

APPENDIX G

NOISE ANALYSIS DATA

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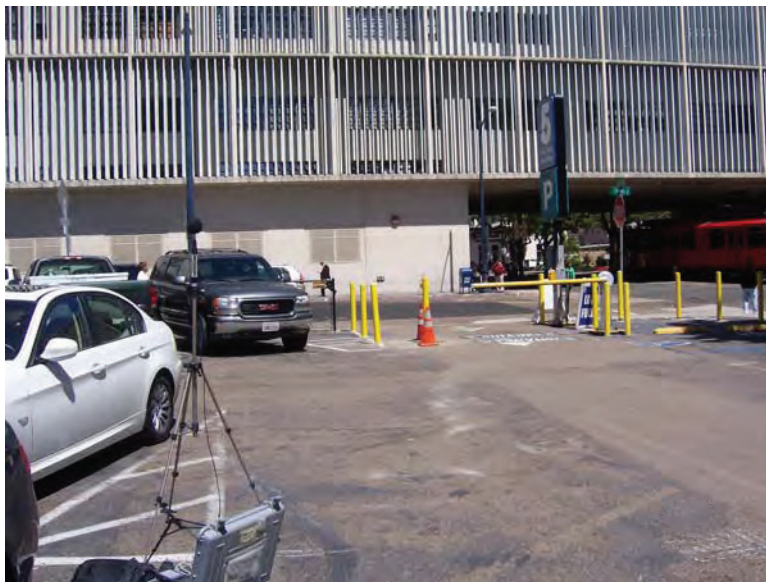
NOISE MEASUREMENTS

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Site Number: 1			
Recorded By: Monica Kling			
25-104231.001			
Date: March 18, 2010			
Time: 2:26 p.m.			
Location: parking lot on the northwest corner of the Union Street/C Street intersection			
GPS:			
Source of Peak Noise: people walking by; traffic; trolley operation including horn, buses; cars in parking lot			
Noise Data			
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)
64.6	55.4	81.5	92.9

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Larson Davis	820	1428	4/29/2009	
	Microphone	Larson Davis	2561	1012	11/17/2008	
	Preamp	Larson Davis	PRM828	2533	11/17/2008	
	Calibrator	Larson Davis	CA250	0216	7/31/2006	
Weather Data						
Est.	Duration: 10 minutes			Sky: Sunny		
	Note: dBA Offset = 24.5			Sensor Height (ft): 5 ft		
	Wind Ave Speed (mph / m/s)		Temperature (degrees Fahrenheit)		Barometer Pressure (hPa)	

Photo of Measurement Location



Site Number: 2			
Recorded By: Monica Kling			
25-104231.001			
Date: March 18, 2010			
Time: 2:57 p.m.			
Location: Sophia Hotel (corner of Front Street/Broadway)			
GPS:			
Source of Peak Noise: police sirens; car unloading; traffic; signal chirping; trucks; hotel workers			
Noise Data			
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)
68.5	59.3	83.4	101.7

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Larson Davis	820	1428	4/29/2009	
	Microphone	Larson Davis	2561	1012	11/17/2008	
	Preamp	Larson Davis	PRM828	2533	11/17/2008	
	Calibrator	Larson Davis	CA250	0216	7/31/2006	
Weather Data						
Est.	Duration: 10 minutes			Sky: Sunny		
	Note: dBA Offset = 24.5			Sensor Height (ft): 5 ft		
	Wind Ave Speed (mph / m/s)		Temperature (degrees Fahrenheit)		Barometer Pressure (hPa)	

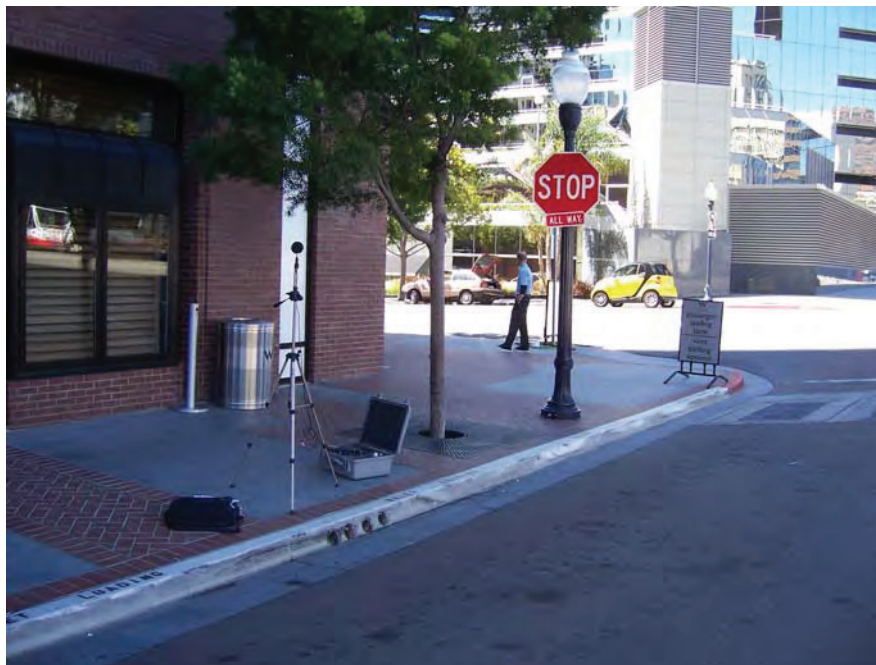
Photo of Measurement Location



Site Number: 3			
Recorded By: Monica Kling			
25-104231.001			
Date: March 18, 2010			
Time: 3:24 p.m.			
Location: The W Hotel – corner of B Street/State Street			
GPS:			
Source of Peak Noise: cars unloading; exhaust fan; traffic on State Street and B Street; Buses; person on on sidewalk on cell phone; people walking by; hotel worker conversations.			
Noise Data			
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)
66.2	60.3	81.3	91.5

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Larson Davis	820	1428	4/29/2009	
	Microphone	Larson Davis	2561	1012	11/17/2008	
	Preamp	Larson Davis	PRM828	2533	11/17/2008	
	Calibrator	Larson Davis	CA250	0216	7/31/2006	
Weather Data						
Est.	Duration: 10 minutes			Sky: Sunny		
	Note: dBA Offset = 24.4			Sensor Height (ft): 5 ft		
	Wind Ave Speed (mph / m/s)		Temperature (degrees Fahrenheit)		Barometer Pressure (hPa)	

Photo of Measurement Location



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A STREET

TRAFFIC NOISE MODELING

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

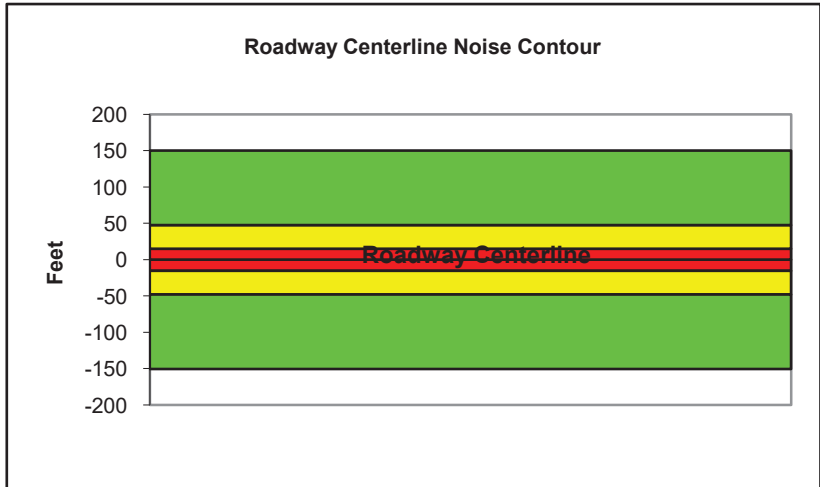
Project Name:	New San Diego Central Courthouse	Scenario:	Existing
Analyst:	Monica Kling	Job #:	25104231
Roadway:	A Street		
Road Segment:	Columbia to State		

PROJECT DATA			SITE DATA				
Centerline Dist to Barrier	0		Road Grade:	0			
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	8740			
Receiver Barrier Dist:	0		Peak Hour Traffic:	874			
Centerline Dist. To Observer:	100		Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0		Centerline Separation:	24			
Barrier Far lane CL Dist:	0		NOISE INPUTS				
Pad Elevation:	0.5		Site conditions HARD SITE				
Road Elevation:	0		FLEET MIX				
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0						
Medium Trucks:	2.3						
Heavy Trucks:	8						

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.4	58.2	56.4	50.3	59.0	59.6
Medium Trucks:	59.2	51.1	44.7	43.1	51.6	51.8
Heavy Trucks:	64.4	52.4	43.4	44.6	54.5	54.6
Vehicle Noise:	66.8	60.2	57.0	52.3	60.9	61.3

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	151
65 dBA	48
70 dBA	15
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

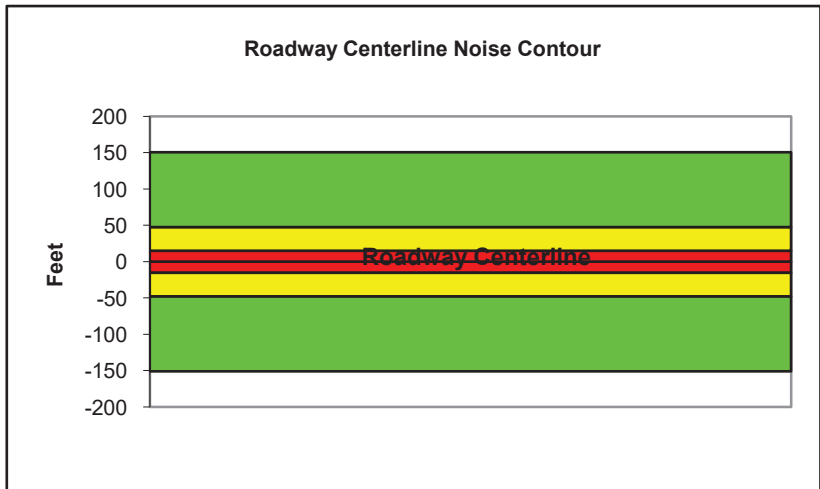
Project Name:	New San Diego Central Courthouse	Scenario:	Existing Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	A Street		
Road Segment:	Columbia to State		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	8757				
Receiver Barrier Dist:	0		Peak Hour Traffic:	875.7				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.4	58.2	56.4	50.4	59.0	59.6
Medium Trucks:	59.2	51.1	44.7	43.1	51.6	51.9
Heavy Trucks:	64.4	52.4	43.4	44.6	54.5	54.6
Vehicle Noise:	66.8	60.2	57.0	52.3	60.9	61.3

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	151
65 dBA	48
70 dBA	15
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

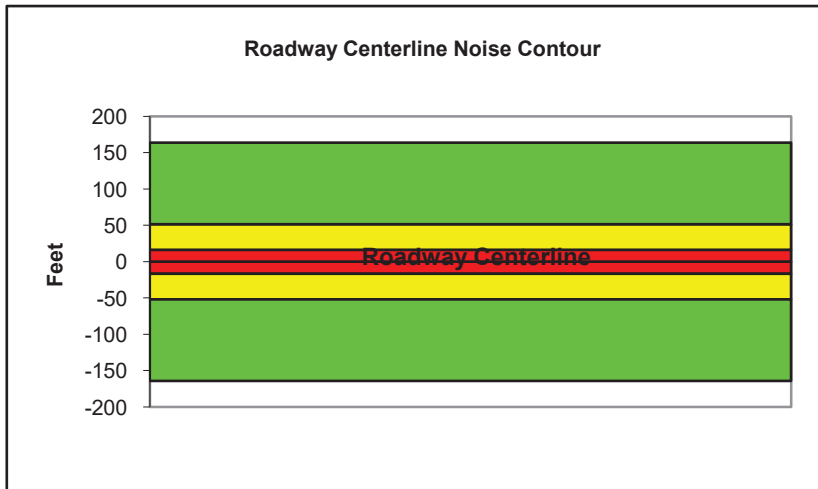
Project Name: New San Diego Central Courthouse Scenario: Future
Analyst: Monica Kling Job #: 25104231
Roadway: A Street
Road Segment: Columbia to State

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	9499			
Receiver Barrier Dist:	0	Peak Hour Traffic:	949.9			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.8	58.6	56.8	50.7	59.4	60.0
Medium Trucks:	59.5	51.4	45.1	43.5	52.0	52.2
Heavy Trucks:	64.7	52.8	43.7	45.0	54.9	55.0
Vehicle Noise:	67.2	60.5	57.3	52.7	61.2	61.7

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	164
65 dBA	52
70 dBA	16
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

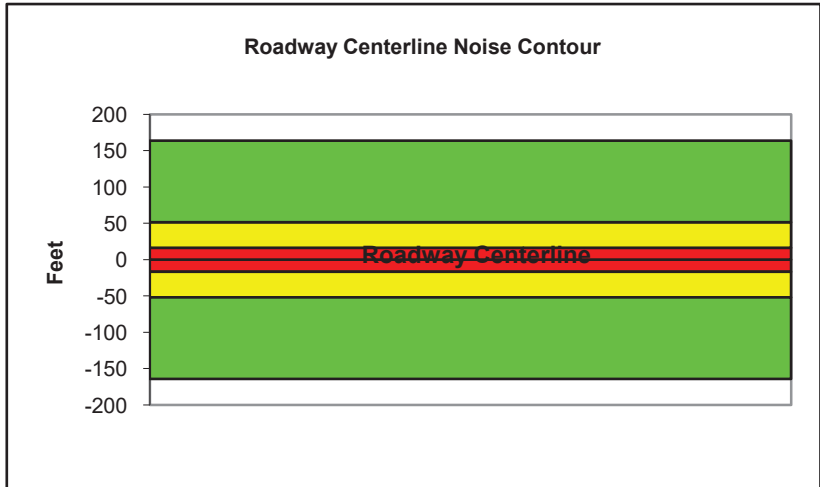
Project Name:	New San Diego Central Courthouse	Scenario:	Future Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	A Street		
Road Segment:	Columbia to State		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	9516				
Receiver Barrier Dist:	0		Peak Hour Traffic:	951.6				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.8	58.6	56.8	50.7	59.4	60.0
Medium Trucks:	59.5	51.5	45.1	43.5	52.0	52.2
Heavy Trucks:	64.7	52.8	43.7	45.0	54.9	55.0
Vehicle Noise:	67.2	60.5	57.4	52.7	61.2	61.7

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	164
65 dBA	52
70 dBA	16
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

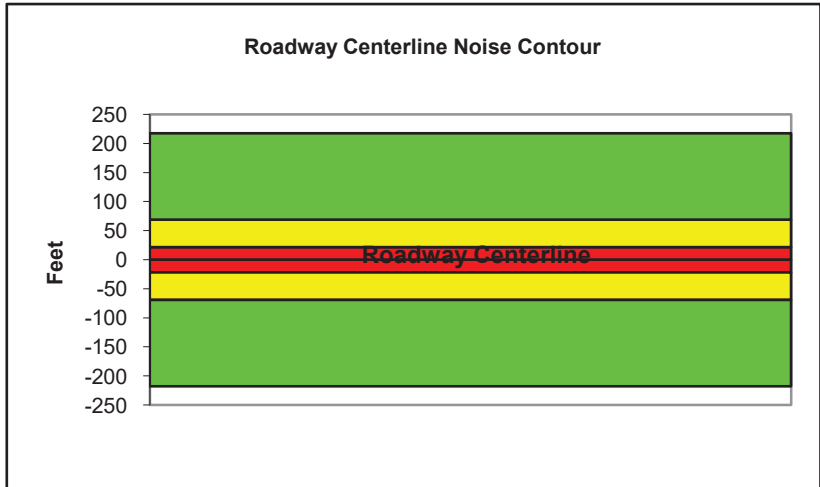
Project Name:	New San Diego Central Courthouse	Scenario:	Existing
Analyst:	Monica Kling	Job #:	25104231
Roadway:	A Street		
Road Segment:	Front to First		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	12630				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1263				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.0	59.8	58.0	51.9	60.6	61.2
Medium Trucks:	60.7	52.7	46.3	44.7	53.2	53.4
Heavy Trucks:	66.0	54.0	45.0	46.2	56.1	56.2
Vehicle Noise:	68.4	61.8	58.6	53.9	62.5	62.9

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	218
65 dBA	69
70 dBA	22
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

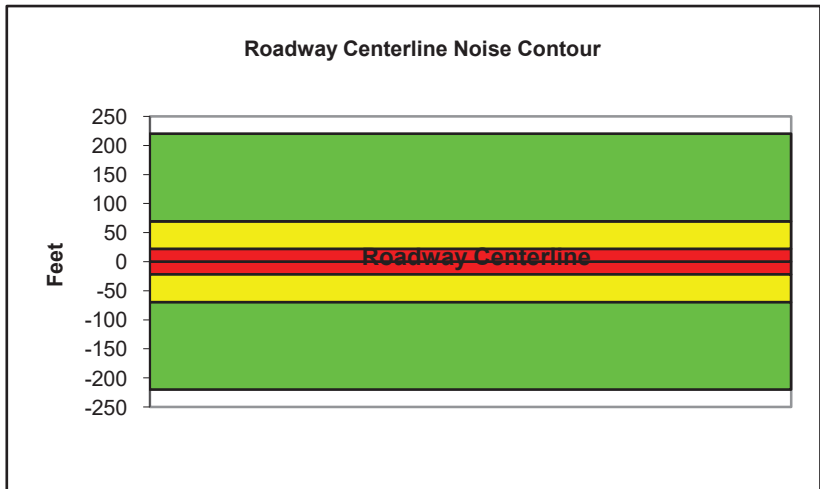
Project Name:	New San Diego Central Courthouse	Scenario:	Existing Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	A Street		
Road Segment:	Front to First		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	12758			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1275.8			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.1	59.9	58.1	52.0	60.6	61.2
Medium Trucks:	60.8	52.7	46.3	44.8	53.3	53.5
Heavy Trucks:	66.0	54.1	45.0	46.2	56.1	56.3
Vehicle Noise:	68.4	61.8	58.6	53.9	62.5	63.0

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	220
65 dBA	70
70 dBA	22
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

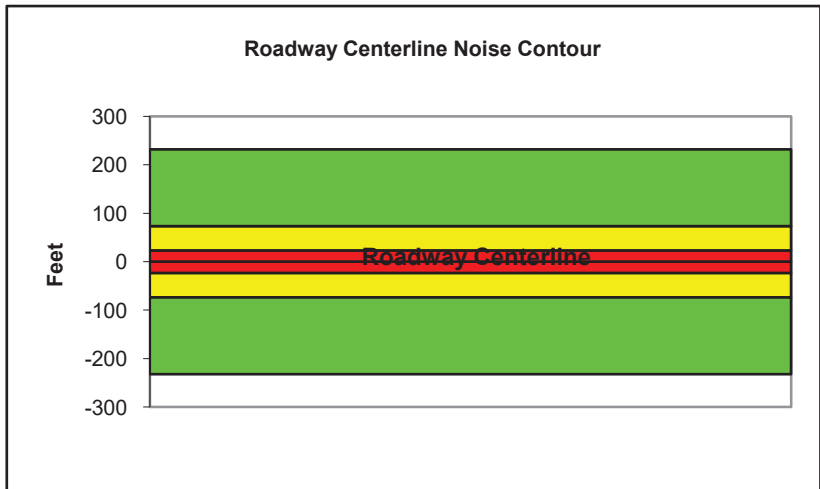
Project Name:	New San Diego Central Courthouse	Scenario:	Future
Analyst:	Monica Kling	Job #:	25104231
Roadway:	A Street		
Road Segment:	Front to First		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	13454			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1345.4			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.3	60.1	58.3	52.2	60.9	61.5
Medium Trucks:	61.0	53.0	46.6	45.0	53.5	53.7
Heavy Trucks:	66.2	54.3	45.2	46.5	56.4	56.5
Vehicle Noise:	68.7	62.0	58.9	54.2	62.7	63.2

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	232
65 dBA	73
70 dBA	23
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

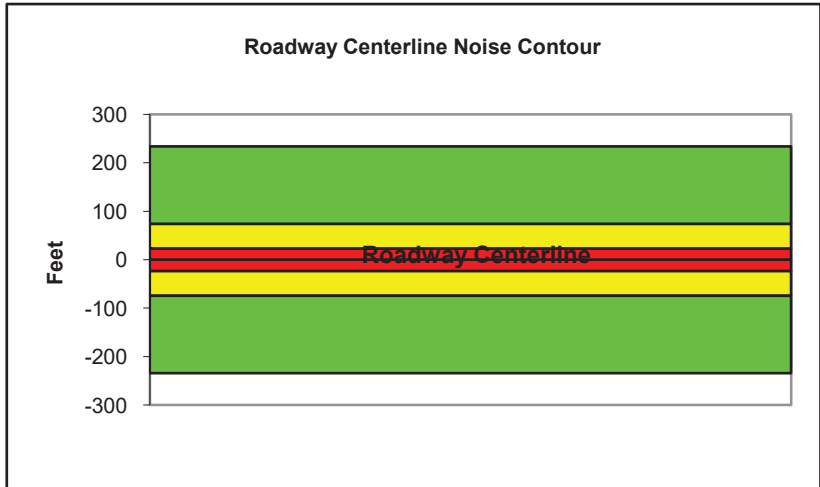
Project Name:	New San Diego Central Courthouse	Scenario:	Future Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	A Street		
Road Segment:	Front to First		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	13582			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1358.2			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.3	60.1	58.3	52.3	60.9	61.5
Medium Trucks:	61.1	53.0	46.6	45.0	53.5	53.8
Heavy Trucks:	66.3	54.3	45.3	46.5	56.4	56.5
Vehicle Noise:	68.7	62.1	58.9	54.2	62.8	63.2

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	234
65 dBA	74
70 dBA	23
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

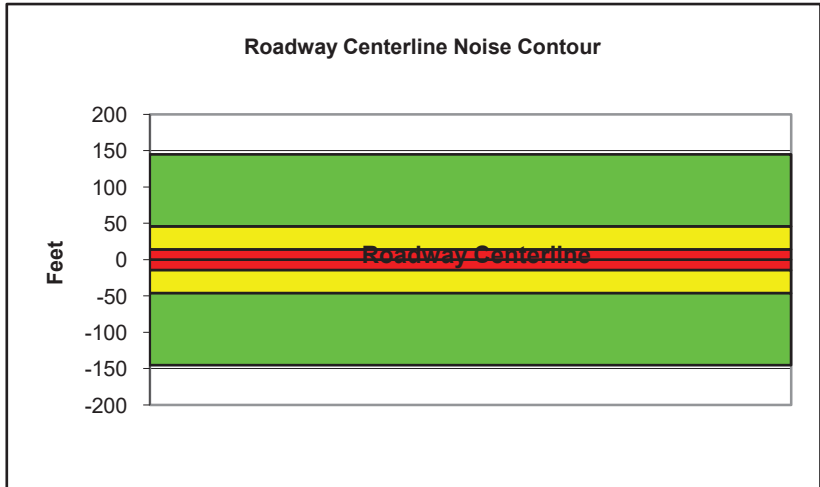
Project Name:	New San Diego Central Courthouse	Scenario:	Existing
Analyst:	Monica Kling	Job #:	25104231
Roadway:	A Street		
Road Segment:	State to Union		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	8422				
Receiver Barrier Dist:	0		Peak Hour Traffic:	842.2				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.3	58.1	56.3	50.2	58.8	59.4
Medium Trucks:	59.0	50.9	44.5	43.0	51.5	51.7
Heavy Trucks:	64.2	52.3	43.2	44.4	54.3	54.5
Vehicle Noise:	66.6	60.0	56.8	52.1	60.7	61.2

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	145
65 dBA	46
70 dBA	15
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

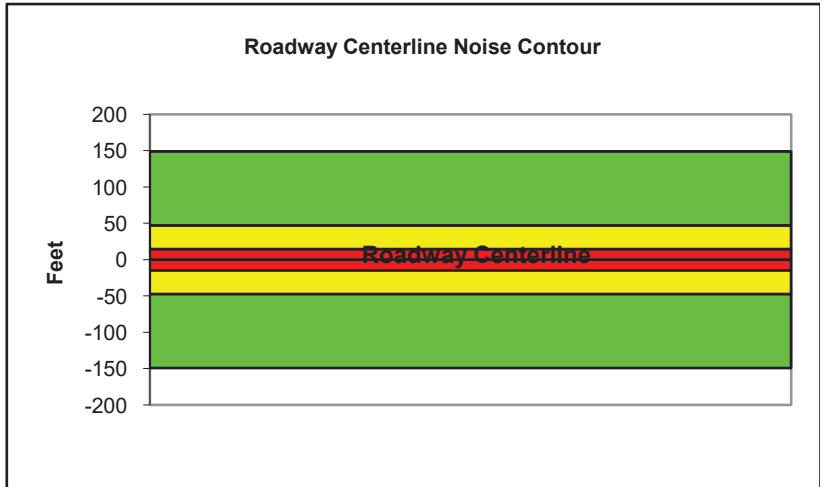
Project Name:	New San Diego Central Courthouse	Scenario:	Existing Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	A Street		
Road Segment:	State to Union		

PROJECT DATA			SITE DATA				
Centerline Dist to Barrier	0		Road Grade:	0			
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	8644			
Receiver Barrier Dist:	0		Peak Hour Traffic:	864.4			
Centerline Dist. To Observer:	100		Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0		Centerline Separation:	24			
Barrier Far lane CL Dist:	0		NOISE INPUTS				
Pad Elevation:	0.5		Site conditions HARD SITE				
Road Elevation:	0		FLEET MIX				
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0						
Medium Trucks:	2.3						
Heavy Trucks:	8						

