

*Appendices*

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*Appendix H: Noise Modeling Output*



# *Appendices*

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Platinum Triangle Master Land Use Plan

Roadway Segment	ADP	24-hour Traffic Volume			Distance to CNEL from Roadway Centerline								Change From Existing
		Existing	Future Without Project	Future With Project	Existing				Future With Project				
					50.0 Feet	60 CNEL	65 CNEL	70 CNEL	50.0 Feet	60 CNEL	65 CNEL	70 CNEL	
Archstone	w/o 57	20		4,000	4.8	0	0	0	57.1	32	15	7	57.1
Orangewood Avenue	w/o 57	30	28,000	34,000	69.2	206	96	44	70.1	235	109	51	0.8
Connector St.	w/o 5	30	26,000	31,000	68.9	196	91	42	69.7	221	102	48	0.8
	w/o Archstone	20		2,000	4.8	0	0	0	54.1	20	9	4	54.1
Gene Autry Way	w/o State College	20		6,000	4.8	0	0	0	58.8	42	19	9	58.8
	w/o State College	30	5,000	10,000	61.7	65	30	14	64.8	104	48	22	3.0
Sportstown	w/o Market Street	30		16,000	4.8	0	0	0	66.8	142	66	31	66.8
		20		10,000	4.8	0	0	0	61.1	59	27	13	61.1
Katella Avenue	w/o 57	30	46,000	56,000	71.4	287	133	62	72.2	327	152	71	0.9
	w/o Howell	30	35,000	54,000	70.2	239	111	52	72.1	320	148	69	1.9
	w/o State College	30	32,000	62,000	69.8	225	105	49	72.7	350	163	75	2.9
	w/o Lewis St.	30	32,000	67,000	69.8	225	105	49	73.0	369	171	79	3.2
Sportstown		20		3,000	4.8	0	0	0	55.8	26	12	6	55.8
North/South Streets													
Archstone (east)	n/o Archstone	20		6,000	4.8	0	0	0	58.8	42	19	9	58.8
	n/o Orangewood Ave.	20		4,000	4.8	0	0	0	57.1	32	15	7	57.1
State College Blvd.	n/o 5 Fwy	30	25,000	49,000	68.7	191	89	41	71.7	300	139	65	2.9
	n/o Connector St.	30	30,000	57,000	69.5	216	100	47	72.3	331	154	71	2.8
Archestone (west)	n/o Archstone	20		6,000	4.8	0	0	0	58.8	42	19	9	58.8
	n/o Orangewood Ave.	20		7,000	4.8	0	0	0	59.5	46	22	10	59.5
Sportstown (north)	n/o Sportstown	20		10,000	4.8	0	0	0	61.1	59	27	13	61.1
Market Street	n/o Connector St.	20		2,000	4.8	0	0	0	54.1	20	9	4	54.1
	n/o Gene Autry	20		4,000	4.8	0	0	0	57.1	32	15	7	57.1

#REF!

Noise Level (CNEL or Ldn) at Distance from Roadway Centerline									Noise Level (CNEL or Ldn) at Distance from Roadway Centerline				Existing Traffic Volumes						
Existing			Future No Proj			Future Plus Proj			Change From Existing	Change due to Project	Equiv 1-hour volume	Autos		Light Trucks		Heavy Trucks			
50 feet	50 feet	50 feet	50 feet	50 feet	50 feet	50 feet	50 feet	50 feet				24-hr volume	Equiv 1-hr*	24-hr volume	Equiv 1-hr*	24-hr volume	Equiv 1-hr*	24-hr volume	Equiv 1-hr*
4.8	4.8	4.8	4.8	4.8	4.8	57.1	57.1	57.1	+52.3	+52.3	0	0	0	0	0	0	0		
69.2	69.2	69.2	4.8	4.8	4.8	70.1	70.1	70.1	+0.8	+65.3	2,595	27,163	2,517	683	63	151	14		
68.9	68.9	68.9	4.8	4.8	4.8	69.7	69.7	69.7	+0.8	+64.9	2,409	25,223	2,337	634	59	140	13		
4.8	4.8	4.8	4.8	4.8	4.8	54.1	54.1	54.1	+49.3	+49.3	0	0	0	0	0	0	0		
4.8	4.8	4.8	4.8	4.8	4.8	58.8	58.8	58.8	+54.1	+54.1	0	0	0	0	0	0	0		
61.7	61.7	61.7	4.8	4.8	4.8	64.8	64.8	64.8	+3.0	+60.0	463	4,851	449	122	11	27	3		
4.8	4.8	4.8	4.8	4.8	4.8	66.8	66.8	66.8	+62.0	+62.0	0	0	0	0	0	0	0		
4.8	4.8	4.8	4.8	4.8	4.8	61.1	61.1	61.1	+56.3	+56.3	0	0	0	0	0	0	0		
71.4	71.4	71.4	4.8	4.8	4.8	72.2	72.2	72.2	+0.9	+67.5	4,263	44,625	4,135	1,122	104	248	23		
70.2	70.2	70.2	4.8	4.8	4.8	72.1	72.1	72.1	+1.9	+67.3	3,243	33,954	3,146	854	79	189	18		
69.8	69.8	69.8	4.8	4.8	4.8	72.7	72.7	72.7	+2.9	+67.9	2,965	31,043	2,877	781	72	173	16		
69.8	69.8	69.8	4.8	4.8	4.8	73.0	73.0	73.0	+3.2	+68.2	2,965	31,043	2,877	781	72	173	16		
4.8	4.8	4.8	4.8	4.8	4.8	55.8	55.8	55.8	+51.1	+51.1	0	0	0	0	0	0	0		
4.8	4.8	4.8	4.8	4.8	4.8	58.8	58.8	58.8	+54.1	+54.1	0	0	0	0	0	0	0		
4.8	4.8	4.8	4.8	4.8	4.8	57.1	57.1	57.1	+52.3	+52.3	0	0	0	0	0	0	0		
68.7	68.7	68.7	4.8	4.8	4.8	71.7	71.7	71.7	+2.9	+66.9	2,317	24,253	2,247	610	57	135	13		
69.5	69.5	69.5	4.8	4.8	4.8	72.3	72.3	72.3	+2.8	+67.5	2,780	29,103	2,697	732	68	162	15		
4.8	4.8	4.8	4.8	4.8	4.8	58.8	58.8	58.8	+54.1	+54.1	0	0	0	0	0	0	0		
4.8	4.8	4.8	4.8	4.8	4.8	59.5	59.5	59.5	+54.7	+54.7	0	0	0	0	0	0	0		
4.8	4.8	4.8	4.8	4.8	4.8	61.1	61.1	61.1	+56.3	+56.3	0	0	0	0	0	0	0		
4.8	4.8	4.8	4.8	4.8	4.8	54.1	54.1	54.1	+49.3	+49.3	0	0	0	0	0	0	0		
4.8	4.8	4.8	4.8	4.8	4.8	57.1	57.1	57.1	+52.3	+52.3	0	0	0	0	0	0	0		





