sources

HARRIS MILLER MILLER & HANSON INC.

PROJECT: Broadway Bridge
JOB NO.: 309060

SHORT-TERM NOISE MEASUREMENT SITE LOG

ASSESSMENT AREA:	A	MEASUREMENT SITE NO.:	M1
ADDRESS:	2701 MARINA VIEW DR, SACRAMENTO, CA 95818		
OWNER:	CITY OF SACRAMENTO		
DESCRIPTION:	FREDRICK MILLER REGIONAL PARK		
NOISE SOURCES:	ROADWAY NOISE		
NOISE MONITOR:	LD824	S/N:	KIT 1
MICROPHONE:	LD	S/N:	KIT 1
CALIBRATOR:	LD250	S/N:	KIT 1
TEMP. RANGE (°F):	63	WEATHER CONDITIONS:	SUNNY

SITE SKETCH: Show roadway, homes, local roads, reference distances, arrows for North & wind direction, where roadway is in cut, at grade, elevated, where direct lines of sight exist.

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Photos:

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SHORT-TERM NOISE MEASUREMENT DATA SHEET

PROJECT: Broadway Bridge
JOB NO.: 309060

MEASUREMENT SITE NO.: M2 PERSONNEL:SRN/IJR
ADDRESS/DESCRIPTION: 50 15th Street, West Sacramento, CA DATE: 11/18/19

#	__ Minute Period Starting	Meas'd Leq (dBA)	√ or X	L10	L33	L50	L90	COMMENTS (Include Calibration Data)
1	11:43	62.6	√	65.1	63.0	62.0	57.9	
2	11:44	59.5	√	63.8	58.3	56.1	54.1	
3	11:45	73.4	√	77.9	72.4	67.0	63.6	
4	11:46	69	√	72.5	69.5	68.3	58.5	
5	11:47	61.8	√	65.4	62.6	60.6	54.6	
6	11:48	62.9	√	67.0	60.6	58.6	53.7	
7	11:49	66.1	√	69.2	67.1	64.8	55.2	
8	11:50	62.1	√	65.1	63.0	61.0	55.2	
9	11:51	59.9	√	63.7	61.2	56.8	52.0	
10	11:52	61.5	√	63.8	62.5	61.6	53.0	
11	11:53	59.7	√	63.2	59.3	57.1	52.7	
12	11:54	63.1	√	66.2	63.8	62.6	55.7	
13	11:55	62.3	√	65.6	61.3	59.3	55.5	
14	11:56	60.6	√	64.5	60.7	58.9	54.1	
15	11:57	63.1	√	68.0	63.1	58.7	51.9	
16	11:58	59.3	√	62.2	60.3	58.8	52.5	
17	11:59	61.8	√	64.3	62.0	60.8	54.1	
18	12:00	63.1	√	66.0	64.1	63.0	56.7	
19	12:01	65.5	√	67.9	66.3	65.1	58.6	
20	12:02	61.7	√	66.0	61.9	58.4	53.9	
21	12:03	59.7	√	63.5	60.0	57.2	52.5	
22	12:04	62.3	√	65.4	62.7	60.7	56.0	
23	12:05	62.3	√	66.0	63.0	58.6	52.7	
24	12:06	59	√	62.1	59.4	57.6	53.8	
25	12:07	63.8	√	66.9	64.6	62.5	56.4	
26								
27								
28								
29								
30								

TOTAL Leq = 64.4 SUBSET Leq = N/A

√ = Other sources contributed to Leq X = Exclude period - contaminated by non-characteristic sources

HARRIS MILLER MILLER & HANSON INC.