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.4	58.2	56.4	50.3	58.9	59.5
Medium Trucks:	59.1	51.0	44.7	43.1	51.6	51.8
Heavy Trucks:	64.3	52.4	43.3	44.5	54.5	54.6
Vehicle Noise:	66.8	60.1	56.9	52.2	60.8	61.3

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	149
65 dBA	47
70 dBA	15
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

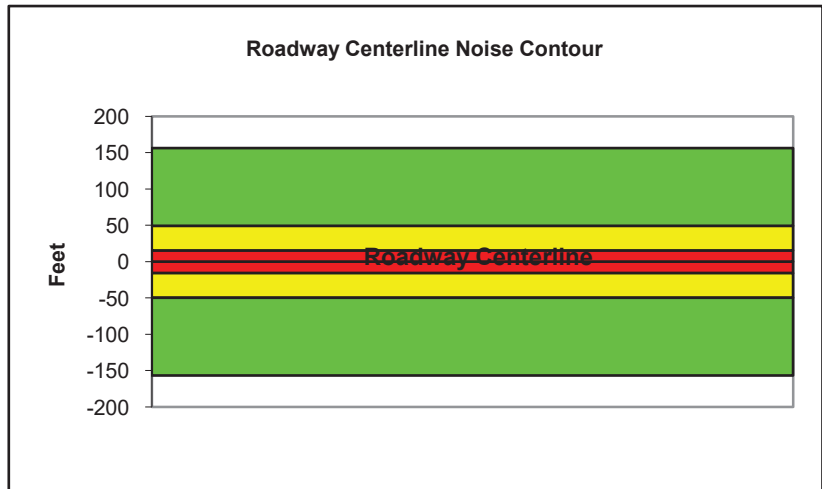
Project Name:	New San Diego Central Courthouse	Scenario:	Future
Analyst:	Monica Kling	Job #:	25104231
Roadway:	A Street		
Road Segment:	State to Union		

PROJECT DATA			SITE DATA				
Centerline Dist to Barrier	0		Road Grade:	0			
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	9076			
Receiver Barrier Dist:	0		Peak Hour Traffic:	907.6			
Centerline Dist. To Observer:	100		Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0		Centerline Separation:	24			
Barrier Far lane CL Dist:	0		NOISE INPUTS				
Pad Elevation:	0.5		Site conditions HARD SITE				
Road Elevation:	0		FLEET MIX				
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0						
Medium Trucks:	2.3						
Heavy Trucks:	8						

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.6	58.4	56.6	50.5	59.2	59.8
Medium Trucks:	59.3	51.2	44.9	43.3	51.8	52.0
Heavy Trucks:	64.5	52.6	43.5	44.8	54.7	54.8
Vehicle Noise:	67.0	60.3	57.1	52.5	61.0	61.5

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	157
65 dBA	50
70 dBA	16
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

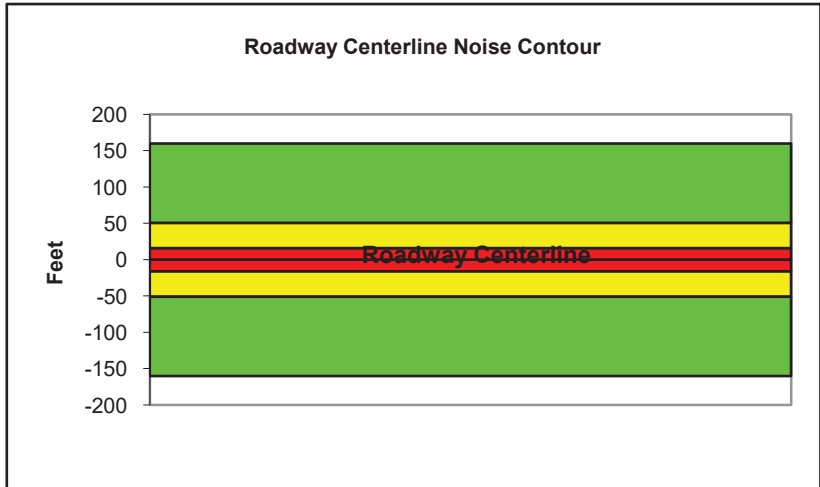
Project Name:	New San Diego Central Courthouse	Scenario:	Future Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	A Street		
Road Segment:	State to Union		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	9298				
Receiver Barrier Dist:	0		Peak Hour Traffic:	929.8				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.7	58.5	56.7	50.6	59.3	59.9
Medium Trucks:	59.4	51.4	45.0	43.4	51.9	52.1
Heavy Trucks:	64.6	52.7	43.6	44.9	54.8	54.9
Vehicle Noise:	67.1	60.4	57.3	52.6	61.1	61.6

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	160
65 dBA	51
70 dBA	16
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

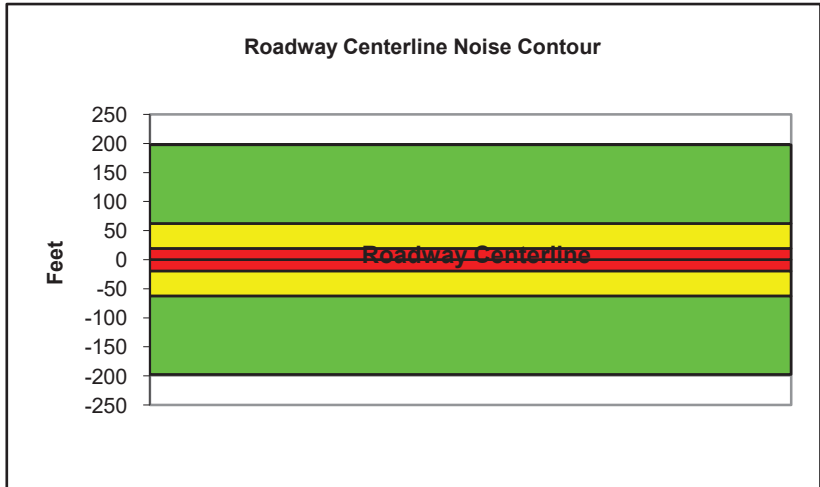
Project Name:	New San Diego Central Courthouse	Scenario:	Existing
Analyst:	Monica Kling	Job #:	25104231
Roadway:	A Street		
Road Segment:	Union to Front		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	11462				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1146.2				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.6	59.4	57.6	51.5	60.2	60.8
Medium Trucks:	60.3	52.3	45.9	44.3	52.8	53.0
Heavy Trucks:	65.5	53.6	44.6	45.8	55.7	55.8
Vehicle Noise:	68.0	61.3	58.2	53.5	62.0	62.5

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	198
65 dBA	62
70 dBA	20
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

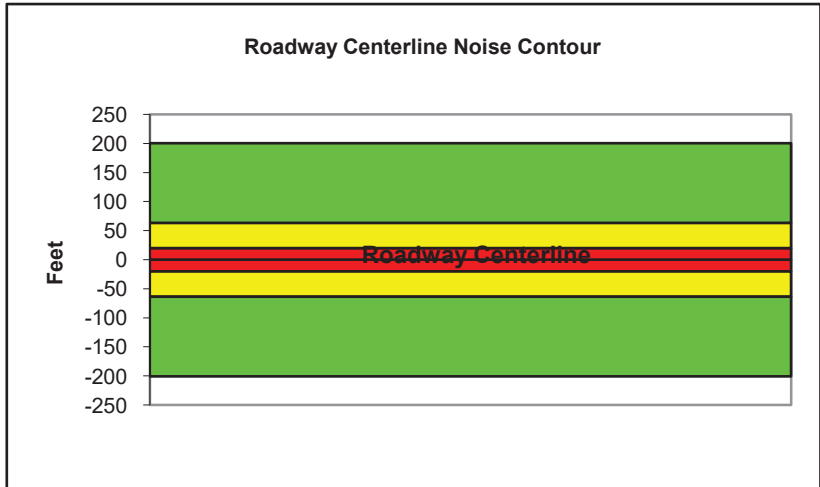
Project Name:	New San Diego Central Courthouse	Scenario:	Existing Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	A Street		
Road Segment:	Union to Front		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	11658			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1165.8			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.7	59.5	57.7	51.6	60.2	60.8
Medium Trucks:	60.4	52.3	46.0	44.4	52.9	53.1
Heavy Trucks:	65.6	53.7	44.6	45.8	55.8	55.9
Vehicle Noise:	68.1	61.4	58.2	53.5	62.1	62.6

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	201
65 dBA	63
70 dBA	20
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

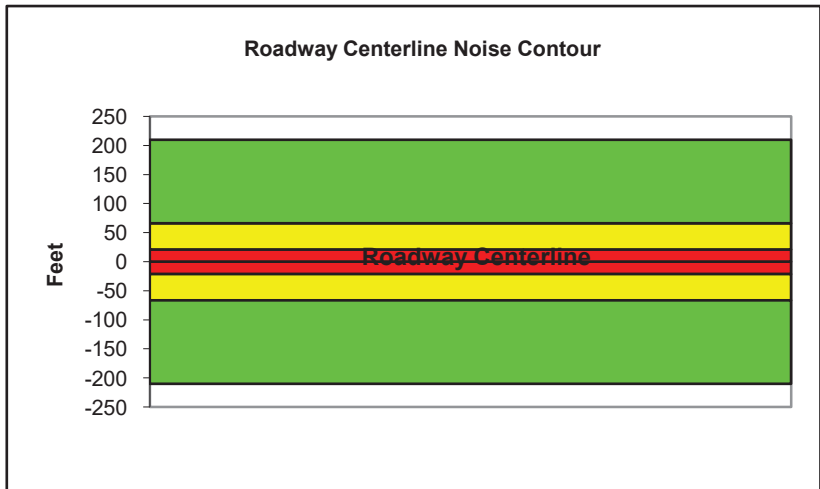
Project Name:	New San Diego Central Courthouse	Scenario:	Future
Analyst:	Monica Kling	Job #:	25104231
Roadway:	A Street		
Road Segment:	Union to Front		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	12157			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1215.7			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.9	59.6	57.9	51.8	60.4	61.0
Medium Trucks:	60.6	52.5	46.1	44.6	53.0	53.3
Heavy Trucks:	65.8	53.9	44.8	46.0	55.9	56.1
Vehicle Noise:	68.2	61.6	58.4	53.7	62.3	62.8

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	210
65 dBA	66
70 dBA	21
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

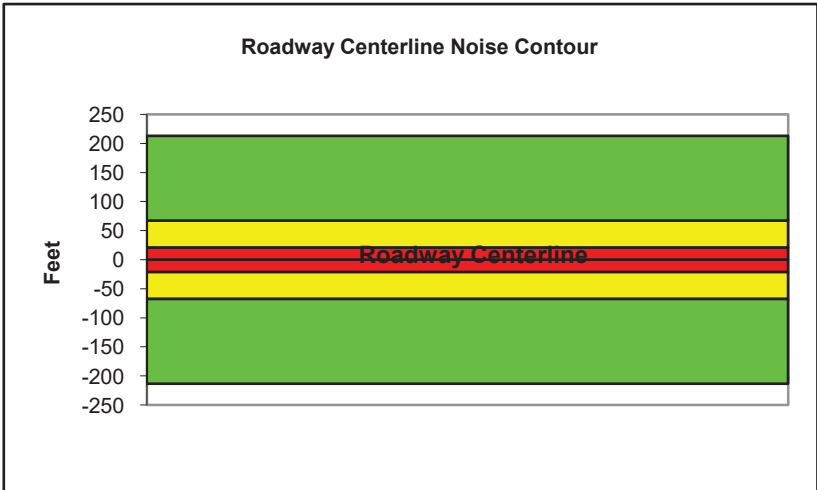
Project Name:	New San Diego Central Courthouse	Scenario:	Future Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	A Street		
Road Segment:	Union to Front		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	12354			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1235.4			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.9	59.7	57.9	51.8	60.5	61.1
Medium Trucks:	60.7	52.6	46.2	44.6	53.1	53.4
Heavy Trucks:	65.9	53.9	44.9	46.1	56.0	56.1
Vehicle Noise:	68.3	61.7	58.5	53.8	62.4	62.8

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	213
65 dBA	67
70 dBA	21
Mitigated	
60 dBA	
65 dBA	
70 dBA	



ASH STREET

TRAFFIC NOISE MODELING

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

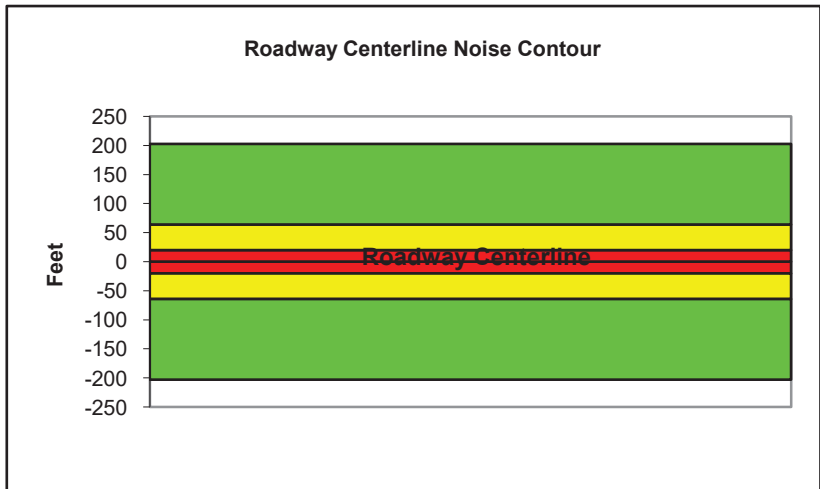
Project Name:	New San Diego Central Courthouse	Scenario:	Existing Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Ash Street		
Road Segment:	Columbia Street to State St		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	11746			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1174.6			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.7	59.5	57.7	51.6	60.3	60.9
Medium Trucks:	60.4	52.4	46.0	44.4	52.9	53.1
Heavy Trucks:	65.7	53.7	44.7	45.9	55.8	55.9
Vehicle Noise:	68.1	61.5	58.3	53.6	62.1	62.6

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	203
65 dBA	64
70 dBA	20
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

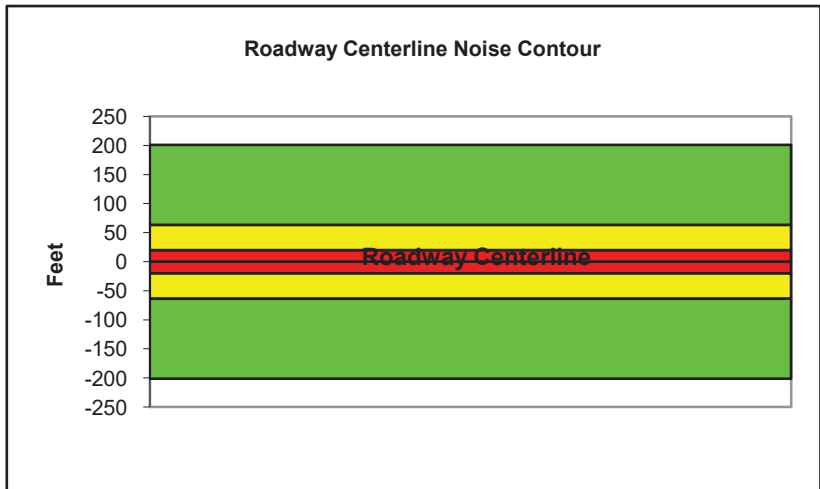
Project Name: New San Diego Central Courthouse Scenario: Existing
Analyst: Monica Kling Job #: 25104231
Roadway: Ash Street
Road Segment: Columbia Street to State St

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	11660			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1166			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.7	59.5	57.7	51.6	60.2	60.8
Medium Trucks:	60.4	52.3	46.0	44.4	52.9	53.1
Heavy Trucks:	65.6	53.7	44.6	45.8	55.8	55.9
Vehicle Noise:	68.1	61.4	58.2	53.5	62.1	62.6

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	201
65 dBA	64
70 dBA	20
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

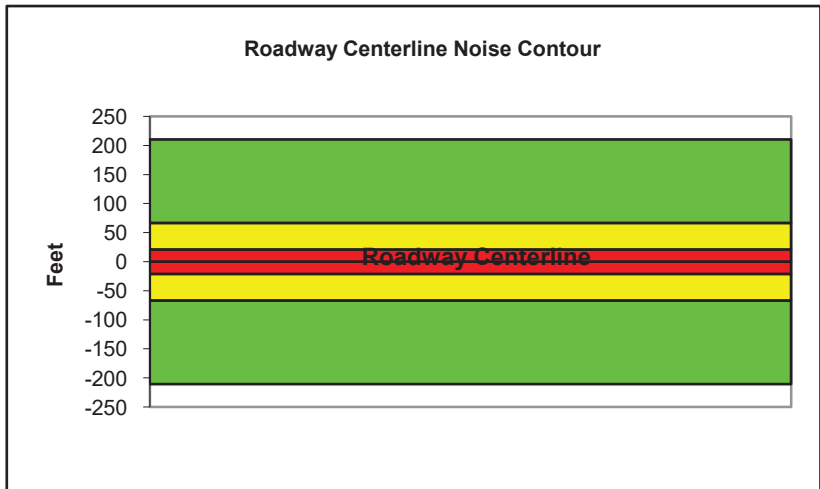
Project Name:	New San Diego Central Courthouse	Scenario:	Future
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Ash Street		
Road Segment:	Columbia Street to State St		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	12218			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1221.8			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.9	59.7	57.9	51.8	60.4	61.1
Medium Trucks:	60.6	52.5	46.2	44.6	53.1	53.3
Heavy Trucks:	65.8	53.9	44.8	46.1	56.0	56.1
Vehicle Noise:	68.3	61.6	58.4	53.8	62.3	62.8

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	211
65 dBA	67
70 dBA	21
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

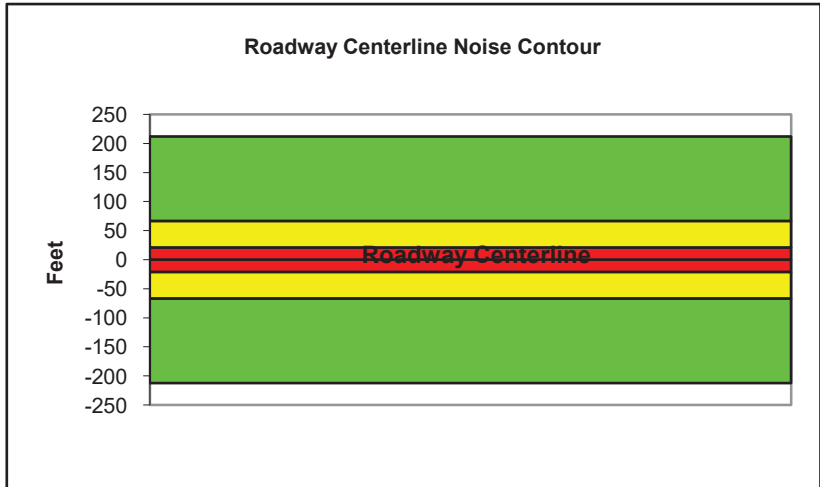
Project Name: New San Diego Central Courthouse Scenario: Future Plus Project
Analyst: Monica Kling Job #: 25104231
Roadway: Ash Street
Road Segment: Columbia Street to State St

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	12304			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1230.4			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.9	59.7	57.9	51.8	60.5	61.1
Medium Trucks:	60.6	52.6	46.2	44.6	53.1	53.3
Heavy Trucks:	65.9	53.9	44.9	46.1	56.0	56.1
Vehicle Noise:	68.3	61.7	58.5	53.8	62.3	62.8

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	212
65 dBA	67
70 dBA	21
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

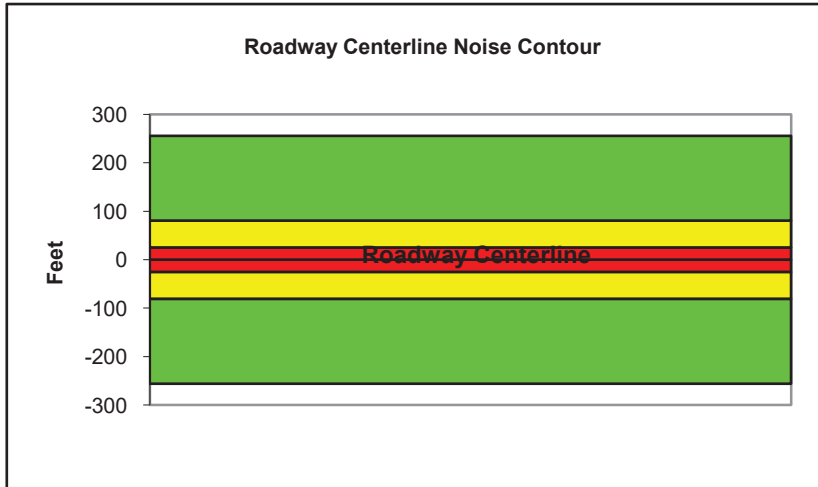
Project Name:	New San Diego Central Courthouse	Scenario:	Existing
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Ash Street		
Road Segment:	Front to First		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	14847			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1484.7			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.7	60.5	58.7	52.6	61.3	61.9
Medium Trucks:	61.5	53.4	47.0	45.4	53.9	54.1
Heavy Trucks:	66.7	54.7	45.7	46.9	56.8	56.9
Vehicle Noise:	69.1	62.5	59.3	54.6	63.2	63.6

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	256
65 dBA	81
70 dBA	26
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

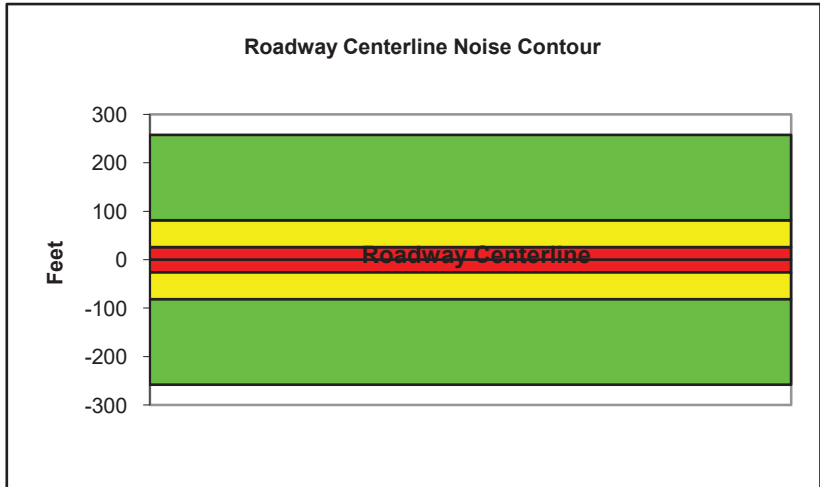
Project Name: New San Diego Central Courthouse Scenario: Existing Plus Project
Analyst: Monica Kling Job #: 25104231
Roadway: Ash Street
Road Segment: Front Street to First Street

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	14975			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1497.5			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.8	60.6	58.8	52.7	61.3	61.9
Medium Trucks:	61.5	53.4	47.0	45.5	54.0	54.2
Heavy Trucks:	66.7	54.8	45.7	46.9	56.8	57.0
Vehicle Noise:	69.1	62.5	59.3	54.6	63.2	63.7

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	258
65 dBA	82
70 dBA	26
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

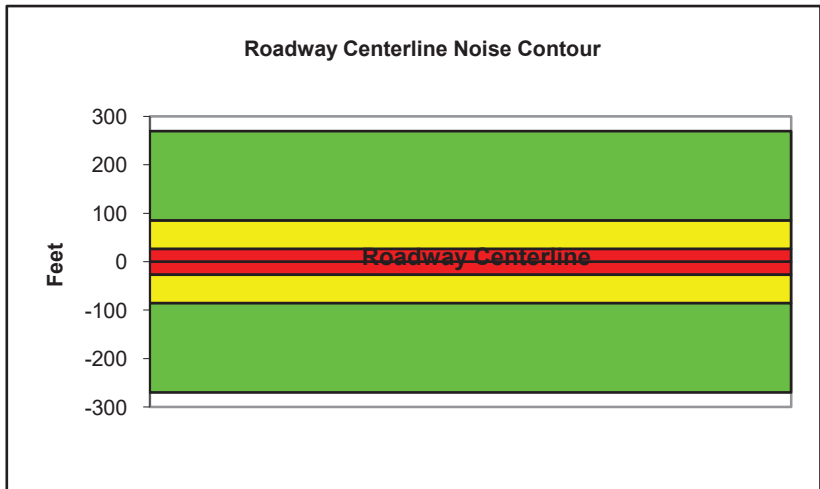
Project Name:	New San Diego Central Courthouse	Scenario:	Future
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Ash Street		
Road Segment:	Front to First		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	15651			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1565.1			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.0	60.7	59.0	52.9	61.5	62.1
Medium Trucks:	61.7	53.6	47.2	45.7	54.1	54.4
Heavy Trucks:	66.9	55.0	45.9	47.1	57.0	57.2
Vehicle Noise:	69.3	62.7	59.5	54.8	63.4	63.8

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	270
65 dBA	85
70 dBA	27
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

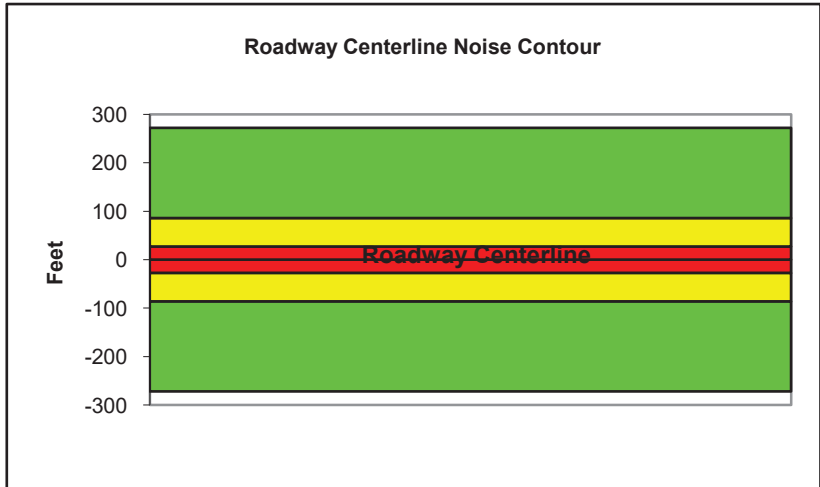
Project Name:	New San Diego Central Courthouse	Scenario:	Future Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Ash Street		
Road Segment:	Front to First		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	15779			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1577.9			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.0	60.8	59.0	52.9	61.6	62.2
Medium Trucks:	61.7	53.6	47.3	45.7	54.2	54.4
Heavy Trucks:	66.9	55.0	45.9	47.2	57.1	57.2
Vehicle Noise:	69.4	62.7	59.6	54.9	63.4	63.9

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	272
65 dBA	86
70 dBA	27
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

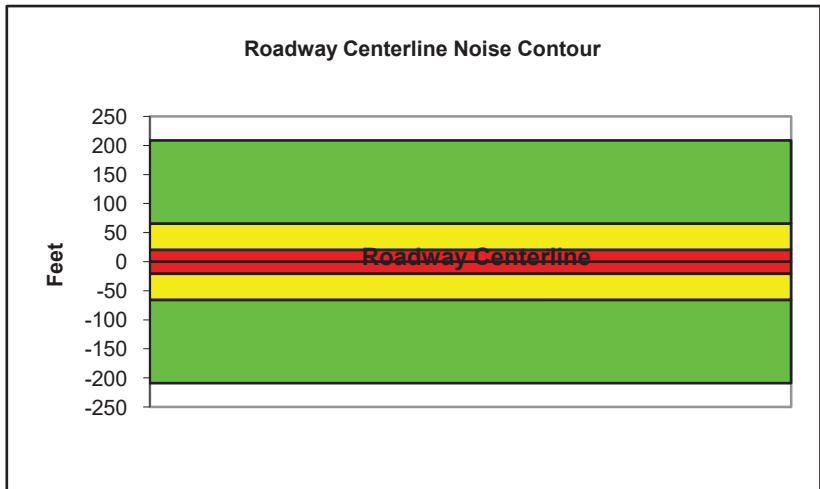
Project Name:	New San Diego Central Courthouse	Scenario:	Existing
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Ash Street		
Road Segment:	State Street to Union Street		

PROJECT DATA			SITE DATA				
Centerline Dist to Barrier	0		Road Grade:		0		
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:		12100		
Receiver Barrier Dist:	0		Peak Hour Traffic:		1210		
Centerline Dist. To Observer:	100		Vehicle Speed:		35		
Barrier Near Lane CL Dist:	0		Centerline Separation:		24		
Barrier Far lane CL Dist:	0		NOISE INPUTS				
Pad Elevation:	0.5		Site conditions HARD SITE				
Road Elevation:	0		FLEET MIX				
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0						
Medium Trucks:	2.3						
Heavy Trucks:	8						

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.8	59.6	57.8	51.8	60.4	61.0
Medium Trucks:	60.6	52.5	46.1	44.5	53.0	53.3
Heavy Trucks:	65.8	53.8	44.8	46.0	55.9	56.0
Vehicle Noise:	68.2	61.6	58.4	53.7	62.3	62.7

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	209
65 dBA	66
70 dBA	21
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

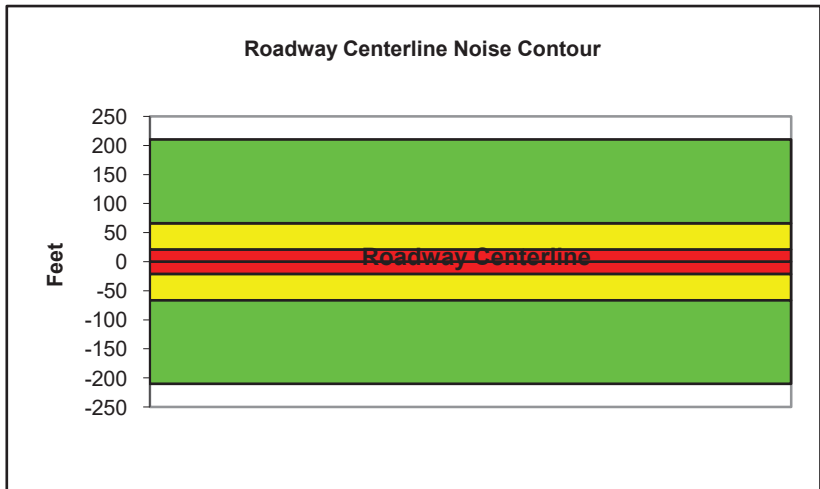
Project Name: New San Diego Central Courthouse Scenario: Existing Plus Project
Analyst: Monica Kling Job #: 25104231
Roadway: Ash Street
Road Segment: State Street to Union Street

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	12186			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1218.6			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.9	59.7	57.9	51.8	60.4	61.0
Medium Trucks:	60.6	52.5	46.1	44.6	53.1	53.3
Heavy Trucks:	65.8	53.9	44.8	46.0	55.9	56.1
Vehicle Noise:	68.2	61.6	58.4	53.7	62.3	62.8

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	210
65 dBA	66
70 dBA	21
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

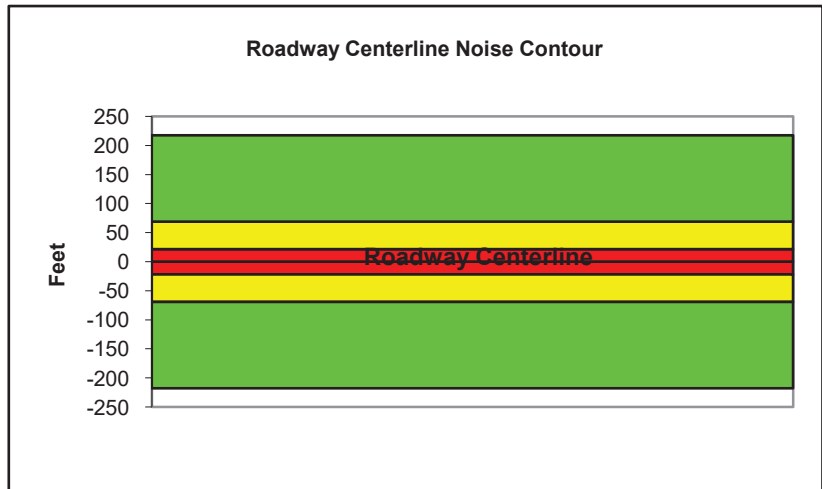
Project Name:	New San Diego Central Courthouse	Scenario:	Future
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Ash Street		
Road Segment:	State Street to Union Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	12631			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1263.1			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.0	59.8	58.0	51.9	60.6	61.2
Medium Trucks:	60.7	52.7	46.3	44.7	53.2	53.4
Heavy Trucks:	66.0	54.0	45.0	46.2	56.1	56.2
Vehicle Noise:	68.4	61.8	58.6	53.9	62.5	62.9

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	218
65 dBA	69
70 dBA	22
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

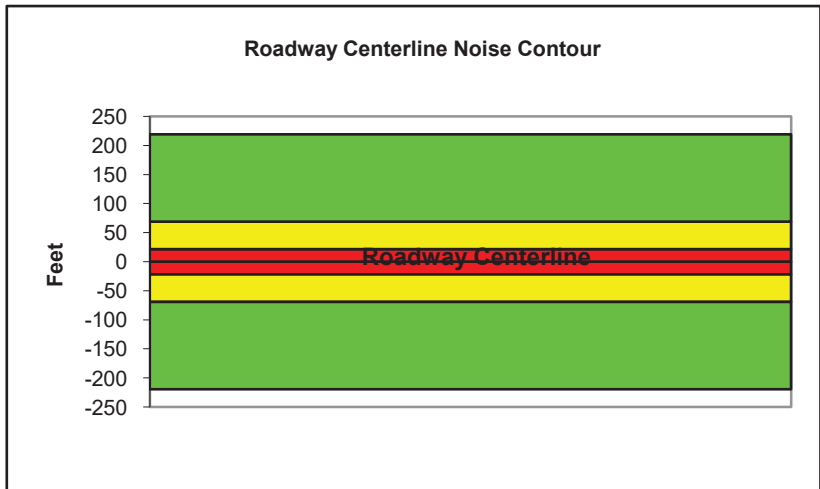
Project Name:	New San Diego Central Courthouse	Scenario:	Future Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Ash Street		
Road Segment:	State Street to Union Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	12716			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1271.6			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.1	59.8	58.1	52.0	60.6	61.2
Medium Trucks:	60.8	52.7	46.3	44.8	53.2	53.5
Heavy Trucks:	66.0	54.1	45.0	46.2	56.1	56.3
Vehicle Noise:	68.4	61.8	58.6	53.9	62.5	62.9

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	219
65 dBA	69
70 dBA	22
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

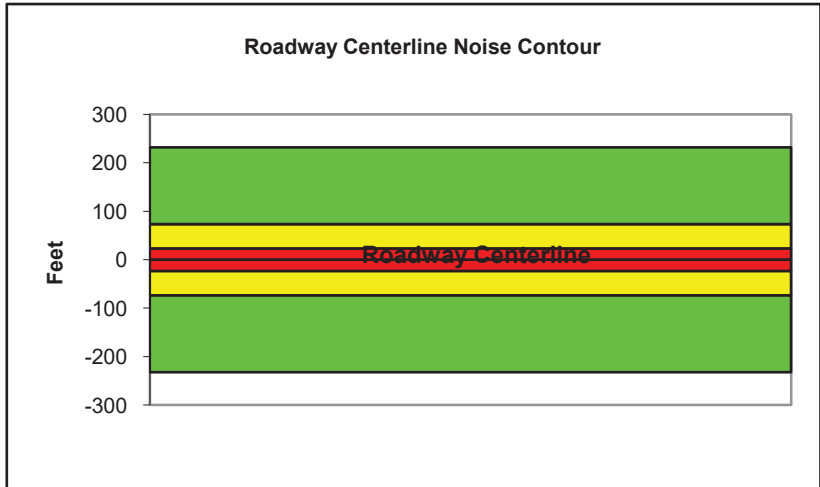
Project Name:	New San Diego Central Courthouse	Scenario:	Existing
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Ash Street		
Road Segment:	Union to Front		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	13474			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1347.4			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.3	60.1	58.3	52.2	60.9	61.5
Medium Trucks:	61.0	53.0	46.6	45.0	53.5	53.7
Heavy Trucks:	66.2	54.3	45.3	46.5	56.4	56.5
Vehicle Noise:	68.7	62.0	58.9	54.2	62.7	63.2

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	232
65 dBA	73
70 dBA	23
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

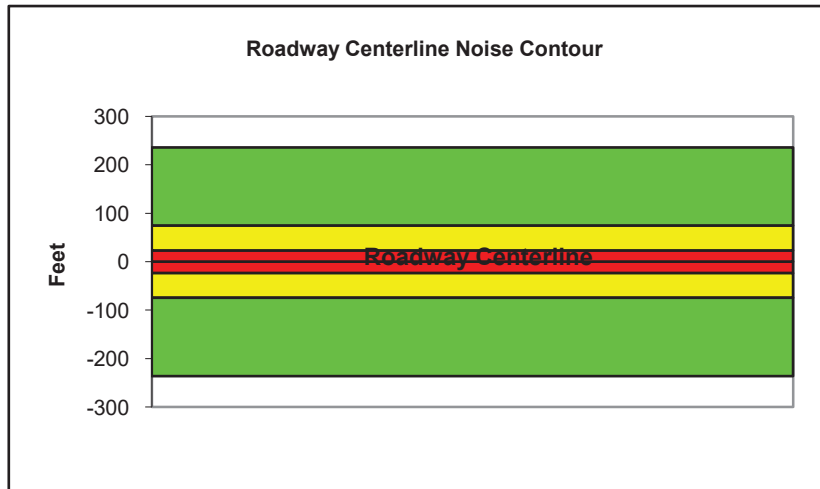
Project Name: New San Diego Central Courthouse Scenario: Existing Plus Project
Analyst: Monica Kling Job #: 25104231
Roadway: Ash Street
Road Segment: Union Steet to Front Street

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	13670			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1367			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.4	60.2	58.4	52.3	60.9	61.5
Medium Trucks:	61.1	53.0	46.6	45.1	53.6	53.8
Heavy Trucks:	66.3	54.4	45.3	46.5	56.4	56.6
Vehicle Noise:	68.7	62.1	58.9	54.2	62.8	63.3

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	236
65 dBA	75
70 dBA	24
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

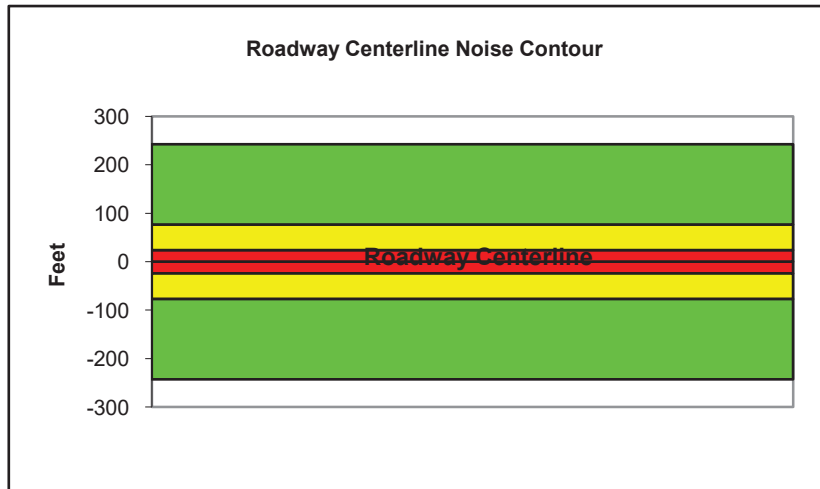
Project Name: New San Diego Central Courthouse Scenario: Future
Analyst: Monica Kling Job #: 25104231
Roadway: Ash Street
Road Segment: Union Street to front Street

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	14070			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1407			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.5	60.3	58.5	52.4	61.1	61.7
Medium Trucks:	61.2	53.2	46.8	45.2	53.7	53.9
Heavy Trucks:	66.4	54.5	45.4	46.7	56.6	56.7
Vehicle Noise:	68.9	62.2	59.1	54.4	62.9	63.4

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	242
65 dBA	77
70 dBA	24
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

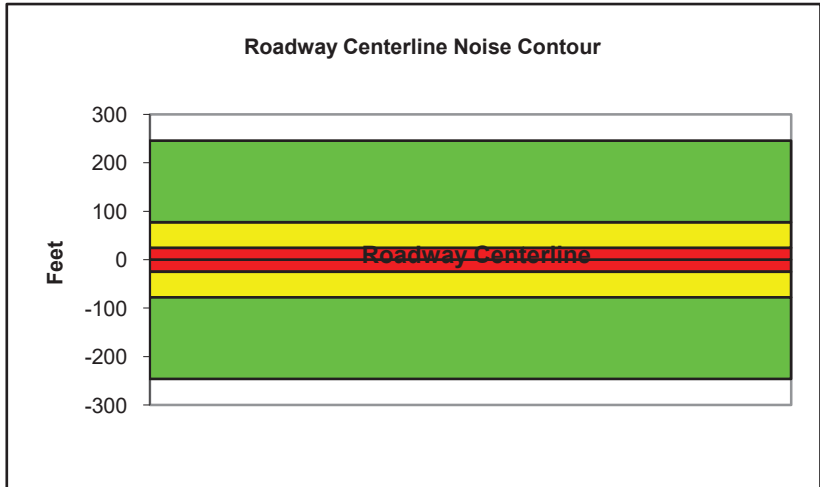
Project Name: New San Diego Central Courthouse Scenario: Future Plus Project
Analyst: Monica Kling Job #: 25104231
Roadway: Ash Street
Road Segment: Union Street to front Street

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	14267			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1426.7			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.6	60.3	58.6	52.5	61.1	61.7
Medium Trucks:	61.3	53.2	46.8	45.3	53.7	54.0
Heavy Trucks:	66.5	54.6	45.5	46.7	56.6	56.8
Vehicle Noise:	68.9	62.3	59.1	54.4	63.0	63.4

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	246
65 dBA	78
70 dBA	25
Mitigated	
60 dBA	
65 dBA	
70 dBA	



B STREET

TRAFFIC NOISE MODELING

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

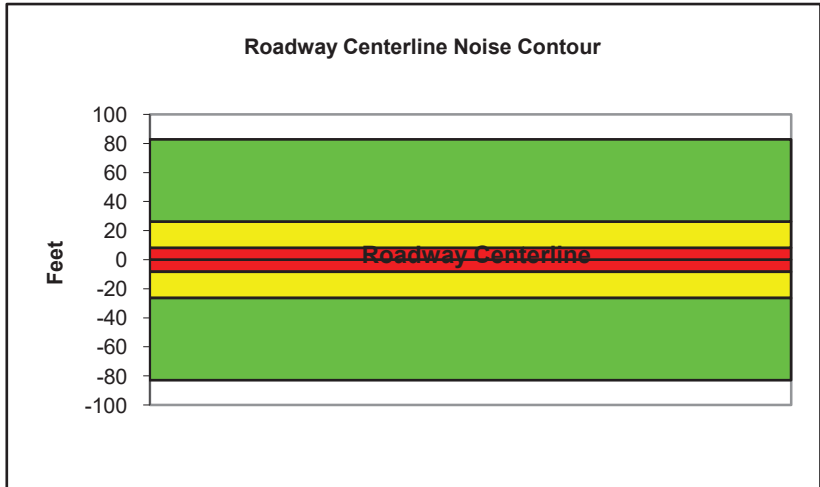
Project Name:	New San Diego Central Courthouse	Scenario:	Existing
Analyst:	Monica Kling	Job #:	25104231
Roadway:	B Street		
Road Segment:	Columbia to State		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	4812			
Receiver Barrier Dist:	0	Peak Hour Traffic:	481.2			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	46.8	55.6	53.8	47.7	56.4	57.0
Medium Trucks:	56.6	48.5	42.1	40.5	49.0	49.3
Heavy Trucks:	61.8	49.8	40.8	42.0	51.9	52.0
Vehicle Noise:	64.2	57.6	54.4	49.7	58.3	58.7

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	83
65 dBA	26
70 dBA	8
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

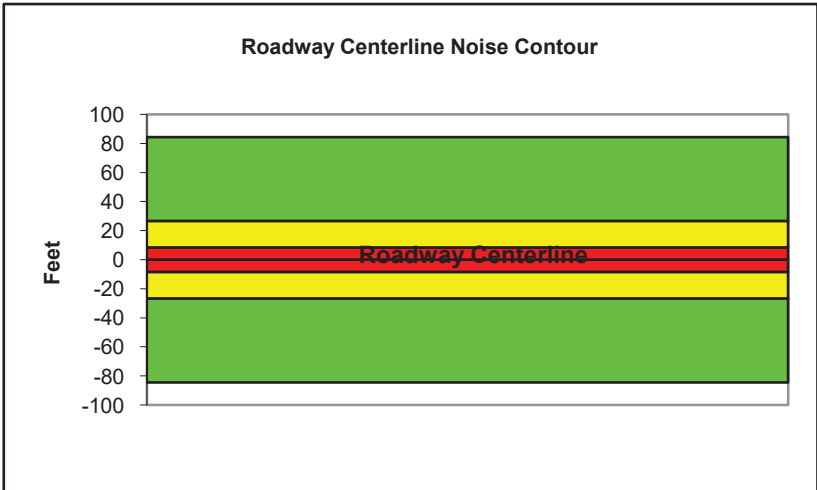
Project Name:	New San Diego Central Courthouse	Scenario:	Existing Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	B Street		
Road Segment:	Columbia to State		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	4898				
Receiver Barrier Dist:	0		Peak Hour Traffic:	489.8				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	46.9	55.7	53.9	47.8	56.5	57.1
Medium Trucks:	56.6	48.6	42.2	40.6	49.1	49.3
Heavy Trucks:	61.9	49.9	40.9	42.1	52.0	52.1
Vehicle Noise:	64.3	57.7	54.5	49.8	58.3	58.8

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	84
65 dBA	27
70 dBA	8
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

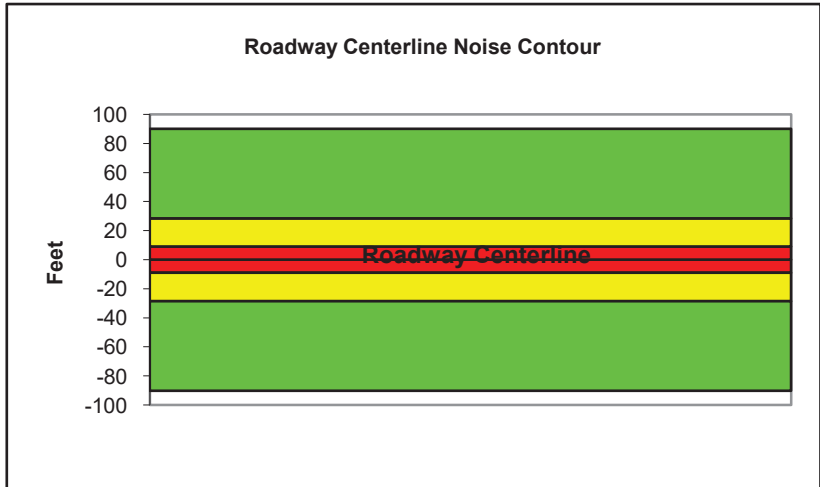
Project Name:	New San Diego Central Courthouse	Scenario:	Future
Analyst:	Monica Kling	Job #:	25104231
Roadway:	B Street		
Road Segment:	Columbia to State		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	5230				
Receiver Barrier Dist:	0		Peak Hour Traffic:	523				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.2	56.0	54.2	48.1	56.8	57.4
Medium Trucks:	56.9	48.9	42.5	40.9	49.4	49.6
Heavy Trucks:	62.1	50.2	41.1	42.4	52.3	52.4
Vehicle Noise:	64.6	57.9	54.8	50.1	58.6	59.1

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	90
65 dBA	28
70 dBA	9
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

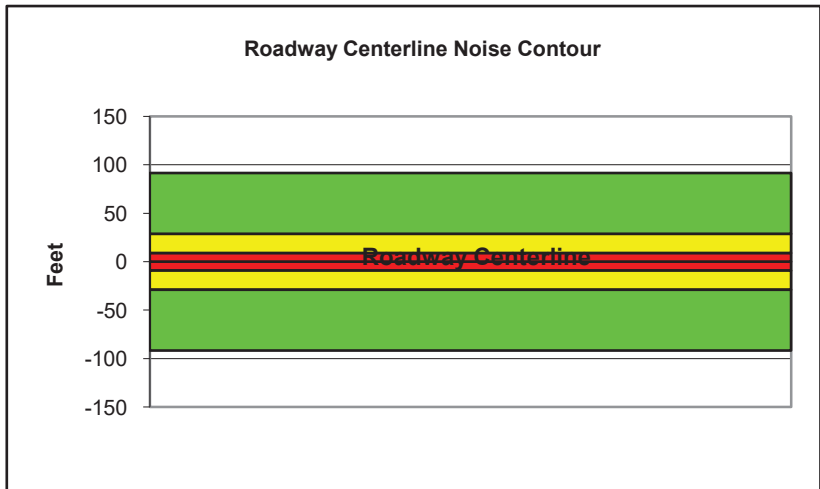
Project Name:	New San Diego Central Courthouse	Scenario:	Future Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	B Street		
Road Segment:	Columbia to State		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	5315				
Receiver Barrier Dist:	0		Peak Hour Traffic:	531.5				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.3	56.1	54.3	48.2	56.8	57.4
Medium Trucks:	57.0	48.9	42.5	41.0	49.5	49.7
Heavy Trucks:	62.2	50.3	41.2	42.4	52.3	52.5
Vehicle Noise:	64.6	58.0	54.8	50.1	58.7	59.2

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	92
65 dBA	29
70 dBA	9
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