PROJECT: Broadway Bridge
JOB NO.: 309060

SHORT-TERM NOISE MEASUREMENT SITE LOG

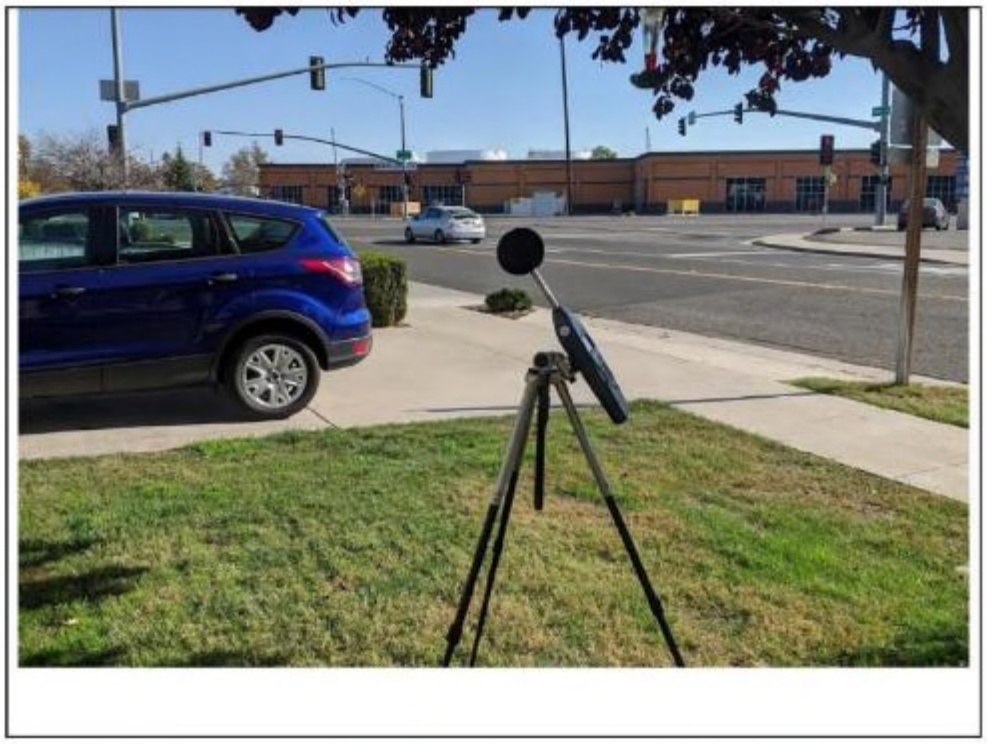
ASSESSMENT AREA:	B	MEASUREMENT SITE NO.:	M2
ADDRESS:	50 15TH STREET, WEST SACRAMENTO, CA 95691		
OWNER:	PRIVATE		
DESCRIPTION:	SINGLE-FAMILY RESIDENCE		
NOISE SOURCES:	ROADWAY NOISE		
NOISE MONITOR:	LD824	S/N:	KIT 1
MICROPHONE:	LD	S/N:	KIT 1
CALIBRATOR:	LD250	S/N:	KIT 1
TEMP. RANGE (°F):	63	WEATHER CONDITIONS:	SUNNY

SITE SKETCH: Show roadway, homes, local roads, reference distances, arrows for North & wind direction, where roadway is in cut, at grade, elevated, where direct lines of sight exist.

HARRIS MILLER MILLER & HANSON INC.

Photos:

HARRIS MILLER MILLER & HANSON INC.



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HARRIS MILLER MILLER & HANSON INC.

HARRIS MILLER MILLER & HANSON INC.

SHORT-TERM NOISE MEASUREMENT DATA SHEET

PROJECT: Broadway Bridge
JOB NO.: 309060

MEASUREMENT SITE NO.: M3 PERSONNEL:SRN/IJR
ADDRESS/DESCRIPTION: 1511 Virginia Avenue, West Sacramento, CA DATE: 11/18/19