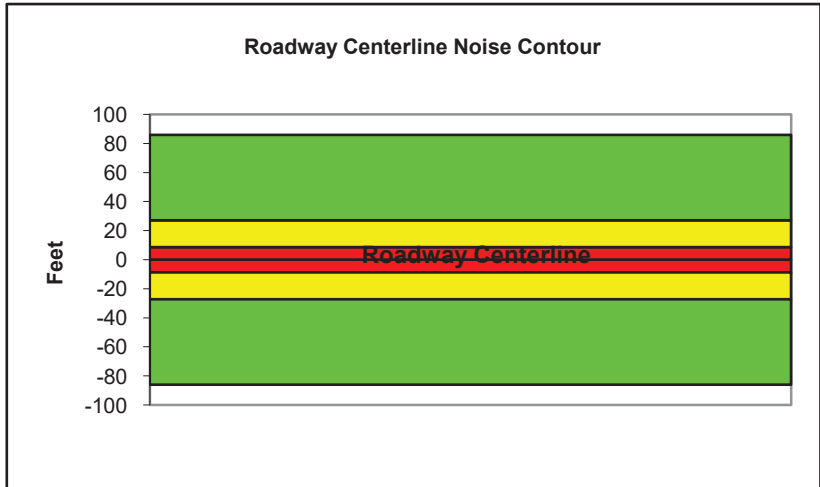
Project Name:	New San Diego Central Courthouse	Scenario:	Existing
Analyst:	Monica Kling	Job #:	25104231
Roadway:	B Street		
Road Segment:	State to Union		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	4994			
Receiver Barrier Dist:	0	Peak Hour Traffic:	499.4			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.0	55.8	54.0	47.9	56.6	57.2
Medium Trucks:	56.7	48.7	42.3	40.7	49.2	49.4
Heavy Trucks:	61.9	50.0	40.9	42.2	52.1	52.2
Vehicle Noise:	64.4	57.7	54.6	49.9	58.4	58.9

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	86
65 dBA	27
70 dBA	9
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

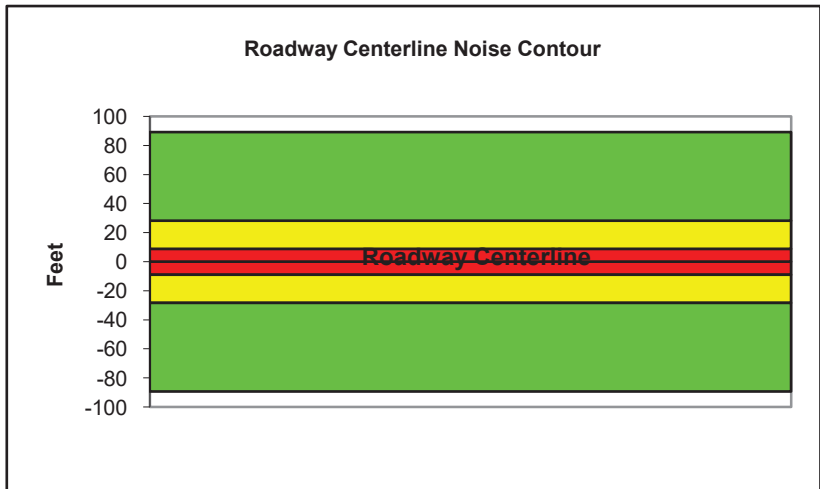
Project Name:	New San Diego Central Courthouse	Scenario:	Existing Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	B Street		
Road Segment:	State to Union		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	5182				
Receiver Barrier Dist:	0		Peak Hour Traffic:	518.2				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.2	55.9	54.2	48.1	56.7	57.3
Medium Trucks:	56.9	48.8	42.4	40.9	49.3	49.6
Heavy Trucks:	62.1	50.2	41.1	42.3	52.2	52.4
Vehicle Noise:	64.5	57.9	54.7	50.0	58.6	59.0

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	89
65 dBA	28
70 dBA	9
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

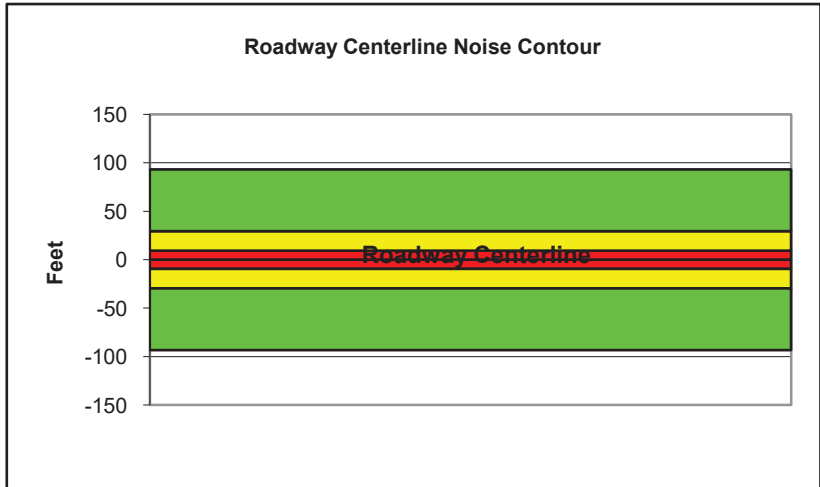
Project Name:	New San Diego Central Courthouse	Scenario:	Future
Analyst:	Monica Kling	Job #:	25104231
Roadway:	B Street		
Road Segment:	State to Union		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	5414			
Receiver Barrier Dist:	0	Peak Hour Traffic:	541.4			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.4	56.1	54.3	48.3	56.9	57.5
Medium Trucks:	57.1	49.0	42.6	41.0	49.5	49.8
Heavy Trucks:	62.3	50.4	41.3	42.5	52.4	52.5
Vehicle Noise:	64.7	58.1	54.9	50.2	58.8	59.2

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	93
65 dBA	29
70 dBA	9
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

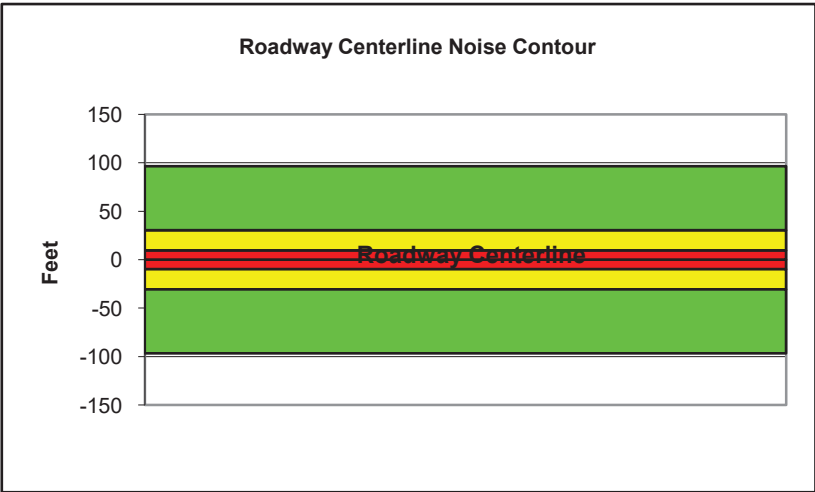
Project Name:	New San Diego Central Courthouse	Scenario:	Future Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	B Street		
Road Segment:	State to Union		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	5602				
Receiver Barrier Dist:	0		Peak Hour Traffic:	560.2				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.5	56.3	54.5	48.4	57.1	57.7
Medium Trucks:	57.2	49.2	42.8	41.2	49.7	49.9
Heavy Trucks:	62.4	50.5	41.4	42.7	52.6	52.7
Vehicle Noise:	64.9	58.2	55.1	50.4	58.9	59.4

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	97
65 dBA	31
70 dBA	10
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

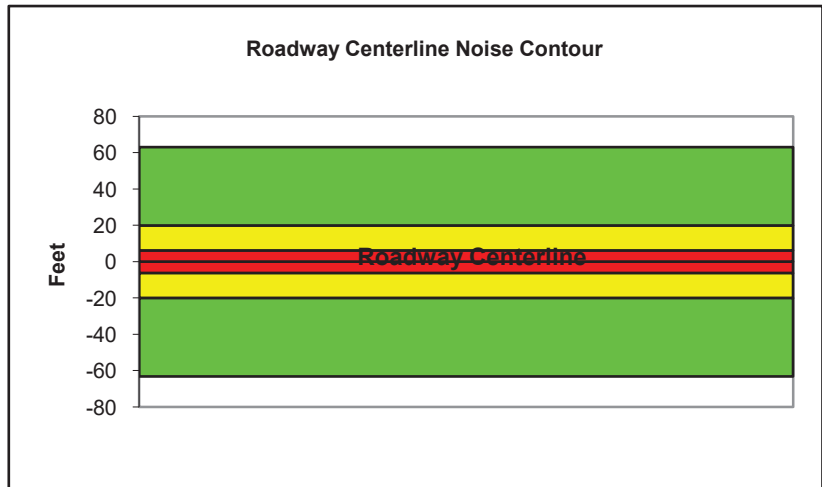
Project Name:	New San Diego Central Courthouse	Scenario:	Existing Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	B Street		
Road Segment:	Union to Front		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	3664				
Receiver Barrier Dist:	0		Peak Hour Traffic:	366.4				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.7	54.4	52.6	46.6	55.2	55.8
Medium Trucks:	55.4	47.3	40.9	39.4	47.8	48.1
Heavy Trucks:	60.6	48.7	39.6	40.8	50.7	50.9
Vehicle Noise:	63.0	56.4	53.2	48.5	57.1	57.5

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	63
65 dBA	20
70 dBA	6
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

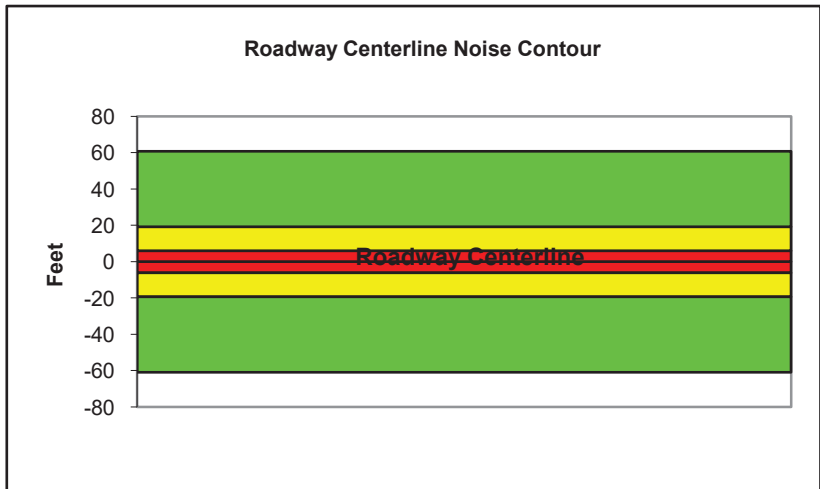
Project Name:	New San Diego Central Courthouse	Scenario:	Existing
Analyst:	Monica Kling	Job #:	25104231
Roadway:	B Street		
Road Segment:	Union to Front		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	3536			
Receiver Barrier Dist:	0	Peak Hour Traffic:	353.6			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.5	54.3	52.5	46.4	55.1	55.7
Medium Trucks:	55.2	47.2	40.8	39.2	47.7	47.9
Heavy Trucks:	60.4	48.5	39.4	40.7	50.6	50.7
Vehicle Noise:	62.9	56.2	53.1	48.4	56.9	57.4

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	61
65 dBA	19
70 dBA	6
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

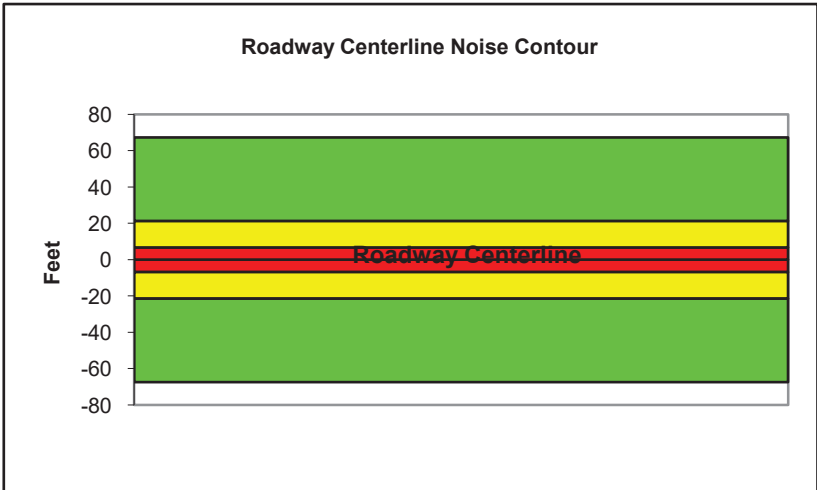
Project Name:	New San Diego Central Courthouse	Scenario:	Future
Analyst:	Monica Kling	Job #:	25104231
Roadway:	B Street		
Road Segment:	Union to Front		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	3908				
Receiver Barrier Dist:	0		Peak Hour Traffic:	390.8				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.9	54.7	52.9	46.8	55.5	56.1
Medium Trucks:	55.7	47.6	41.2	39.6	48.1	48.4
Heavy Trucks:	60.9	48.9	39.9	41.1	51.0	51.1
Vehicle Noise:	63.3	56.7	53.5	48.8	57.4	57.8

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	67
65 dBA	21
70 dBA	7
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

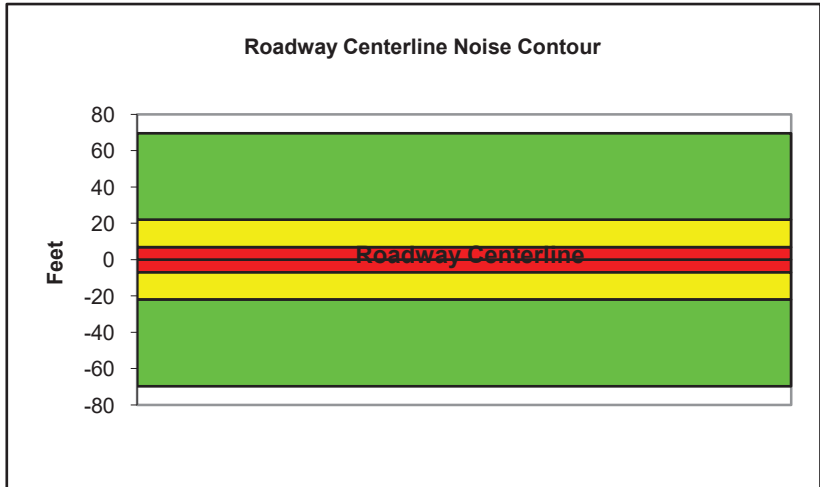
Project Name:	New San Diego Central Courthouse	Scenario:	Future Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	B Street		
Road Segment:	Union to Front		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	4036				
Receiver Barrier Dist:	0		Peak Hour Traffic:	403.6				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	46.1	54.9	53.1	47.0	55.6	56.2
Medium Trucks:	55.8	47.7	41.3	39.8	48.3	48.5
Heavy Trucks:	61.0	49.1	40.0	41.2	51.1	51.3
Vehicle Noise:	63.5	56.8	53.6	48.9	57.5	58.0

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	70
65 dBA	22
70 dBA	7
Mitigated	
60 dBA	
65 dBA	
70 dBA	



BROADWAY

TRAFFIC NOISE MODELING

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

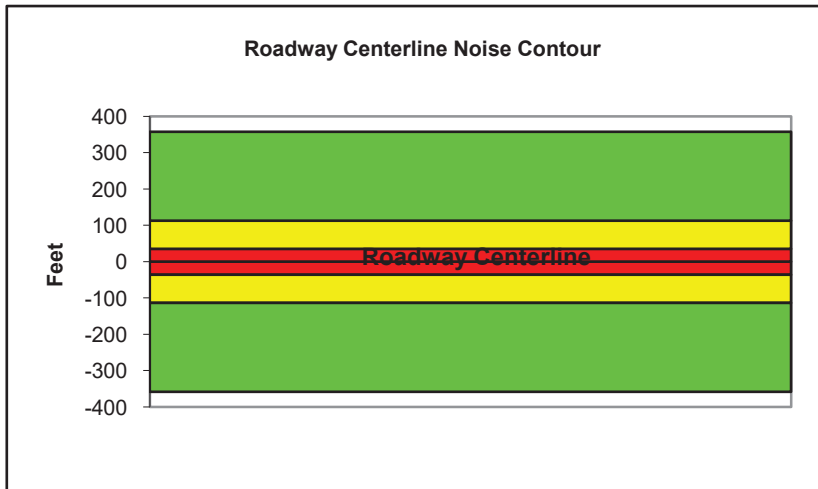
Project Name:	New San Diego Central Courthouse	Scenario:	Existing
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Broadway		
Road Segment:	Front to First		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	20754				
Receiver Barrier Dist:	0		Peak Hour Traffic:	2075.4				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.2	62.0	60.2	54.1	62.7	63.4
Medium Trucks:	62.9	54.8	48.5	46.9	55.4	55.6
Heavy Trucks:	68.1	56.2	47.1	48.4	58.3	58.4
Vehicle Noise:	70.6	63.9	60.7	56.1	64.6	65.1

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	358
65 dBA	113
70 dBA	36
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

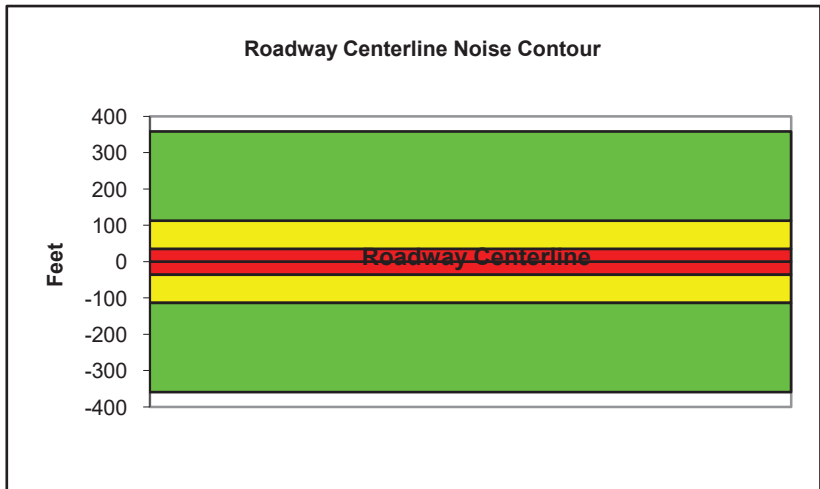
Project Name:	New San Diego Central Courthouse	Scenario:	Existing Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Broadway		
Road Segment:	Front to First		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	20805			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2080.5			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.2	62.0	60.2	54.1	62.8	63.4
Medium Trucks:	62.9	54.8	48.5	46.9	55.4	55.6
Heavy Trucks:	68.1	56.2	47.1	48.4	58.3	58.4
Vehicle Noise:	70.6	63.9	60.8	56.1	64.6	65.1

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	359
65 dBA	113
70 dBA	36
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

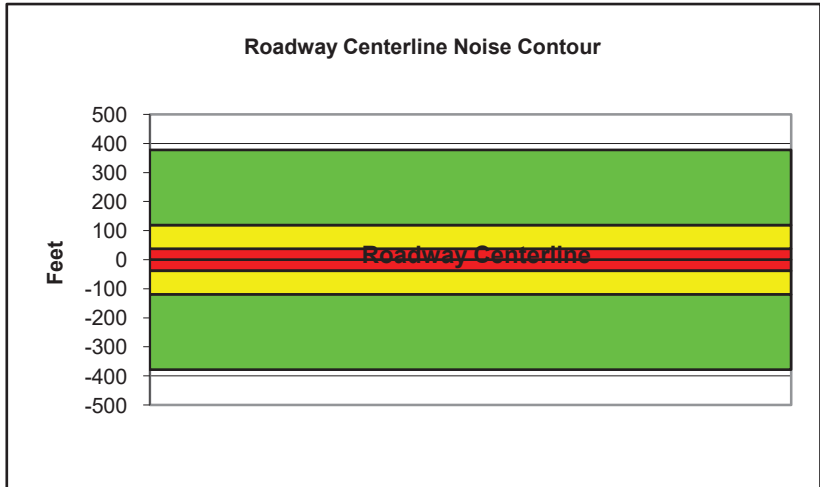
Project Name:	New San Diego Central Courthouse	Scenario:	Future
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Broadway		
Road Segment:	Front to First		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	21931			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2193.1			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.4	62.2	60.4	54.3	63.0	63.6
Medium Trucks:	63.1	55.1	48.7	47.1	55.6	55.8
Heavy Trucks:	68.4	56.4	47.4	48.6	58.5	58.6
Vehicle Noise:	70.8	64.2	61.0	56.3	64.9	65.3

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	378
65 dBA	120
70 dBA	38
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

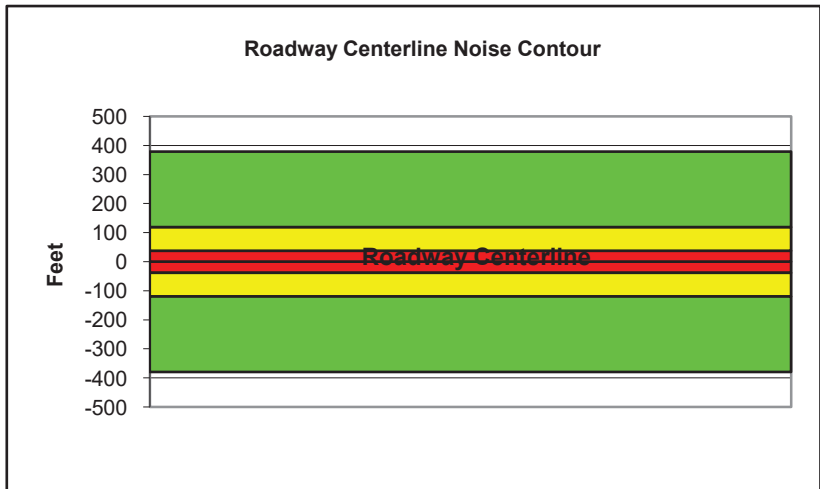
Project Name:	New San Diego Central Courthouse	Scenario:	Future Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Broadway		
Road Segment:	Front to First		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	21982				
Receiver Barrier Dist:	0		Peak Hour Traffic:	2198.2				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.4	62.2	60.4	54.3	63.0	63.6
Medium Trucks:	63.2	55.1	48.7	47.1	55.6	55.9
Heavy Trucks:	68.4	56.4	47.4	48.6	58.5	58.6
Vehicle Noise:	70.8	64.2	61.0	56.3	64.9	65.3

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	379
65 dBA	120
70 dBA	38
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

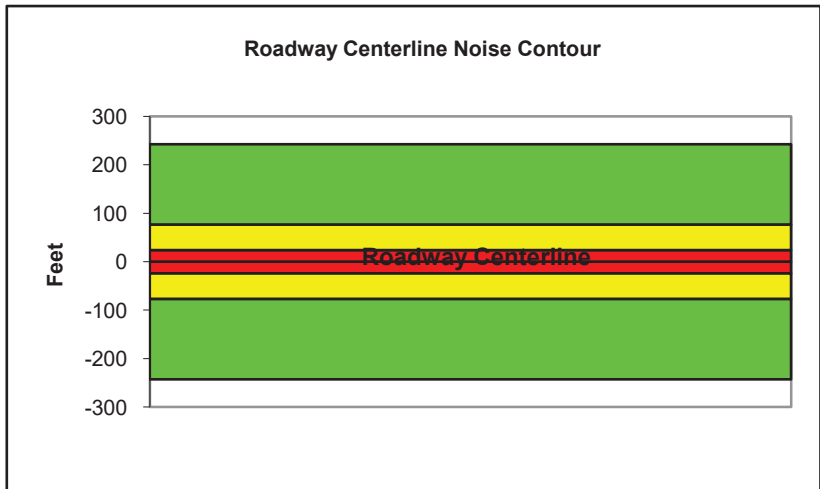
Project Name:	New San Diego Central Courthouse	Scenario:	Existing
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Broadway Street		
Road Segment:	Kettner to India		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	14070				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1407				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.5	60.3	58.5	52.4	61.1	61.7
Medium Trucks:	61.2	53.2	46.8	45.2	53.7	53.9
Heavy Trucks:	66.4	54.5	45.4	46.7	56.6	56.7
Vehicle Noise:	68.9	62.2	59.1	54.4	62.9	63.4

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	242
65 dBA	77
70 dBA	24
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

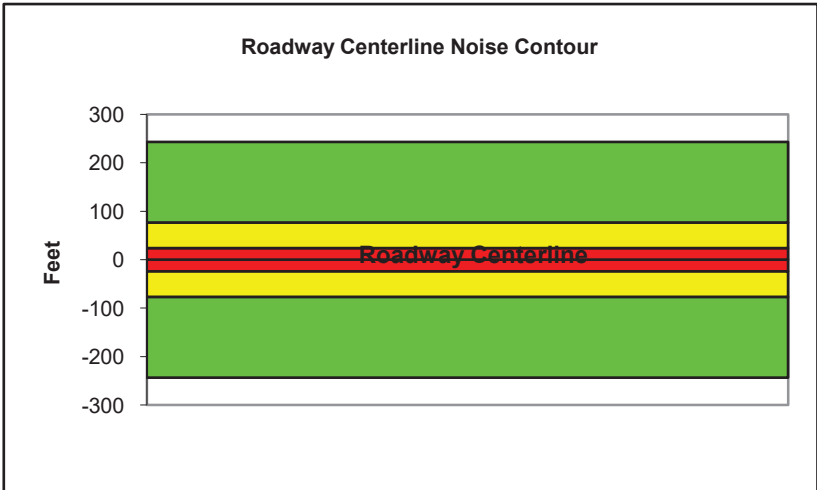
Project Name:	New San Diego Central Courthouse	Scenario:	Existing Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Broadway Street		
Road Segment:	Kettner to India		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	14104				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1410.4				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View:	90	Lft View:	Med. Truck	0.848	0.049	0.103	0.0184	
			Heavy Truck	0.865	0.027	0.108	0.0074	
NOISE SOURCE ELEVATIONS (Feet)								
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.5	60.3	58.5	52.4	61.1	61.7
Medium Trucks:	61.2	53.2	46.8	45.2	53.7	53.9
Heavy Trucks:	66.4	54.5	45.5	46.7	56.6	56.7
Vehicle Noise:	68.9	62.2	59.1	54.4	62.9	63.4

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	243
65 dBA	77
70 dBA	24
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

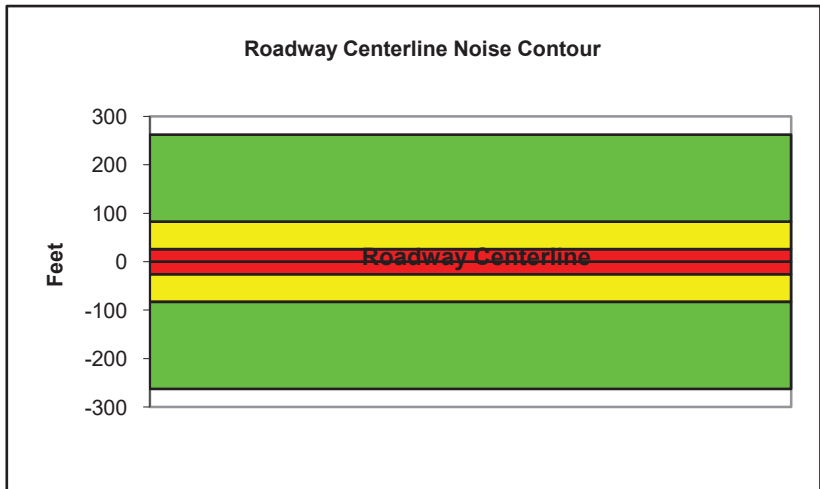
Project Name:	New San Diego Central Courthouse	Scenario:	Future
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Broadway Street		
Road Segment:	Kettner to India		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	15221			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1522.1			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.8	60.6	58.8	52.8	61.4	62.0
Medium Trucks:	61.6	53.5	47.1	45.5	54.0	54.3
Heavy Trucks:	66.8	54.8	45.8	47.0	56.9	57.0
Vehicle Noise:	69.2	62.6	59.4	54.7	63.3	63.7

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	262
65 dBA	83
70 dBA	26
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

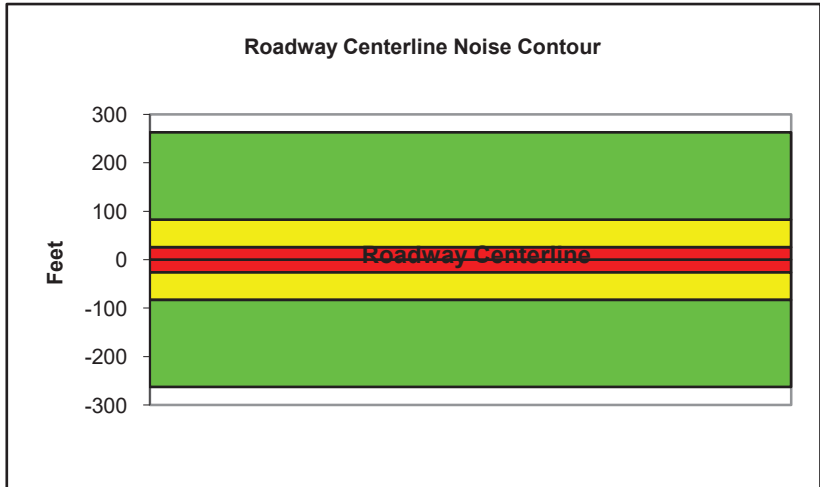
Project Name:	New San Diego Central Courthouse	Scenario:	Future Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Broadway Street		
Road Segment:	Kettner to India		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	15255			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1525.5			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.9	60.6	58.8	52.8	61.4	62.0
Medium Trucks:	61.6	53.5	47.1	45.5	54.0	54.3
Heavy Trucks:	66.8	54.9	45.8	47.0	56.9	57.0
Vehicle Noise:	69.2	62.6	59.4	54.7	63.3	63.7

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	263
65 dBA	83
70 dBA	26
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

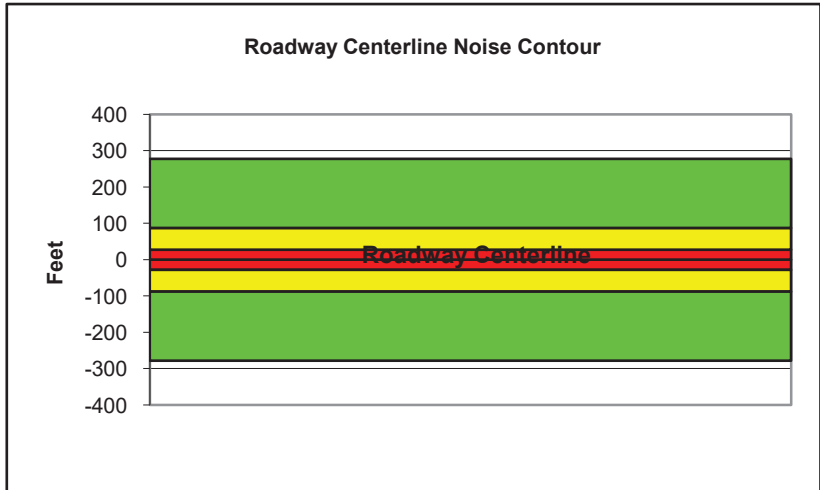
Project Name:	New San Diego Central Courthouse	Scenario:	Existing
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Broadway		
Road Segment:	Union to front		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	16130			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1613			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.1	60.9	59.1	53.0	61.7	62.3
Medium Trucks:	61.8	53.7	47.4	45.8	54.3	54.5
Heavy Trucks:	67.0	55.1	46.0	47.3	57.2	57.3
Vehicle Noise:	69.5	62.8	59.6	55.0	63.5	64.0

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	278
65 dBA	88
70 dBA	28
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

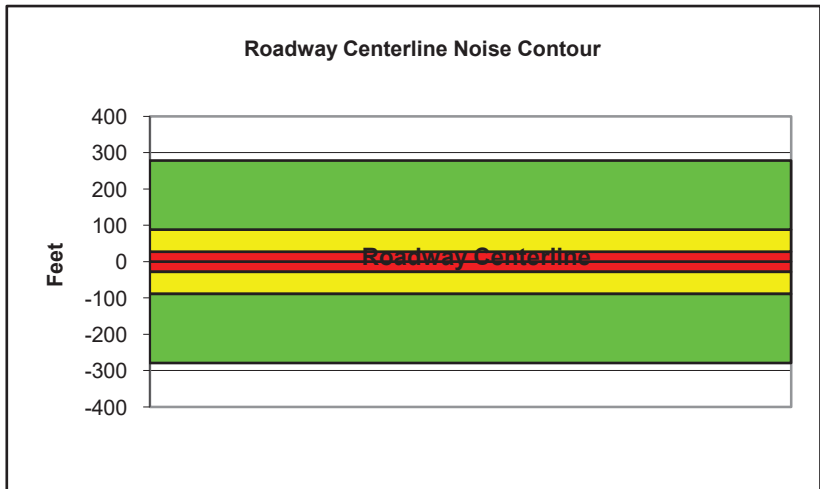
Project Name:	New San Diego Central Courthouse	Scenario:	Existing Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Broadway		
Road Segment:	Union to front		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	16181			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1618.1			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.1	60.9	59.1	53.0	61.7	62.3
Medium Trucks:	61.8	53.8	47.4	45.8	54.3	54.5
Heavy Trucks:	67.0	55.1	46.0	47.3	57.2	57.3
Vehicle Noise:	69.5	62.8	59.7	55.0	63.5	64.0

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	279
65 dBA	88
70 dBA	28
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

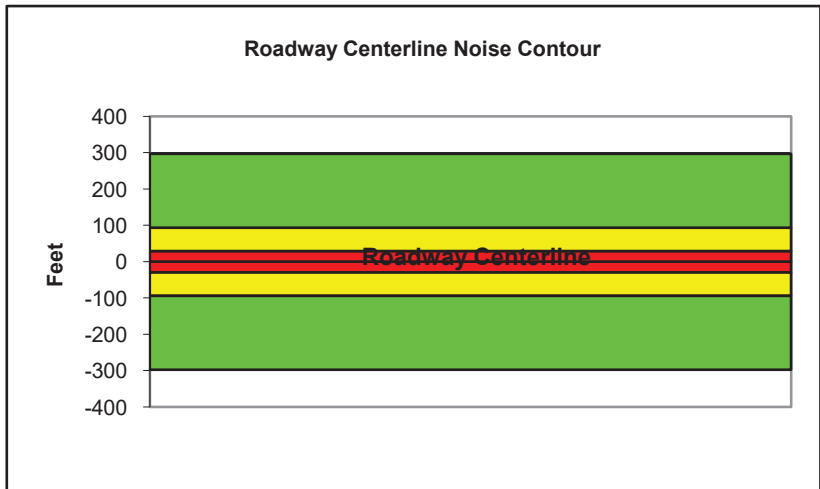
Project Name:	New San Diego Central Courthouse	Scenario:	Future
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Broadway		
Road Segment:	Union to front		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	17228				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1722.8				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View:	90	Lft View:	Med. Truck	0.848	0.049	0.103	0.0184	
			Heavy Truck	0.865	0.027	0.108	0.0074	
NOISE SOURCE ELEVATIONS (Feet)								
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.4	61.2	59.4	53.3	61.9	62.5
Medium Trucks:	62.1	54.0	47.6	46.1	54.6	54.8
Heavy Trucks:	67.3	55.4	46.3	47.5	57.4	57.6
Vehicle Noise:	69.8	63.1	59.9	55.2	63.8	64.3

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	297
65 dBA	94
70 dBA	30
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

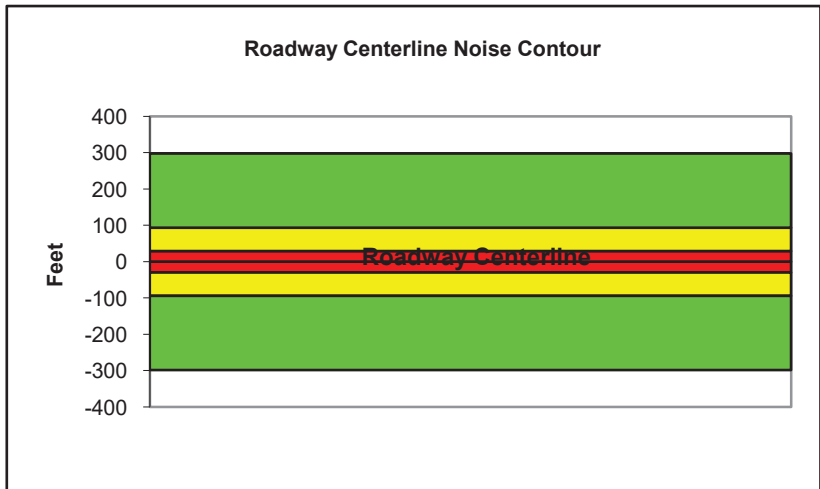
Project Name:	New San Diego Central Courthouse	Scenario:	Future Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Broadway		
Road Segment:	Union to front		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	17279			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1727.9			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.4	61.2	59.4	53.3	62.0	62.6
Medium Trucks:	62.1	54.0	47.7	46.1	54.6	54.8
Heavy Trucks:	67.3	55.4	46.3	47.6	57.5	57.6
Vehicle Noise:	69.8	63.1	59.9	55.3	63.8	64.3

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	298
65 dBA	94
70 dBA	30
Mitigated	
60 dBA	
65 dBA	
70 dBA	



C STREET

TRAFFIC NOISE MODELING

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

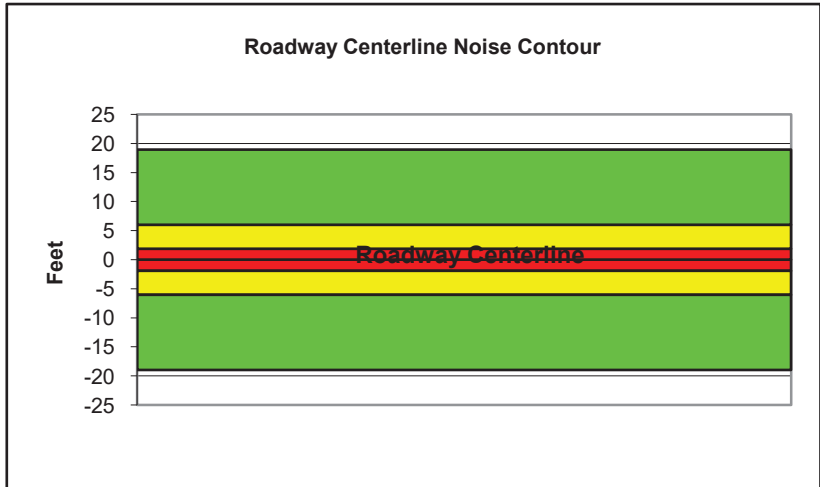
Project Name:	New San Diego Central Courthouse	Scenario:	Existing
Analyst:	Monica Kling	Job #:	25104231
Roadway:	C Street		
Road Segment:	Columbia to State		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	1100				
Receiver Barrier Dist:	0		Peak Hour Traffic:	110				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View:	90	Lft View:	Med. Truck	0.848	0.049	0.103	0.0184	
			Heavy Truck	0.865	0.027	0.108	0.0074	
NOISE SOURCE ELEVATIONS (Feet)								
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	40.4	49.2	47.4	41.3	50.0	50.6
Medium Trucks:	50.1	42.1	35.7	34.1	42.6	42.8
Heavy Trucks:	55.4	43.4	34.4	35.6	45.5	45.6
Vehicle Noise:	57.8	51.2	48.0	43.3	51.9	52.3

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	19
65 dBA	6
70 dBA	2
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

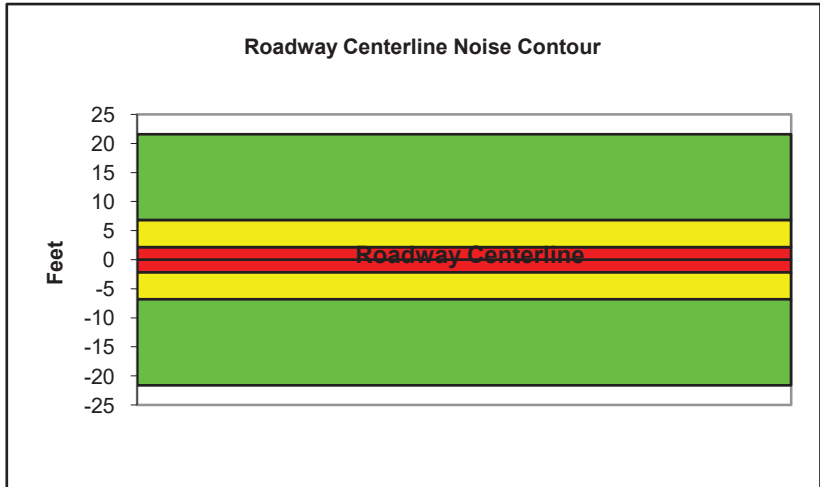
Project Name: New San Diego Central Courthouse Scenario: Existing Plus Project
Analyst: Monica Kling Job #: 25104231
Roadway: C Street
Road Segment: Columbia to State

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	1254			
Receiver Barrier Dist:	0	Peak Hour Traffic:	125.4			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	41.0	49.8	48.0	41.9	50.6	51.2
Medium Trucks:	50.7	42.7	36.3	34.7	43.2	43.4
Heavy Trucks:	55.9	44.0	34.9	36.2	46.1	46.2
Vehicle Noise:	58.4	51.7	48.6	43.9	52.4	52.9

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	22
65 dBA	7
70 dBA	2
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

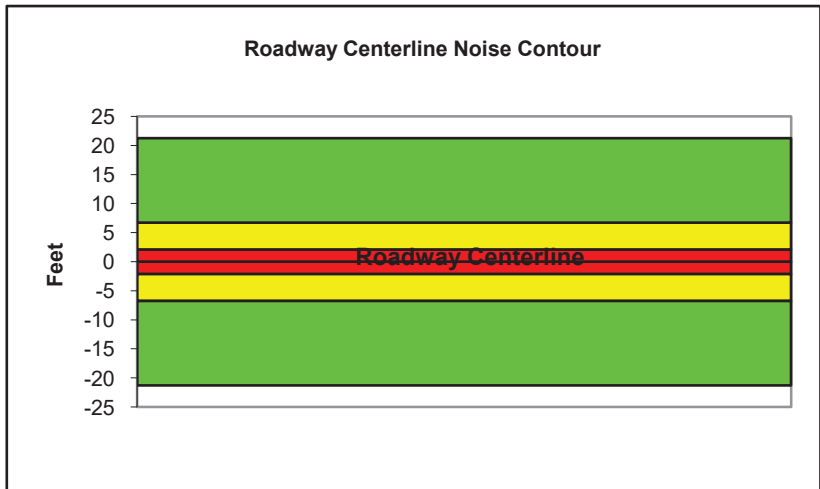
Project Name:	New San Diego Central Courthouse	Scenario:	Future
Analyst:	Monica Kling	Job #:	25104231
Roadway:	C Street		
Road Segment:	Columbia to State		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	1234				
Receiver Barrier Dist:	0		Peak Hour Traffic:	123.4				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	40.9	49.7	47.9	41.8	50.5	51.1
Medium Trucks:	50.6	42.6	36.2	34.6	43.1	43.3
Heavy Trucks:	55.9	43.9	34.9	36.1	46.0	46.1
Vehicle Noise:	58.3	51.7	48.5	43.8	52.4	52.8

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	21
65 dBA	7
70 dBA	2
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

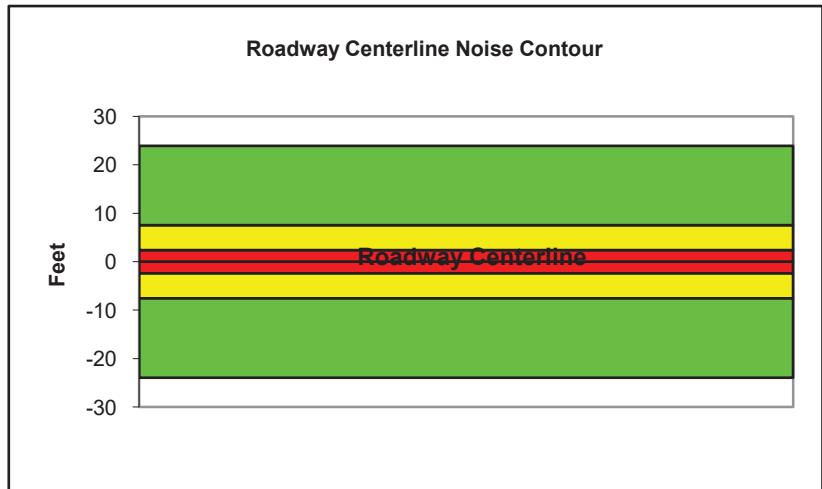
Project Name: New San Diego Central Courthouse Scenario: Future Plus Project
Analyst: Monica Kling Job #: 25104231
Roadway: C Street
Road Segment: Columbia to State

PROJECT DATA			SITE DATA				
Centerline Dist to Barrier	0		Road Grade:	0			
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	1388			
Receiver Barrier Dist:	0		Peak Hour Traffic:	138.8			
Centerline Dist. To Observer:	100		Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0		Centerline Separation:	24			
Barrier Far lane CL Dist:	0		NOISE INPUTS				
Pad Elevation:	0.5		Site conditions HARD SITE				
Road Elevation:	0		FLEET MIX				
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0						
Medium Trucks:	2.3						
Heavy Trucks:	8						

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	41.4	50.2	48.4	42.4	51.0	51.6
Medium Trucks:	51.2	43.1	36.7	35.1	43.6	43.9
Heavy Trucks:	56.4	44.4	35.4	36.6	46.5	46.6
Vehicle Noise:	58.8	52.2	49.0	44.3	52.9	53.3

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	24
65 dBA	8
70 dBA	2
Mitigated	
60 dBA	
65 dBA	
70 dBA	



FIRST AVENUE

TRAFFIC NOISE MODELING

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

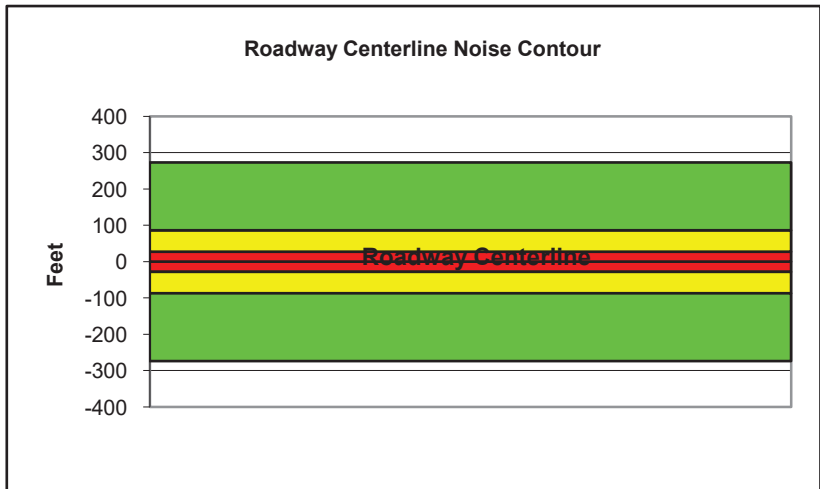
Project Name:	New San Diego Central Courthouse	Scenario:	Existing
Analyst:	Monica Kling	Job #:	25104231
Roadway:	First Avenue		
Road Segment:	A Street to B Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	15849			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1584.9			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.0	60.8	59.0	52.9	61.6	62.2
Medium Trucks:	61.7	53.7	47.3	45.7	54.2	54.4
Heavy Trucks:	67.0	55.0	46.0	47.2	57.1	57.2
Vehicle Noise:	69.4	62.8	59.6	54.9	63.4	63.9

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	273
65 dBA	86
70 dBA	27
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

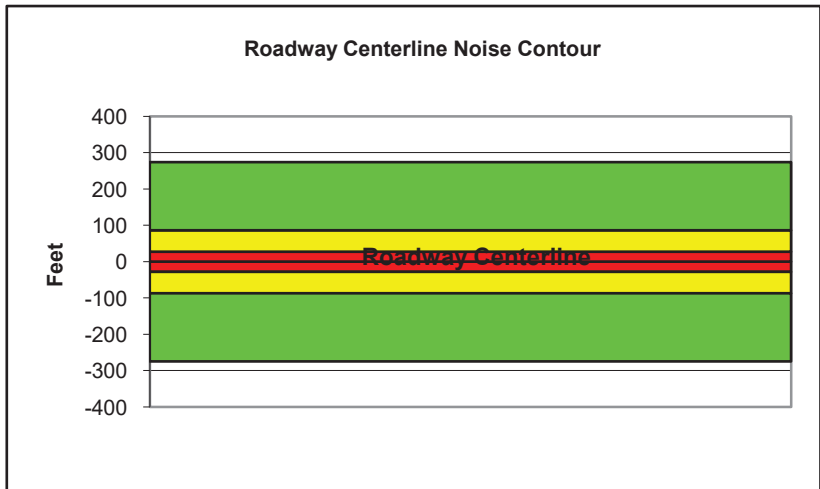
Project Name:	New San Diego Central Courthouse	Scenario:	Existing Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	First Avenue		
Road Segment:	A Street to B Street		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	15917				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1591.7				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.0	60.8	59.0	52.9	61.6	62.2
Medium Trucks:	61.8	53.7	47.3	45.7	54.2	54.5
Heavy Trucks:	67.0	55.0	46.0	47.2	57.1	57.2
Vehicle Noise:	69.4	62.8	59.6	54.9	63.5	63.9

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	275
65 dBA	87
70 dBA	27
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

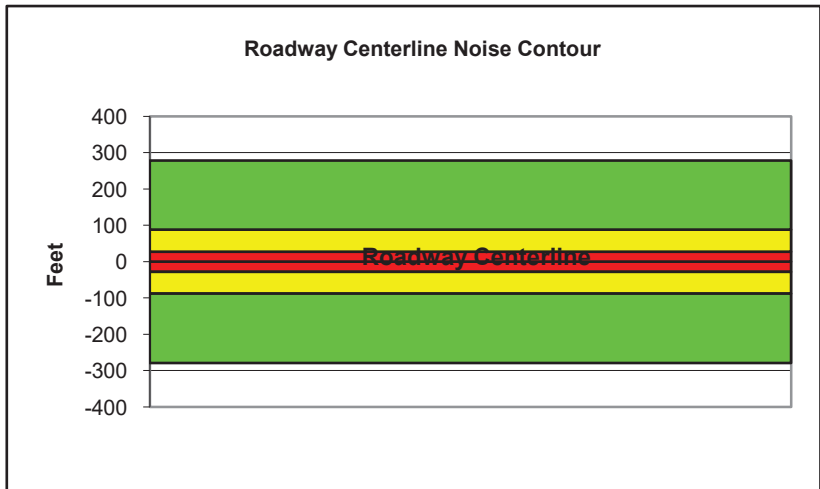
Project Name:	New San Diego Central Courthouse	Scenario:	Future
Analyst:	Monica Kling	Job #:	25104231
Roadway:	First Avenue		
Road Segment:	A Street to B Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	16135			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1613.5			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.1	60.9	59.1	53.0	61.7	62.3
Medium Trucks:	61.8	53.7	47.4	45.8	54.3	54.5
Heavy Trucks:	67.0	55.1	46.0	47.3	57.2	57.3
Vehicle Noise:	69.5	62.8	59.6	55.0	63.5	64.0