#	__ Minute Period Starting	Meas'd Leq (dBA)	√ or X	L10	L33	L50	L90	COMMENTS (Include Calibration Data)
1	13:29	58.1	√	60.9	58.6	57.3	51.6	
2	13:30	59.3	√	63.9	58.8	54.9	48.7	
3	13:31	57.7	√	62.6	57.2	54.3	49.1	
4	13:32	62	√	64.7	63.7	61.4	54.0	
5	13:33	63.3	√	66.7	58.0	55.4	49.7	
6	13:34	64.8	√	66.7	64.9	64.1	60.6	
7	13:35	59.8	√	63.2	59.5	57.9	54.6	
8	13:36	60.5	√	64.6	58.8	58.1	50.9	
9	13:37	62.8	√	67.3	62.1	58.6	51.3	
10	13:38	60	√	64.6	56.0	54.5	49.6	
11	13:39	58.7	√	62.2	58.6	57.4	52.8	
12	13:42	63.9	√	67.7	63.7	61.5	49.9	
13	13:43	59.6	√	63.6	60.1	56.9	48.1	
14	13:44	60.8	√	64.8	60.7	57.5	53.9	
15	13:45	63.7	√	67.4	63.0	61.0	54.2	
16	13:46	56.5	√	59.4	57.4	55.7	51.1	
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								
30								

TOTAL Leq = 61.4 SUBSET Leq = N/A

√ = Other sources contributed to Leq X = Exclude period - contaminated by non-characteristic sources

HARRIS MILLER MILLER & HANSON INC.

PROJECT: Broadway Bridge
JOB NO.: 309060

SHORT-TERM NOISE MEASUREMENT SITE LOG

ASSESSMENT AREA:	D	MEASUREMENT SITE NO.:	M3
ADDRESS:	1511 VIRGINIA AVENUE, WEST SACRAMENTO, CA 95691		
OWNER:	PRIVATE		
DESCRIPTION:	SINGLE-FAMILY RESIDENCE		
NOISE SOURCES:	ROADWAY NOISE		
NOISE MONITOR:	LD824	S/N:	KIT 1
MICROPHONE:	LD	S/N:	KIT 1
CALIBRATOR:	LD250	S/N:	KIT 1
TEMP. RANGE (°F):	66	WEATHER CONDITIONS:	SUNNY

SITE SKETCH: Show roadway, homes, local roads, reference distances, arrows for North & wind direction, where roadway is in cut, at grade, elevated, where direct lines of sight exist.

Masonry wall located between north neighbor and receptor. Concrete wall (maybe for retaining soil) at westernmost end of back yard. Both provide some shielding.

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Photos:

HARRIS MILLER MILLER & HANSON INC.

HARRIS MILLER MILLER & HANSON INC.

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

NVLAP®
CALIBRATION
NVLAP Lab Code: 200625-0

Calibration Certificate No.42283

Instrument:	**Sound Level Meter**	*Date Calibrated:*	**2/11/2019** *Cal Due:*
Model:	**824**	*Status:*	**Received** / **Sent**
Manufacturer:	**Larson Davis**	*In tolerance:*	X / X
Serial number:	**A0795**	*Out of tolerance:*	
Tested with:	**Mic. 40AQ s/n 19907 & 40AE s/n 8310 Preamp. PRM902 s/n 1208 & s/n 3185**	*See comments:*	
Type (class):	**1**	*Contains non-accredited tests:*	**__Yes X No**
Customer:	**Harris Miller Miller & Hanson Inc.**	*Calibration service:*	**__ Basic X Standard**
Tel/Fax:	**781-229-0707 x3119 / 781-229-7939**	*Address:*	**77 South Bedford Street, Burlington, MA 01803**

Tested in accordance with the following procedures and standards:
Calibration of Sound Level Meters, Scantek Inc., Rev. 6/26/2015
SLM & Dosimeters – Acoustical Tests, Scantek Inc., Rev. 7/6/2011

Instrumentation used for calibration: Nor-1504 Norsonic Test System:

Instrument - Manufacturer	Description	S/N	Cal. Date	Traceability evidence Cal. Lab / Accreditation	Cal. Due
4338-Norsonic	SME Cal Unit	31062	Oct 31, 2018	Scantek, Inc./ NVLAP	Oct 31, 2019
DS-360-SRS	Function Generator	33584	Oct 24, 2017	ACR Env./ A2LA	Oct 24, 2019
34401A-Agilent Technologies	Digital Voltmeter	MY47011118	Oct 1, 2018	ACR Env. / A2LA	Oct 1, 2019
HM30-Thommen	Meteo Station	1040170/39633	Nov 13, 2018	ACR Env./ A2LA	Nov 13, 2019
PC Program 1019 Norsonic	Calibration software	v.6.1T	Validated Nov 2014	Scantek, Inc.	-
1251-Norsonic	Calibrator	30678	Nov 11, 2018	Scantek, Inc./ NVLAP	Nov 11, 2019

Instrumentation and test results are traceable to SI (International System of Units) through standards maintained by NIST (USA) and NPL (UK).

Environmental conditions:

Temperature (°C)	Barometric pressure (kPa)	Relative Humidity (%)
23.0	100.78	38.7

Calibrated by:	Lydon Dawkins	Authorized signatory:	Steven E. Marshall
Signature	Lydon Dawkins	Signature	Steven E Marshall
Date	2/11/2019	Date	2/14/2019

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

NVLAP®
CALIBRATION
NVLAP Lab Code: 200625-0

Calibration Certificate No.42291

Instrument:	**Acoustical Calibrator**	*Date Calibrated:*	**2/7/2019** *Cal Due:*
Model:	**CAL250**	*Status:*	**Received** / **Sent**
Manufacturer:	**Larson Davis**	*In tolerance:*	X / X
Serial number:	**4182**	*Out of tolerance:*	
Class (IEC 60942):	**1L**	*See comments:*	
Barometer type:		*Contains non-accredited tests:*	__Yes _X_ No
Barometer s/n:			
Customer:	**Harris Miller Miller & Hanson Inc.**	*Address:*	**77 South Bedford Street, Burlington, MA 01803**
Tel/Fax:	**781-229-0707 x3119 / 781-229-7939**		

Tested in accordance with the following procedures and standards:
Calibration of Acoustical Calibrators, Scantek Inc., Rev. 10/1/2010

Instrumentation used for calibration: Nor-1504 Norsonic Test System:

Instrument - Manufacturer	Description	S/N	Cal. Date	Traceability evidence Cal. Lab / Accreditation	Cal. Due
4231-Norsonic	SPL Cal Unit	31052	Oct 31, 2018	Scantek, Inc./ NVLAP	Oct 31, 2019
DS-360-SRS	Function Generator	33584	Oct 24, 2017	ACR Env / A2LA	Oct 24, 2019
34401A-Agilent Technologies	Digital Voltmeter	MY47011118	Oct 1, 2018	ACR Env. / A2LA	Oct 1, 2019
HM30-Thommen	Meteo Station	1040170/39633	Nov 13, 2018	ACR Env./ A2LA	Nov 13, 2019
140-Norsonic	Real Time Analyzer	1406423	Nov 3, 2018	Scantek / NVLAP	Nov 3, 2019
PC Program 1018 Norsonic	Calibration software	v.5.1T	Validated Nov 2014	Scantek, Inc.	-
4134-Brüel&Kjaer	Microphone	173368	Nov 11, 2018	Scantek, Inc. / NVLAP	Nov 11, 2019
1203-Norsonic	Preamplifier	14059	Feb 12, 2018	Scantek, Inc./ NVLAP	Feb 12, 2019

Instrumentation and test results are traceable to SI (International System of Units) through standards maintained by NIST (USA) and NPL (UK)

Calibrated by:	Lydon Dawkins	Authorized signatory:	Steven E. Marshall
Signature	Lydon Dawkins	Signature	Steven E Marshall
Date	2/7/2019	Date	2/12/2019

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