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	278
65 dBA	88
70 dBA	28
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

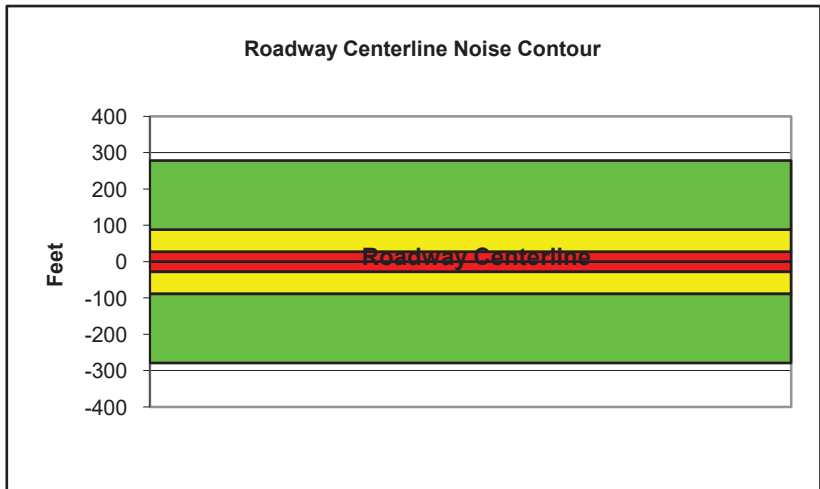
Project Name:	New San Diego Central Courthouse	Scenario:	Future Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	First Avenue		
Road Segment:	A Street to B Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	16203			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1620.3			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.1	60.9	59.1	53.0	61.7	62.3
Medium Trucks:	61.8	53.8	47.4	45.8	54.3	54.5
Heavy Trucks:	67.0	55.1	46.1	47.3	57.2	57.3
Vehicle Noise:	69.5	62.8	59.7	55.0	63.5	64.0

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	279
65 dBA	88
70 dBA	28
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

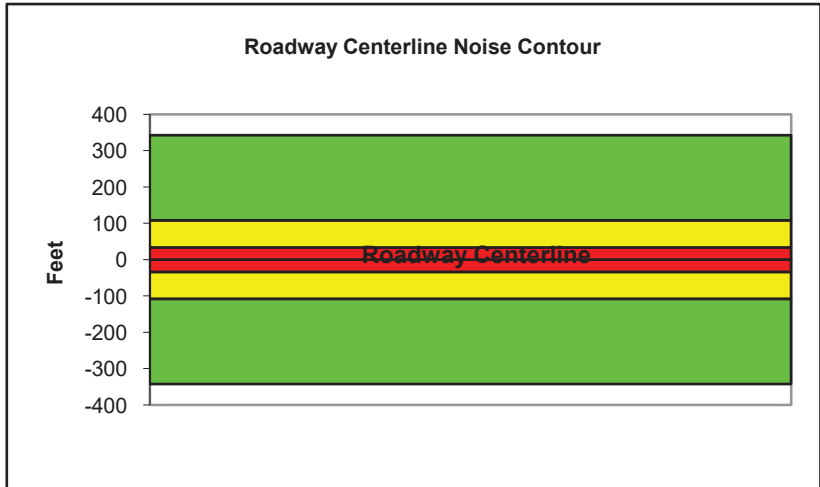
Project Name: New San Diego Central Courthouse Scenario: Existing
Analyst: Monica Kling Job #: 25104231
Roadway: First Street
Road Segment: Ash Street to A Street

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	19860			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1986			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.0	61.8	60.0	53.9	62.6	63.2
Medium Trucks:	62.7	54.6	48.3	46.7	55.2	55.4
Heavy Trucks:	67.9	56.0	46.9	48.2	58.1	58.2
Vehicle Noise:	70.4	63.7	60.5	55.9	64.4	64.9

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	343
65 dBA	108
70 dBA	34
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

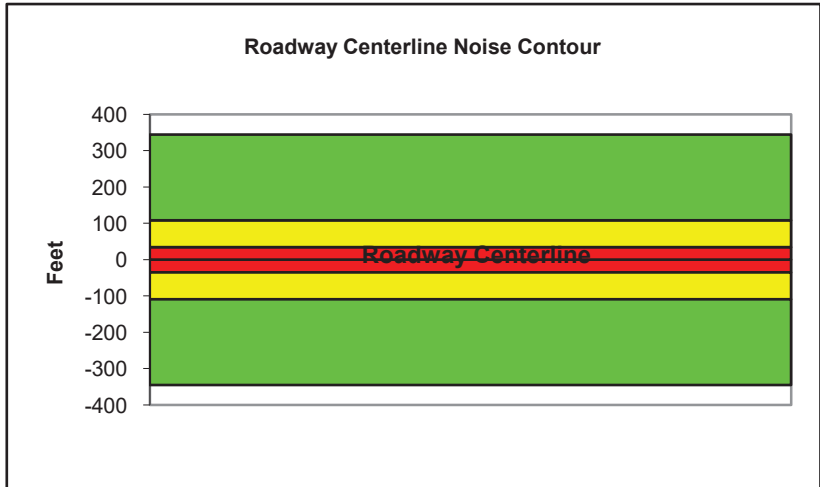
Project Name:	New San Diego Central Courthouse	Scenario:	Existing Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	First Street		
Road Segment:	Ash Street to A Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	19988			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1998.8			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.0	61.8	60.0	53.9	62.6	63.2
Medium Trucks:	62.7	54.7	48.3	46.7	55.2	55.4
Heavy Trucks:	68.0	56.0	47.0	48.2	58.1	58.2
Vehicle Noise:	70.4	63.8	60.6	55.9	64.5	64.9

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	345
65 dBA	109
70 dBA	34
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

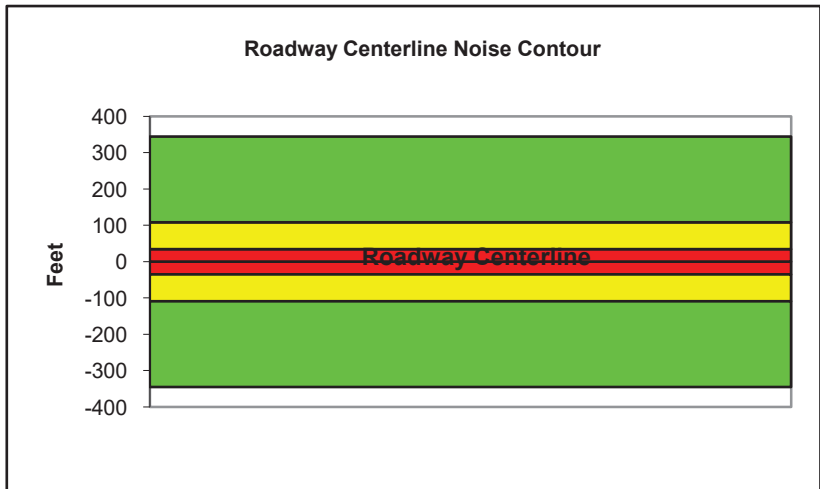
Project Name:	New San Diego Central Courthouse	Scenario:	Future
Analyst:	Monica Kling	Job #:	25104231
Roadway:	First Street		
Road Segment:	Ash Street to A Street		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	20022				
Receiver Barrier Dist:	0		Peak Hour Traffic:	2002.2				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View:	90	Lft View:	Med. Truck	0.848	0.049	0.103	0.0184	
			Heavy Truck	0.865	0.027	0.108	0.0074	
NOISE SOURCE ELEVATIONS (Feet)								
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.0	61.8	60.0	53.9	62.6	63.2
Medium Trucks:	62.8	54.7	48.3	46.7	55.2	55.4
Heavy Trucks:	68.0	56.0	47.0	48.2	58.1	58.2
Vehicle Noise:	70.4	63.8	60.6	55.9	64.5	64.9

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	345
65 dBA	109
70 dBA	34
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

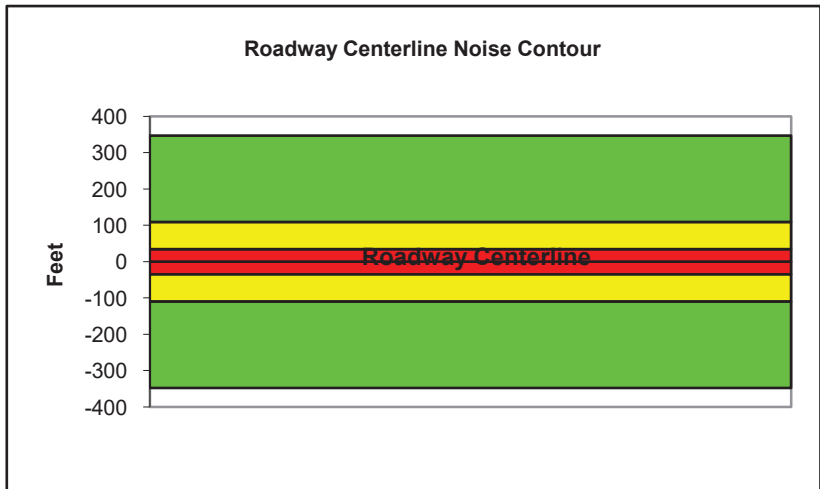
Project Name:	New San Diego Central Courthouse	Scenario:	Future Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	First Street		
Road Segment:	Ash Street to A Street		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	20150				
Receiver Barrier Dist:	0		Peak Hour Traffic:	2015				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.1	61.8	60.1	54.0	62.6	63.2
Medium Trucks:	62.8	54.7	48.3	46.8	55.2	55.5
Heavy Trucks:	68.0	56.1	47.0	48.2	58.1	58.3
Vehicle Noise:	70.4	63.8	60.6	55.9	64.5	64.9

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	347
65 dBA	110
70 dBA	35
Mitigated	
60 dBA	
65 dBA	
70 dBA	



FRONT STREET

TRAFFIC NOISE MODELING

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

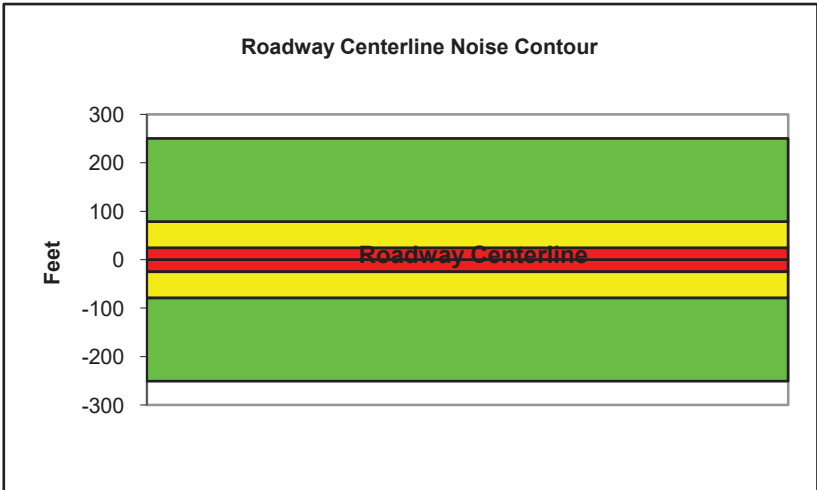
Project Name:	New San Diego Central Courthouse	Scenario:	Existing
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Front Street		
Road Segment:	A Street to B Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	14532			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1453.2			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.6	60.4	58.6	52.5	61.2	61.8
Medium Trucks:	61.4	53.3	46.9	45.3	53.8	54.1
Heavy Trucks:	66.6	54.6	45.6	46.8	56.7	56.8
Vehicle Noise:	69.0	62.4	59.2	54.5	63.1	63.5

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	250
65 dBA	79
70 dBA	25
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

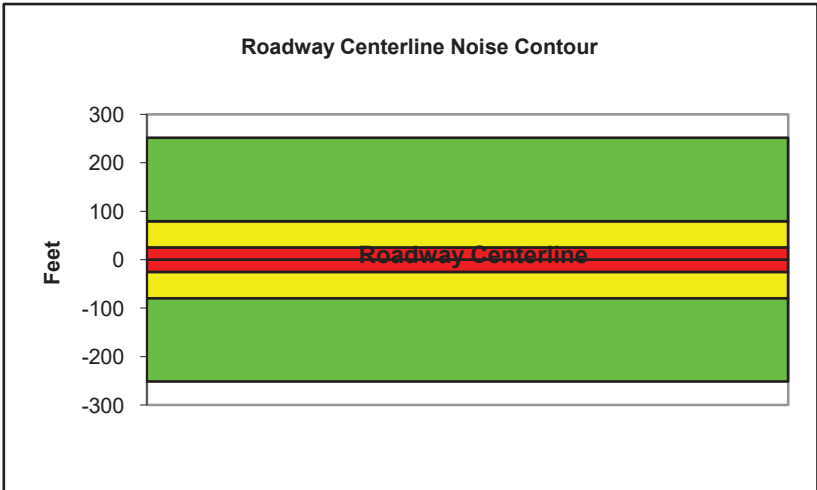
Project Name:	New San Diego Central Courthouse	Scenario:	Existing Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Front Street		
Road Segment:	A Street to B Street		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	14600				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1460				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.7	60.4	58.7	52.6	61.2	61.8
Medium Trucks:	61.4	53.3	46.9	45.4	53.8	54.1
Heavy Trucks:	66.6	54.7	45.6	46.8	56.7	56.9
Vehicle Noise:	69.0	62.4	59.2	54.5	63.1	63.5

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	252
65 dBA	80
70 dBA	25
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

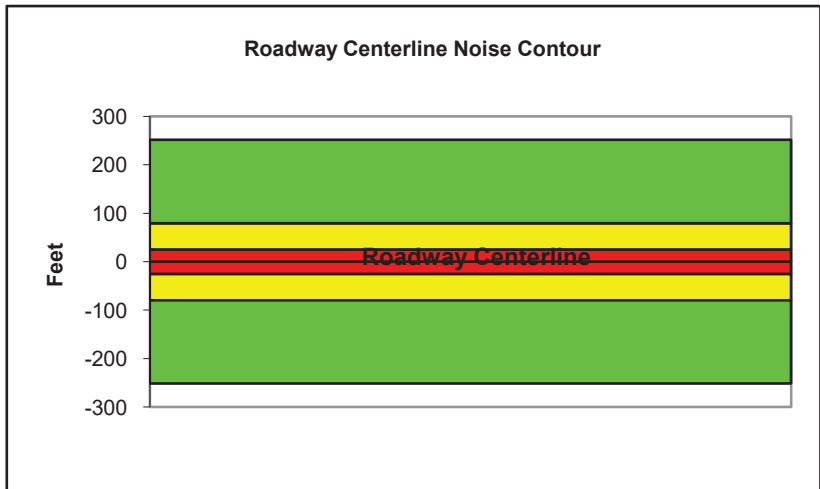
Project Name: New San Diego Central Courthouse Scenario: Future
Analyst: Monica Kling Job #: 25104231
Roadway: Front Street
Road Segment: A Street to B Street

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	14600			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1460			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.7	60.4	58.7	52.6	61.2	61.8
Medium Trucks:	61.4	53.3	46.9	45.4	53.8	54.1
Heavy Trucks:	66.6	54.7	45.6	46.8	56.7	56.9
Vehicle Noise:	69.0	62.4	59.2	54.5	63.1	63.5

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	252
65 dBA	80
70 dBA	25
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

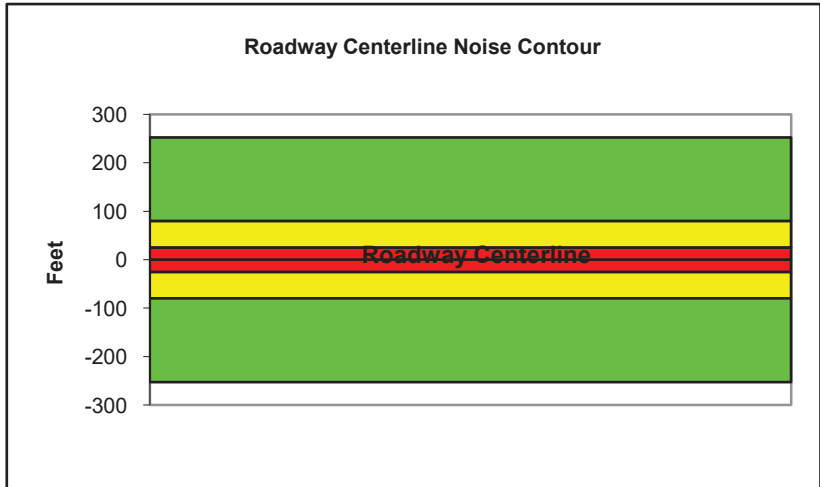
Project Name: New San Diego Central Courthouse Scenario: Future Plus Project
Analyst: Monica Kling Job #: 25104231
Roadway: Front Street
Road Segment: A Street to B Street

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	14669			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1466.9			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.7	60.5	58.7	52.6	61.2	61.8
Medium Trucks:	61.4	53.3	46.9	45.4	53.9	54.1
Heavy Trucks:	66.6	54.7	45.6	46.8	56.7	56.9
Vehicle Noise:	69.1	62.4	59.2	54.5	63.1	63.6

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	253
65 dBA	80
70 dBA	25
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

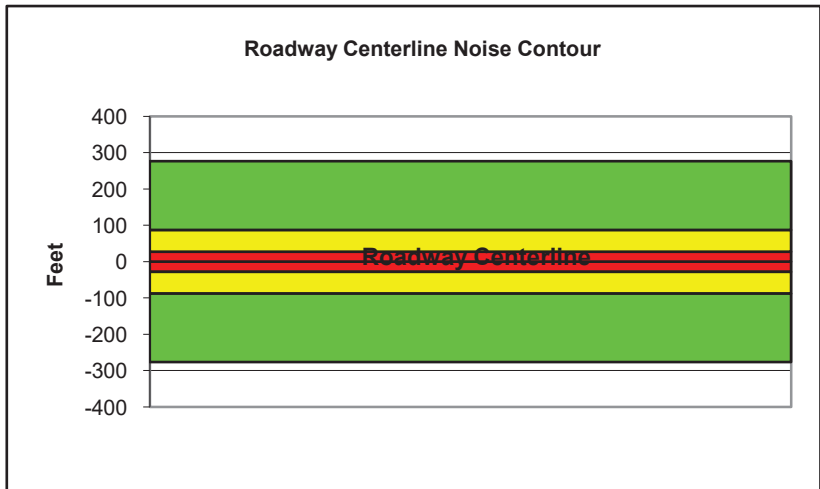
Project Name:	New San Diego Central Courthouse	Scenario:	Existing
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Front Street		
Road Segment:	Ash Street to A Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	16025			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1602.5			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.1	60.8	59.1	53.0	61.6	62.2
Medium Trucks:	61.8	53.7	47.3	45.8	54.2	54.5
Heavy Trucks:	67.0	55.1	46.0	47.2	57.1	57.3
Vehicle Noise:	69.4	62.8	59.6	54.9	63.5	64.0

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	277
65 dBA	87
70 dBA	28
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

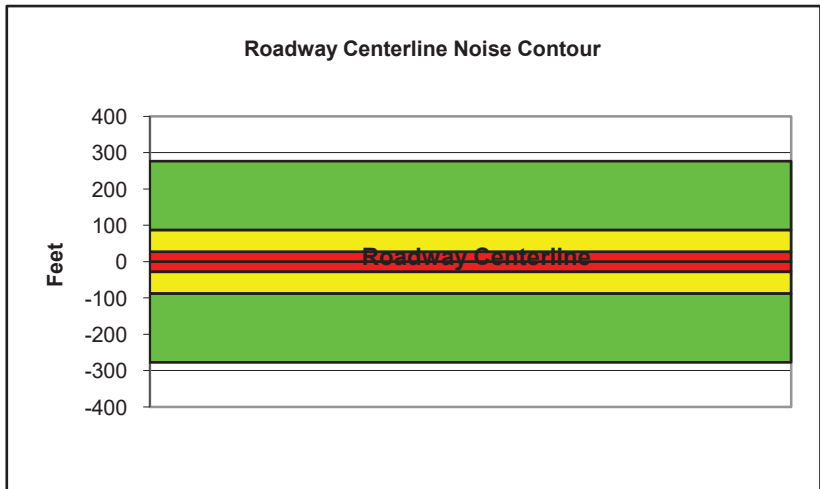
Project Name:	New San Diego Central Courthouse	Scenario:	Existing Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Front Street		
Road Segment:	Ash Street to A Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	16093			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1609.3			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.1	60.9	59.1	53.0	61.6	62.2
Medium Trucks:	61.8	53.7	47.4	45.8	54.3	54.5
Heavy Trucks:	67.0	55.1	46.0	47.2	57.2	57.3
Vehicle Noise:	69.5	62.8	59.6	54.9	63.5	64.0

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	277
65 dBA	88
70 dBA	28
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

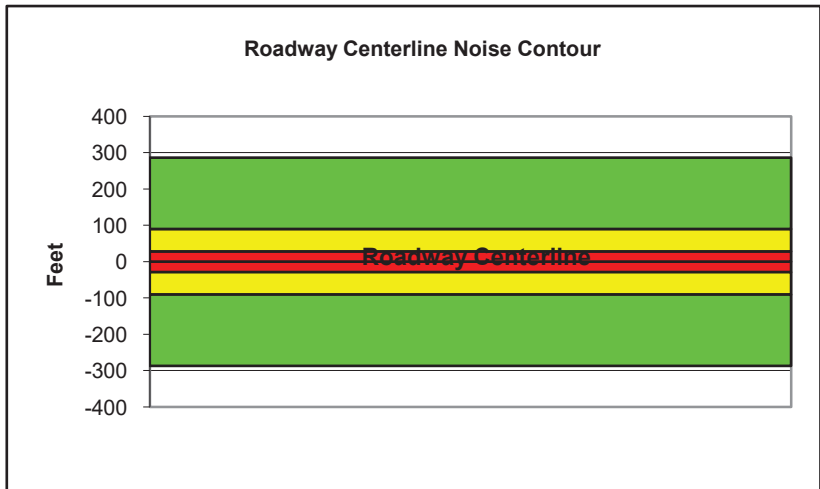
Project Name:	New San Diego Central Courthouse	Scenario:	Future
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Front Street		
Road Segment:	Ash Street to A Street		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	16601				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1660.1				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.2	61.0	59.2	53.1	61.8	62.4
Medium Trucks:	61.9	53.9	47.5	45.9	54.4	54.6
Heavy Trucks:	67.2	55.2	46.2	47.4	57.3	57.4
Vehicle Noise:	69.6	63.0	59.8	55.1	63.6	64.1

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	286
65 dBA	91
70 dBA	29
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

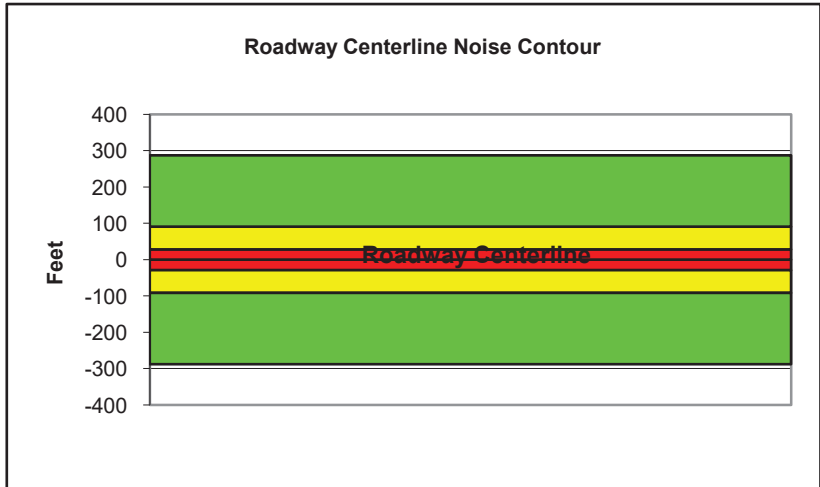
Project Name:	New San Diego Central Courthouse	Scenario:	Future Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Front Street		
Road Segment:	Ash Street to A Street		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	16670				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1667				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.2	61.0	59.2	53.1	61.8	62.4
Medium Trucks:	62.0	53.9	47.5	45.9	54.4	54.7
Heavy Trucks:	67.2	55.2	46.2	47.4	57.3	57.4
Vehicle Noise:	69.6	63.0	59.8	55.1	63.7	64.1

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	288
65 dBA	91
70 dBA	29
Mitigated	
60 dBA	
65 dBA	
70 dBA	



STATE STREET

TRAFFIC NOISE MODELING

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

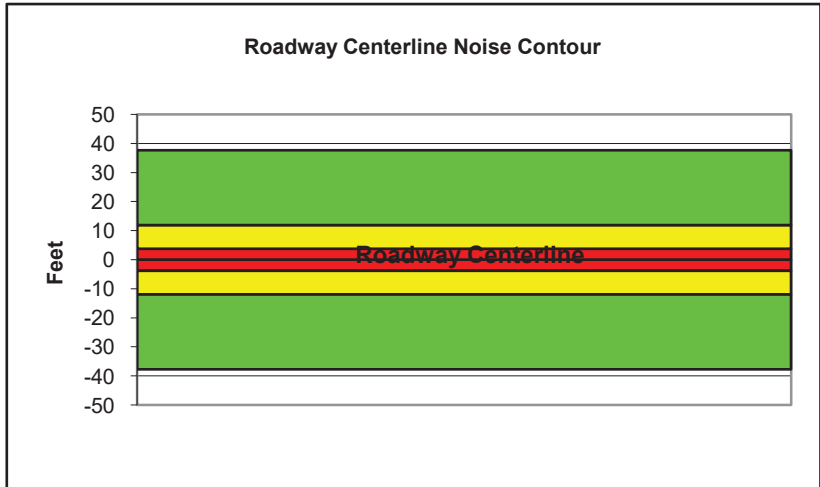
Project Name: New San Diego Central Courthouse Scenario: Existing
Analyst: Monica Kling Job #: 25104231
Roadway: State Street
Road Segment: Ash Street to A Street

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	2190			
Receiver Barrier Dist:	0	Peak Hour Traffic:	219			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	43.4	52.2	50.4	44.3	53.0	53.6
Medium Trucks:	53.1	45.1	38.7	37.1	45.6	45.8
Heavy Trucks:	58.4	46.4	37.4	38.6	48.5	48.6
Vehicle Noise:	60.8	54.2	51.0	46.3	54.9	55.3

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	38
65 dBA	12
70 dBA	4
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

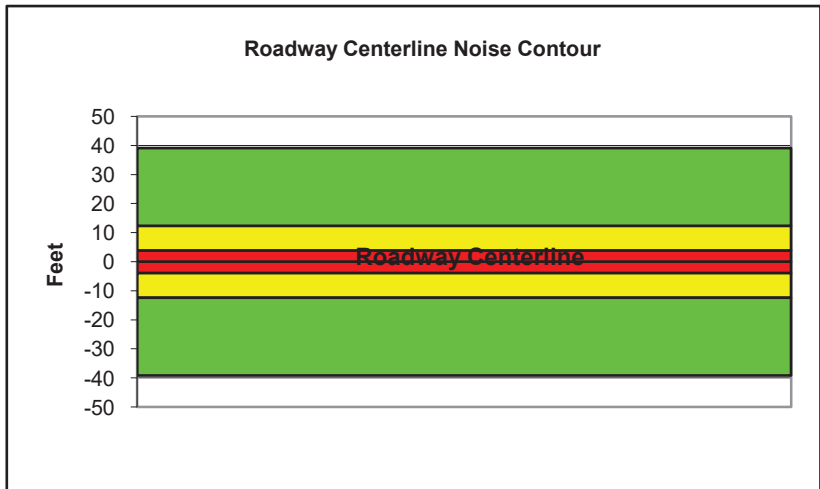
Project Name: New San Diego Central Courthouse Scenario: Existing Plus Project
Analyst: Monica Kling Job #: 25104231
Roadway: State Street
Road Segment: Ash Street to A Street

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	2270				
Receiver Barrier Dist:	0		Peak Hour Traffic:	227				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	43.6	52.4	50.6	44.5	53.1	53.7
Medium Trucks:	53.3	45.2	38.8	37.3	45.8	46.0
Heavy Trucks:	58.5	46.6	37.5	38.7	48.6	48.8
Vehicle Noise:	61.0	54.3	51.1	46.4	55.0	55.5

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	39
65 dBA	12
70 dBA	4
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

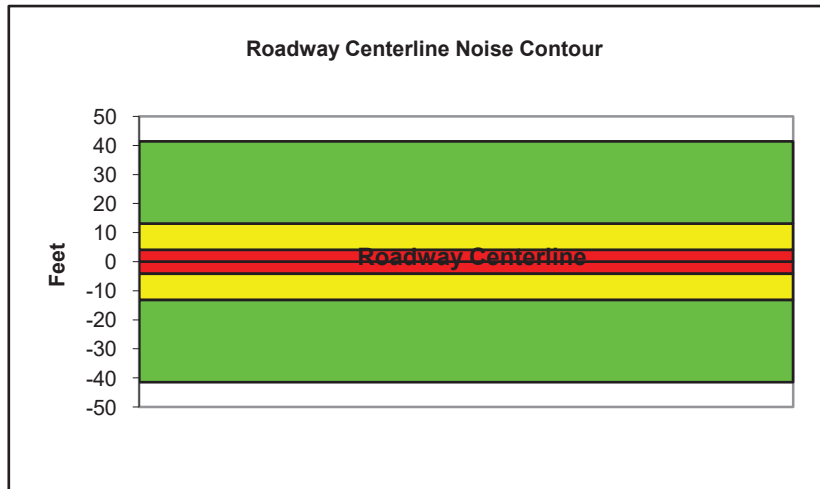
Project Name: New San Diego Central Courthouse Scenario: Future
Analyst: Monica Kling Job #: 25104231
Roadway: State Street
Road Segment: Ash Street to A Street

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	2405			
Receiver Barrier Dist:	0	Peak Hour Traffic:	240.5			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	43.8	52.6	50.8	44.7	53.4	54.0
Medium Trucks:	53.5	45.5	39.1	37.5	46.0	46.2
Heavy Trucks:	58.8	46.8	37.8	39.0	48.9	49.0
Vehicle Noise:	61.2	54.6	51.4	46.7	55.3	55.7

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	41
65 dBA	13
70 dBA	4
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

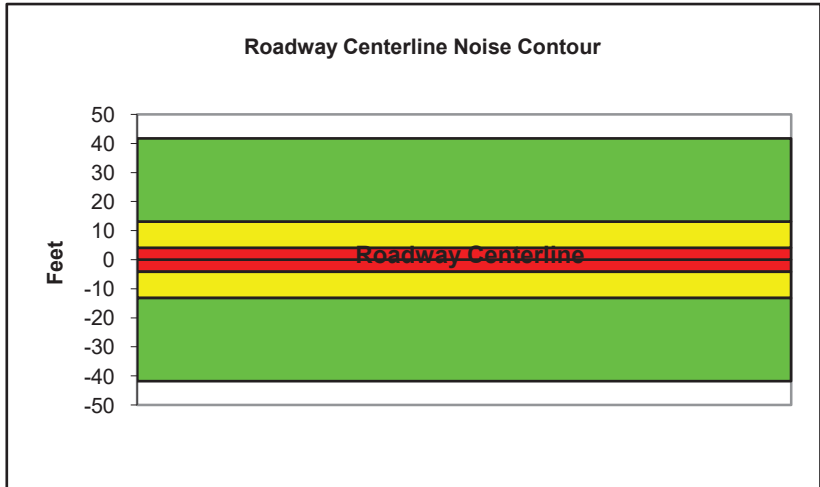
Project Name: New San Diego Central Courthouse Scenario: Future Plus Project
Analyst: Monica Kling Job #: 25104231
Roadway: State Street
Road Segment: Ash Street to A Street

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	2422			
Receiver Barrier Dist:	0	Peak Hour Traffic:	242.2			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	43.9	52.6	50.9	44.8	53.4	54.0
Medium Trucks:	53.6	45.5	39.1	37.6	46.0	46.3
Heavy Trucks:	58.8	46.9	37.8	39.0	48.9	49.1
Vehicle Noise:	61.2	54.6	51.4	46.7	55.3	55.7

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	42
65 dBA	13
70 dBA	4
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

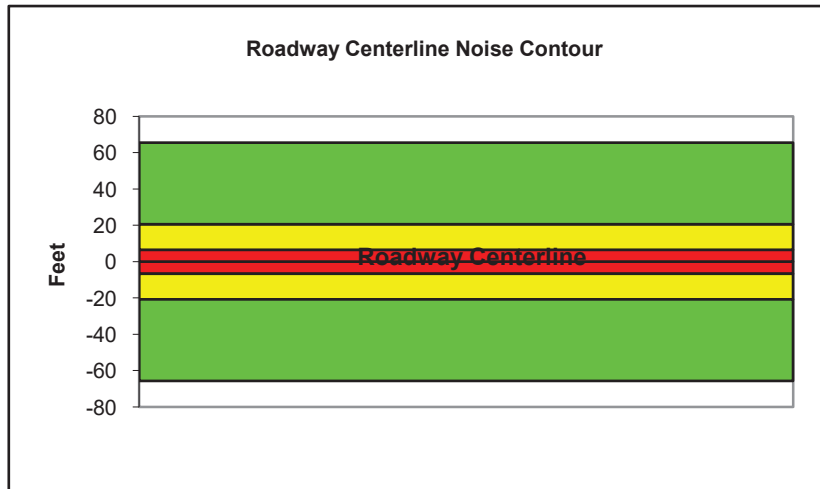
Project Name:	New San Diego Central Courthouse	Scenario:	Existing
Analyst:	Monica Kling	Job #:	25104231
Roadway:	State Street		
Road Segment:	B Street to C Street		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	3800				
Receiver Barrier Dist:	0		Peak Hour Traffic:	380				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.8	54.6	52.8	46.7	55.4	56.0
Medium Trucks:	55.5	47.5	41.1	39.5	48.0	48.2
Heavy Trucks:	60.8	48.8	39.8	41.0	50.9	51.0
Vehicle Noise:	63.2	56.6	53.4	48.7	57.2	57.7

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	66
65 dBA	21
70 dBA	7
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

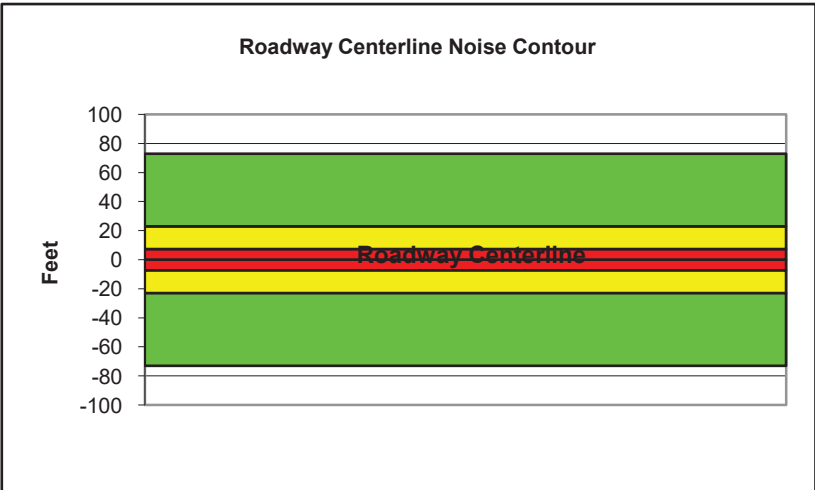
Project Name:	New San Diego Central Courthouse	Scenario:	Existing Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	State Street		
Road Segment:	B Street to C Street		

PROJECT DATA			SITE DATA				
Centerline Dist to Barrier	0		Road Grade:		0		
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:		4228		
Receiver Barrier Dist:	0		Peak Hour Traffic:		422.8		
Centerline Dist. To Observer:	100		Vehicle Speed:		35		
Barrier Near Lane CL Dist:	0		Centerline Separation:		24		
Barrier Far lane CL Dist:	0		NOISE INPUTS				
Pad Elevation:	0.5		Site conditions HARD SITE				
Road Elevation:	0		FLEET MIX				
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0						
Medium Trucks:	2.3						
Heavy Trucks:	8						

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	46.3	55.1	53.3	47.2	55.8	56.4
Medium Trucks:	56.0	47.9	41.5	40.0	48.5	48.7
Heavy Trucks:	61.2	49.3	40.2	41.4	51.3	51.5
Vehicle Noise:	63.7	57.0	53.8	49.1	57.7	58.2

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	73
65 dBA	23
70 dBA	7
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

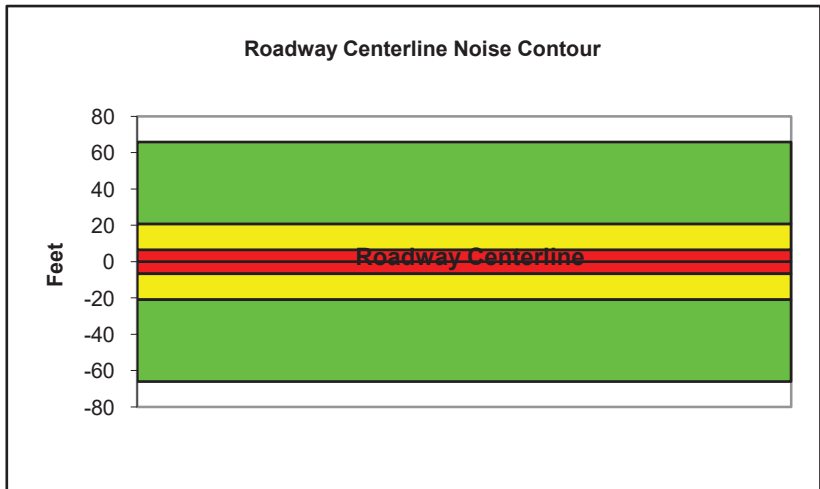
Project Name:	New San Diego Central Courthouse	Scenario:	Future
Analyst:	Monica Kling	Job #:	25104231
Roadway:	State Street		
Road Segment:	B Street to C Street		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	3829				
Receiver Barrier Dist:	0		Peak Hour Traffic:	382.9				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.8	54.6	52.8	46.8	55.4	56.0
Medium Trucks:	55.6	47.5	41.1	39.5	48.0	48.3
Heavy Trucks:	60.8	48.8	39.8	41.0	50.9	51.0
Vehicle Noise:	63.2	56.6	53.4	48.7	57.3	57.7

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	66
65 dBA	21
70 dBA	7
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

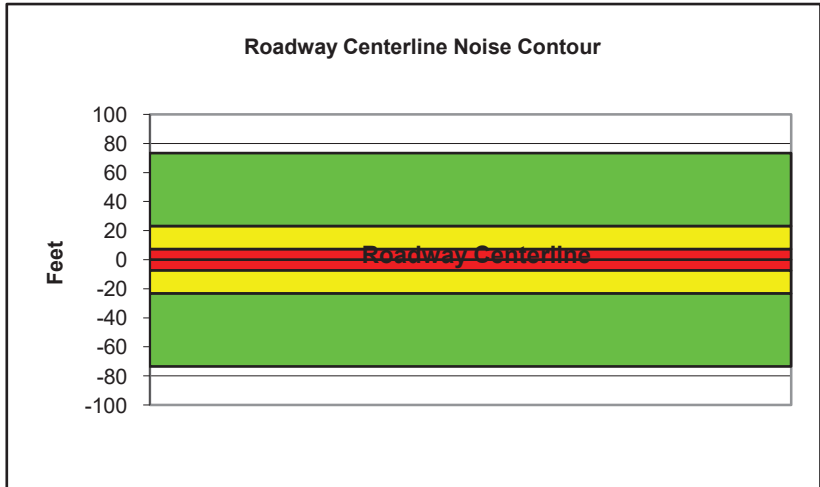
Project Name:	New San Diego Central Courthouse	Scenario:	Future Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	State Street		
Road Segment:	B Street to C Street		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	4256				
Receiver Barrier Dist:	0		Peak Hour Traffic:	425.6				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	46.3	55.1	53.3	47.2	55.9	56.5
Medium Trucks:	56.0	48.0	41.6	40.0	48.5	48.7
Heavy Trucks:	61.2	49.3	40.2	41.5	51.4	51.5
Vehicle Noise:	63.7	57.0	53.9	49.2	57.7	58.2

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	73
65 dBA	23
70 dBA	7
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

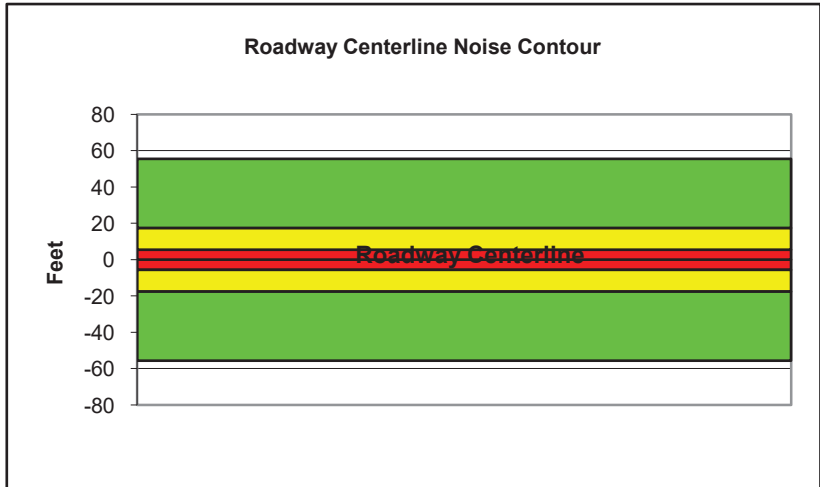
Project Name: New San Diego Central Courthouse Scenario: Existing
Analyst: Monica Kling Job #: 25104231
Roadway: State Street
Road Segment: C Street to Broadway

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	3221			
Receiver Barrier Dist:	0	Peak Hour Traffic:	322.1			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.1	53.9	52.1	46.0	54.7	55.3
Medium Trucks:	54.8	46.7	40.4	38.8	47.3	47.5
Heavy Trucks:	60.0	48.1	39.0	40.3	50.2	50.3
Vehicle Noise:	62.5	55.8	52.6	48.0	56.5	57.0

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	56
65 dBA	18
70 dBA	6
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

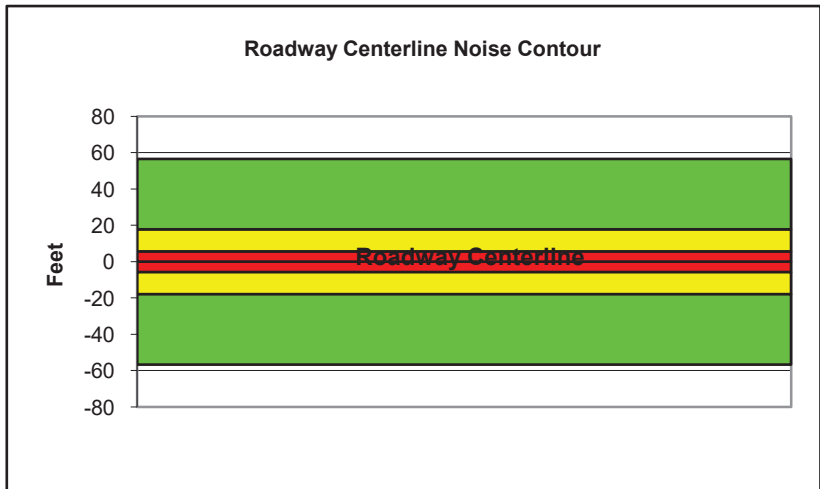
Project Name: New San Diego Central Courthouse Scenario: Existing Plus Project
Analyst: Monica Kling Job #: 25104231
Roadway: State Street
Road Segment: C Street to Broadway

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	3281			
Receiver Barrier Dist:	0	Peak Hour Traffic:	328.1			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.2	54.0	52.2	46.1	54.7	55.3
Medium Trucks:	54.9	46.8	40.4	38.9	47.4	47.6
Heavy Trucks:	60.1	48.2	39.1	40.3	50.2	50.4
Vehicle Noise:	62.6	55.9	52.7	48.0	56.6	57.1

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	57
65 dBA	18
70 dBA	6
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

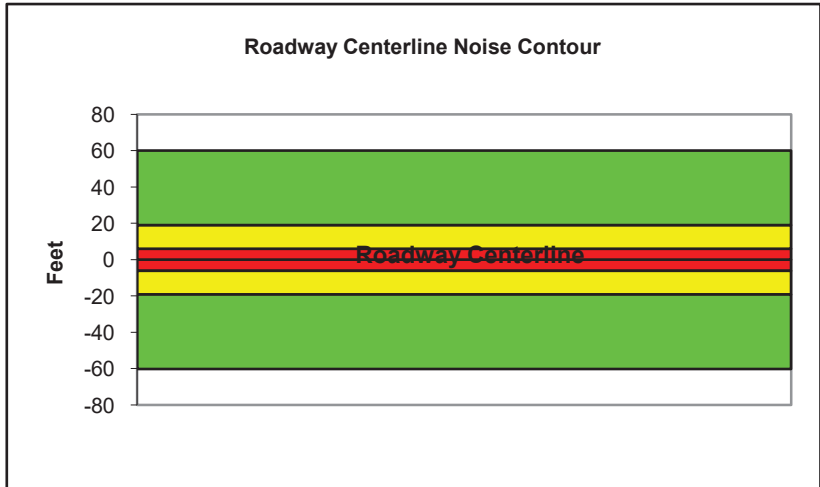
Project Name: New San Diego Central Courthouse Scenario: Future
Analyst: Monica Kling Job #: 25104231
Roadway: State Street
Road Segment: C Street to Broadway

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	3489				
Receiver Barrier Dist:	0		Peak Hour Traffic:	348.9				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.4	54.2	52.4	46.4	55.0	55.6
Medium Trucks:	55.2	47.1	40.7	39.1	47.6	47.9
Heavy Trucks:	60.4	48.4	39.4	40.6	50.5	50.6
Vehicle Noise:	62.8	56.2	53.0	48.3	56.9	57.3

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	60
65 dBA	19
70 dBA	6
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

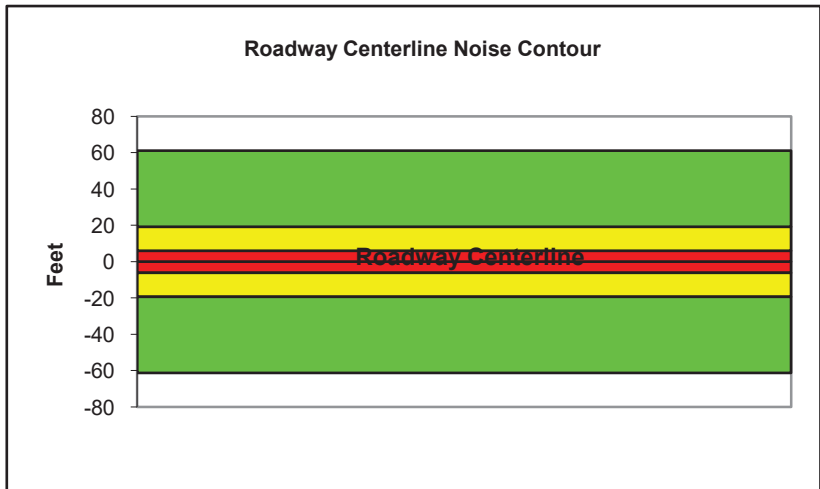
Project Name: New San Diego Central Courthouse Scenario: Future Plus Project
Analyst: Monica Kling Job #: 25104231
Roadway: State Street
Road Segment: C Street to Broadway

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	3549			
Receiver Barrier Dist:	0	Peak Hour Traffic:	354.9			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.5	54.3	52.5	46.4	55.1	55.7
Medium Trucks:	55.2	47.2	40.8	39.2	47.7	47.9
Heavy Trucks:	60.5	48.5	39.5	40.7	50.6	50.7
Vehicle Noise:	62.9	56.3	53.1	48.4	56.9	57.4

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

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	61
65 dBA	19
70 dBA	6
Mitigated	
60 dBA	
65 dBA	
70 dBA	



APPENDIX H

TRAFFIC IMPACT ANALYSIS REPORT REVIEW

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New San Diego Central Courthouse- Traffic Impact Analysis Report

Prepared for
Administrative Office of the Courts

Prepared by



5050 Avenida Encinas, Suite 260, Carlsbad, CA 92008
CONTACT: DAWN WILSON 760.476.9193 dwilson@rbf.com



Revised: ~~July 7, 2010~~
~~May 12, 2010~~
October 25, 2010

JN 25-104231.001

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EXECUTIVE SUMMARY

The Administrative Office of the Courts (the “AOC”) has proposed construction of a New San Diego Central Courthouse in the downtown area of the City of San Diego (the “City”). This study analyzes the forecast traffic impact of the proposed courthouse project. The proposed location is bound by B Street to the north, C Street to the south, State Street to the east, and Union Street to the west. An office building and a pay parking lot currently occupy the site.

The proposed project will include 71 courtrooms. Of the 71 courtrooms, 59 will be relocated from the existing courthouse immediately east of the proposed project site. Ten of the 71 courtrooms will be relocated from the Madge Bradley and Family Law Courthouse several blocks east of the proposed site. One courtroom will be relocated from Kearney Mesa and one new courtroom will be added. Sixty of the 71 court rooms will provide for jury trials, and the remaining courtrooms will serve probate, family court, and small claims and will not have a jury call. Only two of the courtrooms, the new courtroom and the relocated courtroom from Kearney Mesa, will generate new trips into downtown.

Construction of the new building will displace one existing office building and a public parking lot (181 spaces). The AOC will also demolish the County Courthouse and Old Jail, which provide space for County of San Diego employees and employees supporting detention operations in the Old Jail. The removal of these buildings will reduce the traffic, parking demand, and parking supply in the study area. The AOC has no current plans to redevelop the existing County Courthouse site. The Madge Bradley and Family Law Courthouse will provide office space for other tenants.

The proposed project will generate approximately 134 new trips per day. Another 721 trips per day will redistribute through downtown to account for the relocation of the Madge Bradley and Family Law courthouses. Combined, the redistribution of trips and the new trips will generate approximately 385 new trips during the a.m. peak period.

In addition to evaluating traffic operating conditions, this report also discusses the project’s parking demands. The proposed courthouse will provide approximately 60 on-site underground spaces for judges and key courthouse staff. All others will be required to park off site in the existing surface parking lots, public parking structures or on the street. In addition to the existing offsite demand, a total of 370 parking spaces will be needed to serve the new courthouse.

This study analyzed the traffic operating conditions for the following intersections and roadway segments:

Study Intersections

- Ash Street / Union Street
- Ash Street / Front Street
- First Avenue / A Street
- B Street / State Street
- B Street / Union Street
- B Street / Front Street
- C Street / State Street
- C Street / Union Street
- Broadway / State Street
- Broadway / Union Street

Study Roadway Segments

- Ash Street: Columbia Street to State Street
State Street to Union Street
Union Street to Front Street
Front Street to First Avenue
- A Street: Columbia Street to State Street
State Street to Union Street
Union Street to Front Street
Front Street to First Avenue
- B Street: Columbia Street to State Street
State Street to Union Street
Union Street to Front Street
- C Street: Columbia Street to State Street
- Broadway: Kettner Boulevard to India Street
Union Street to Front Street
Front Street to First Avenue
- State Street: Ash Street to A Street
B Street to C Street
C Street to Broadway
- Front Street: Ash Street to A Street
A Street to B Street
- First Avenue: Ash Street to A Street
A Street to B Street

This traffic impact study was prepared in accordance with the City of San Diego Traffic Impact Study Manual (2003). The City's goal for acceptable levels of service is LOS D or better at signalized intersections and along roadway segments. Existing a.m. peak hour and daily roadway segment traffic volume was collected specifically for this study in April 2010. Operational analysis shows all intersections and roadway segments operate at LOS D or better.

Project-generated trips calculated were based on rates established for similar facilities, categorized into jury and non-jury trials. Trips were then to the roadway network, and added to the existing a.m. peak hour and daily volumes to determine the short-term project impacts. The addition of the forecast project-generated trips to the existing conditions does not change the LOS from acceptable to deficient at the study intersection or along study roadway segments. Therefore, there are not forecast significant impacts for the study intersections and segments under Existing Plus Project conditions.

The AOC forecasts that the project will open in the year 2016. To evaluate traffic operations for the project opening year, a growth rate factor of two percent per year was applied to all existing conditions traffic volumes. The growth factor is based on existing ADT volumes and forecast year 2030 ADT volumes reported in the Downtown Community Plan Update. This report evaluates cumulative conditions with and without the proposed project.

It should be noted that the proposed New San Diego Central Courthouse is consistent with the planned land use as identified in the Downtown Community Plan and Downtown Community Plan Environmental Impact Report. As such, the project will not generate traffic volumes over that anticipated in these documents.

Based on City of San Diego significant impact thresholds, no direct project impacts are identified for Existing or Cumulative conditions. Therefore, no mitigation is required.

The project will provide approximately 60 on-site parking spaces for judges and key court staff. All other vehicles will park off-site in public parking lots. An inventory of available public surface parking lots found 874 parking spaces within a three block radius of the project site. A field occupancy survey conducted in March 2010 revealed that at 8:30 a.m., when the peak demand for parking for the courts would be occur, approximately 45% of the total surface parking spaces were unoccupied. The project will need 370 parking spaces to accommodate the forecast a.m. peak period traffic forecast. Clearly this demand could be met by the surface parking spaces alone, with 395 parking spaces available at 8:30 a.m. However, there are over 1,700 public parking spaces available in parking structures near the project site. Therefore, there is sufficient parking within the three block radius to meet the a.m. peak parking demands of the courthouse.

The construction of the new courthouse will result in the removal of a 181 public parking lot. The project will also reduce the demand for parking with the removal of the office buildings that exist on this site and other uses that will be removed with the demolition of the existing courthouse (Old Jail and San Diego County office space). According to the trip generation analysis, the removal trips associated with the demolition of the existing courthouse and the demolition of the existing office buildings on the proposed site will result in a decline in parking demand by as much as 326 vehicles. Therefore, the

removal of the parking lot will not negatively impact the parking supply in the project vicinity.

INTRODUCTION

The Administrative Office of the Courts (the “AOC”) has proposed a New San Diego Central Courthouse project in downtown San Diego. This study analyzes the forecast traffic impacts of the proposed courthouse project in downtown San Diego. The project site is adjacent to B Street to the north, C Street to the south, State Street to the east, and Union Street to the west. An office building and a pay parking lot currently exist on the site. Exhibit 1 and Exhibit 2 illustrate the regional vicinity map and the study area map of the project.

Analysts prepared this traffic impact study in accordance with the SANTEC/ITE Traffic Study Guidelines and City of San Diego (the “City”) Traffic Impact Study Manual (2003). The City’s goal for acceptable levels of service (“LOS”) is LOS D or better at signalized intersections and along roadway segments.

This report evaluates the a.m. peak hour intersection and daily roadway segment operations for existing and Year 2016 conditions with and without the proposed project.

PROJECT DESCRIPTION

The proposed project will include 71 courtrooms:

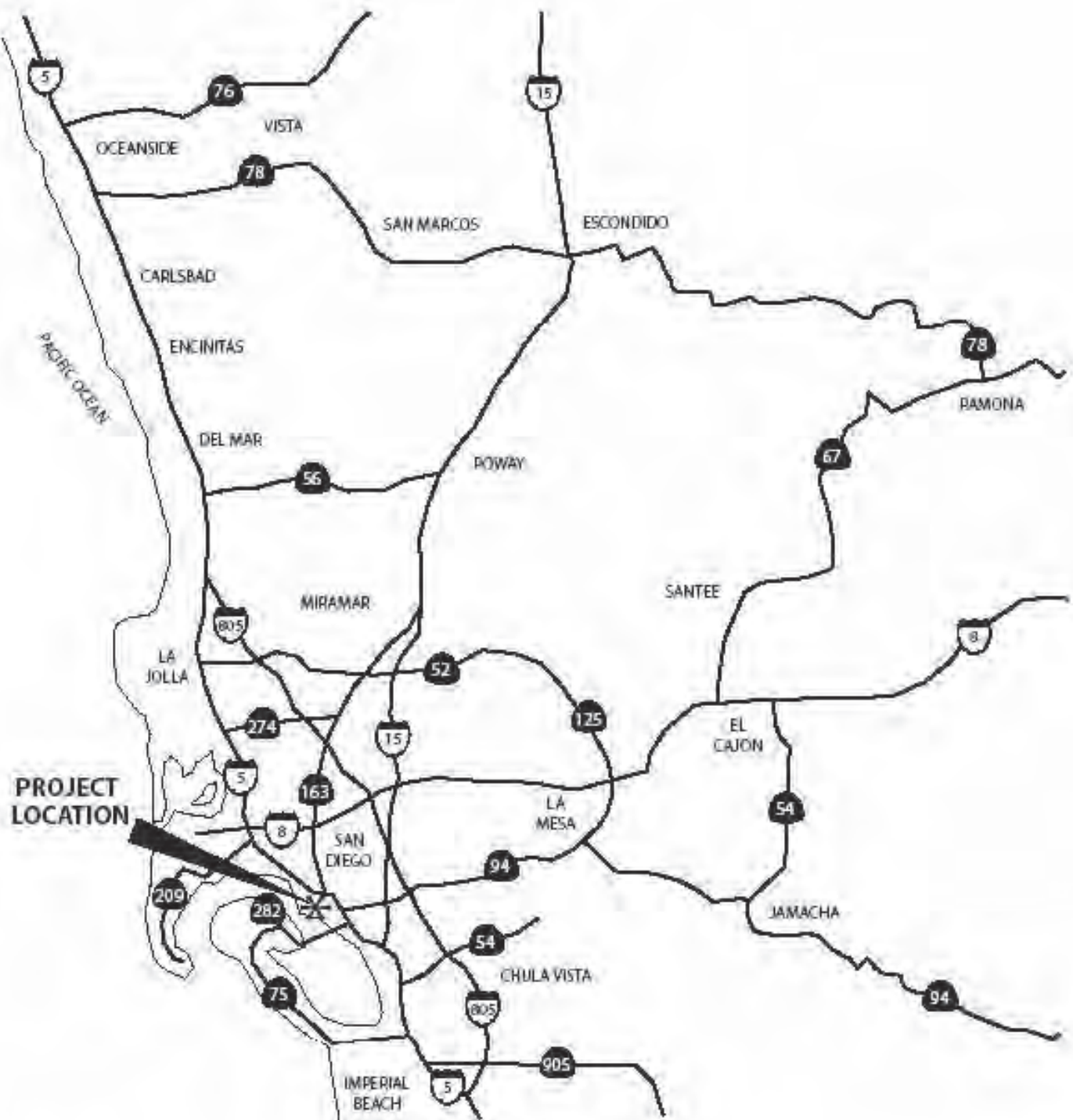
- 59 courtrooms will relocate from existing County Courthouse building, which is adjacent to the proposed courthouse site;
- 10 courtrooms will relocate from Madge Bradley & Family Law Courthouse; 1 court room will relocate from Kearney Mesa; and
- 1 new courtroom will be added.

Of the total 71 courtrooms, only the new courtroom and relocated courtroom from Kearney Mesa will generate new trips into downtown San Diego.

Once the new courthouse is constructed, the Administrative Offices of the Courts (AOC) intends to demolish the existing building. At the time this report was prepared, the AOC had no plans to redevelop the existing County Courthouse and Old Jail sites. The demolition of the existing Courthouse and the existing buildings on the proposed site will result in a reduction in trips within the study area:

- Construction of the new courthouse will displace one existing office building and a public parking lot (181 spaces). The removal of this building will reduce the parking demand and the total trips within the study area.

- Staff of the County of San Diego (the “County”) occupy approximately 56,000 BGSF of the existing County Courthouse. These staff will move to a new location when the AOC prepares to demolish the existing courthouse.
- The Old Jail, located within the existing courthouse, will demolished and will not be replaced within downtown.



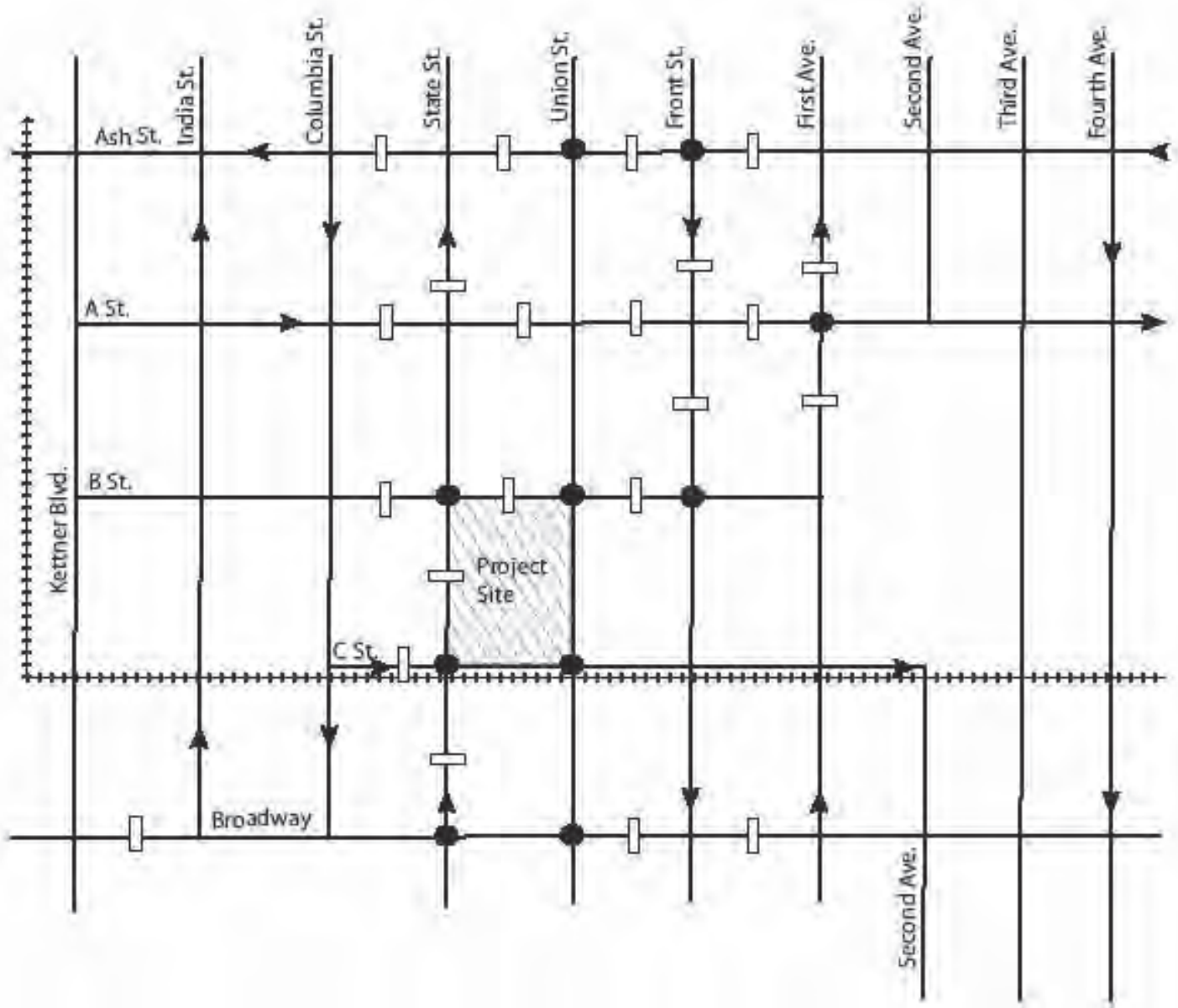
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25-104231.001 May 2010

REGIONAL PROJECT VICINITY

EXHIBIT 1



LEGEND:

- Study Intersection
- Study Roadway Segment
- ▶ One-way
- ▨ Project Site



NOT TO SCALE



25-104231.001 May 2010

STUDY AREA

EXHIBIT 2

STUDY AREA

The project study area is based on the distribution of project-generated trips on the roadway network. The list of study intersections and roadway segments is based on recommendations by City staff and City of San Diego Traffic Impact Study Manual. The traffic study includes all signalized intersections where the project will add 50 or more peak hour project-generated trips. Exhibit 2 shows study intersections and roadway segments.

Based on these thresholds, the study area consists of the following intersections:

- Ash Street / Union Street
- Ash Street / Front Street
- First Avenue / A Street
- B Street / State Street
- B Street / Union Street
- B Street / Front Street
- C Street / State Street
- C Street / Union Street
- Broadway / State Street
- Broadway / Union Street

ANALYSIS METHODOLOGY

In accordance with the City of San Diego Traffic Impact Study Manual, this study analyzes the followings study scenarios:

- **Existing Conditions** – Analysis of existing traffic count volumes, intersection geometry and existing roadway network.
- **Existing Plus Project Conditions** – Analysis of existing traffic volumes overlaid with the forecast project-generated traffic. The existing intersection geometry and roadway network were used in this analysis.
- **Existing Plus Cumulative Conditions (No Project)** – Analysis of existing traffic volumes overlaid with traffic associated with approved or pending projects anticipated to be constructed by the project-opening year.
- **Existing Plus Cumulative Plus Project Conditions** – Analysis of existing traffic volumes overlaid with cumulative project traffic and traffic generated by the proposed project.

This study uses the 2000 Highway Capacity Manual methodology for Signalized Intersections to determine the operating Levels of Service (LOS) of the study intersections. The Highway Capacity Manual (HCM) methodology describes the operation of an intersection using a range of levels of service (LOS) from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on corresponding average stopped delay per vehicle shown in Table 1.

Table 1: Intersection LOS & Delay Ranges

LOS	Delay (seconds/vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	< 10.0	< 10.0
B	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	> 80.0	> 50.0

Source: 2000 Highway Capacity Manual.

The roadway segment analysis of the study area roadways is based upon roadway classifications and capacity thresholds defined in the City of San Diego Traffic Impact Study Manual. The roadway segment level of service criteria is included in Table 2.

Table 2: Level of Service Thresholds for Roadway Segments

Classification (# Lanes)		Level of Service				
		A	B	C	D	E
Primary Arterial (6)		25,000	35,000	50,000	55,000	60,000
Major Arterial	Two-way (6)	20,000	28,000	40,000	45,000	50,000
	One-way (3)	10,000	14,000	20,000	22,500	25,000
Major Arterial	Two-way (4)	15,000	21,000	30,000	35,000	40,000
	One-way (2)	7,500	10,500	15,000	17,500	20,000
Local	Two-way (2)	2,500	3,500	5,000	6,500	8,000
	One-way (3)	4,000	5,500	7,500	9,000	10,000
	One-way (2)	2,500	3,500	5,000	6,500	8,000
Collector	Two-way (4)	10,000	14,000	20,000	25,000	30,000
	One-way (3)	7,500	10,500	15,000	18,750	22,500
	One-way (2)	5,000	7,000	10,000	13,000	15,000
Collector (no center lane (4)) (continuous left-turn lane 2))		5,000	7,000	10,000	13,000	15,000
Collector (2) (no fronting property)		4,000	5,500	7,500	9,000	10,000
Collector (2) (commercial-industry fronting)		2,500	3,500	5,000	6,500	8,000

Source: City of San Diego Traffic Impact Study Manual

The City's goal for acceptable operating conditions is LOS D or better for intersections and roadway segments. The City's Traffic Impact Study Manual identifies thresholds of significance shown in Table 3:

Table 3: City of San Diego Level of Significance Thresholds

LOS with Project	Allowable Change Due To Project Impact					
	Freeways		Roadway Segments		Intersections	Ramp Metering
	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec.)	Delay (sec.)
E (or ramp meter delays above 15 min.)	0.010	1.0	0.02	1	2.0	2.0
F (or ramp meter delays above 15 min.)	0.005	0.5	0.01	1	2.0	1.0

Source: City of San Diego Traffic Impact Study Manual

EXISTING CONDITIONS

Existing Roadway Circulation System

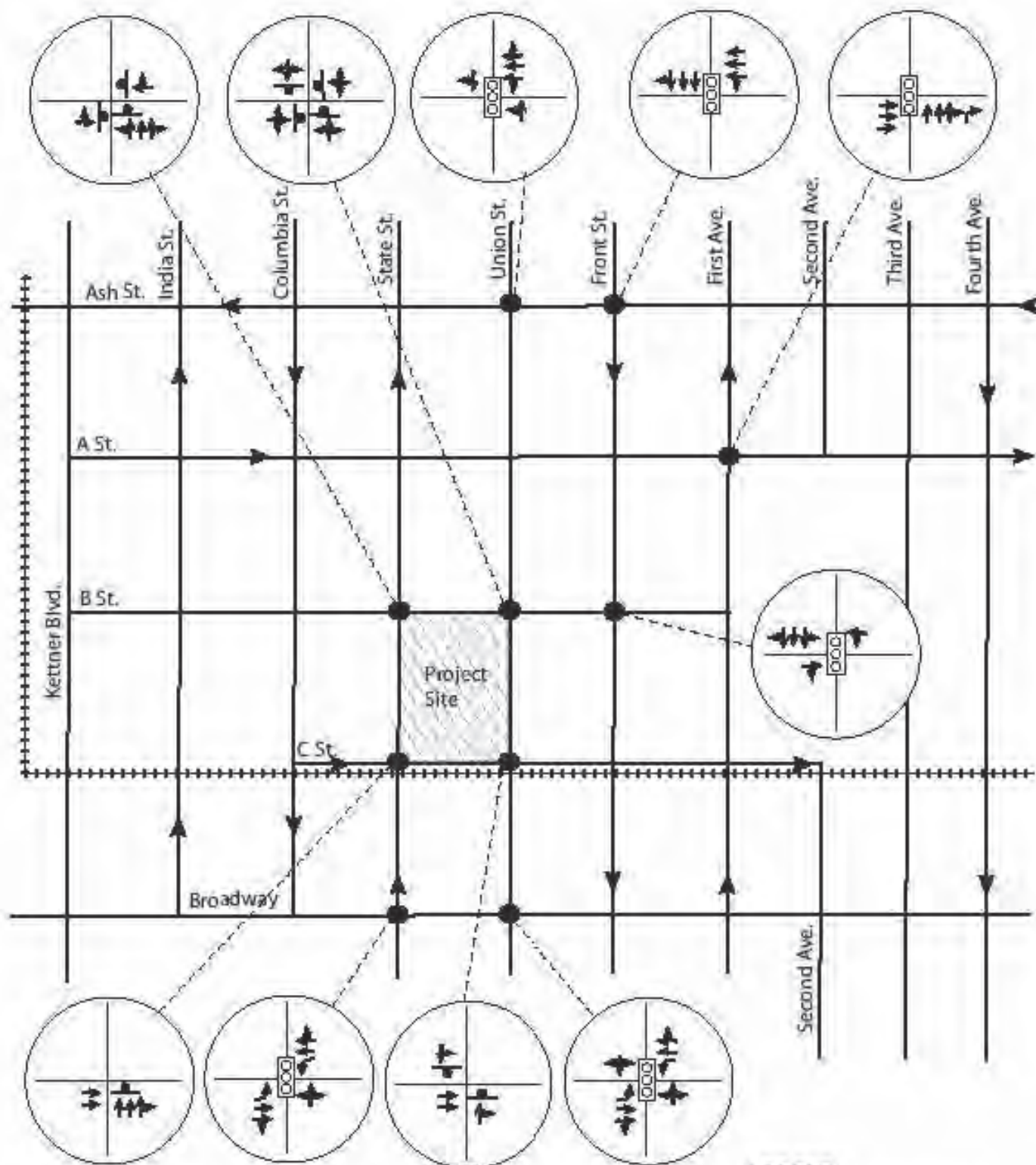
A thorough field investigation of the existing roadway and intersection conditions was conducted specifically for this project. This analysis included traffic signal operations, lanes, parking and other factors that may affect the capacity of the roadway. A description of all existing roadways is provided below. Exhibit 3 shows existing intersection geometry and traffic signal control.

Ash Street is a one-way westbound street providing three travel lanes. Ash Street is a one-way Major Street within the study area. Metered curbside parking is generally provided on both sides of the street.

A Street is a one-way eastbound street providing three travel lanes. A Street is a one-way Major Street within the study area. Metered curbside parking is generally provided on both sides of the street.

B Street is a two-lane street oriented in an east-west direction. B Street is a two-lane Local Street within the study area. Metered curbside parking is generally provided on both sides of the street.

C Street is a one-way eastbound street providing two travel lanes. Trolley tracks runs in between each eastbound travel lane. C Street is classified as a two-lane Local Street within the study area. No curbside parking is provided along C Street.



LEGEND:

-  Stop Controlled Intersection
-  Signalized Intersection



NOT TO SCALE



25-104251-001 May 2010

EXISTING INTERSECTION GEOMETRY

EXHIBIT 3

Broadway is a four-lane divided road oriented in an east-west direction. Broadway is as a Collector Street within the study area. Most intersections through the study area have restricted left turn access from Broadway onto side streets. Metered curbside parking is generally provided on both sides of the street.

Kettner Boulevard is a one-way southbound street from Ash Street to A Street providing two travel lanes and is considered a Major Street within the study area. From A Street to Broadway, Kettner Boulevard is a two-lane Major Street within the study area. Metered curbside parking is generally provided on both sides of the street.

State Street is a one-way northbound street providing three travel lanes. State Street is a one-way Local Street within the study area. Metered curbside parking is generally provided on both sides of the street.

Union Street is a two-lane street oriented in a north-south direction. Union Street is a two-lane Local Street within the study area. Metered curbside parking is generally provided on both sides of the street.

Front Street is a one-way southbound street providing three travel lanes. Front Street is a one-way Major Street within the study area. Metered curbside parking is generally provided on both sides of the street.

First Avenue is a one-way northbound street providing three travel lanes. First Avenue is a one-way Major Street within the study area. Metered curbside parking is generally provided on both sides of the street.

Existing Conditions Levels of Service

To determine the existing operation of the study intersections, intersection movement counts were collected on a typical weekday during the a.m. (7:30 to 9:30 a.m.) peak period. Since the courts typically end judicial proceedings prior to the p.m. peak period, there is no analysis for this time period. Average daily traffic volumes were also collected over a 24-hour period.

Exhibit 4 shows existing a.m. peak hour and daily traffic volumes. Detailed count data is in Appendix A. Table 4 shows the results of the existing conditions a.m. peak hour intersection operating conditions. Detailed Highway Capacity Manual (HCM) calculation sheets are in Appendix B. As shown in Table 4, all intersections are currently operating at an acceptable LOS (LOS D or better) during the a.m. peak hours.

Roadway segment levels of service calculations were conducted based on established capacity thresholds defined by roadway classification and average daily traffic volumes. Table 5 presents the results of the existing conditions roadway segment level of service

analysis. As shown in Table 5, all of the roadway segments operate at acceptable levels of service.

Table 4: Existing Condition Intersection LOS – AM Peak

Study Intersection	Control	Delay - LOS	
Ash Street / Union Street	S	6.2	A
Ash Street / Front Street	S	19.9	B
First Avenue / A Street	S	17.2	B
B Street / State Street	U	9.3	A
B Street / Union Street	U	10.3	B
B Street / Front Street	S	6.1	A
C Street / State Street	U	10.9	B
C Street / Union Street	U	10.5	B
Broadway / State Street	S	0.0	A
Broadway / Union Street	S	8.5	A

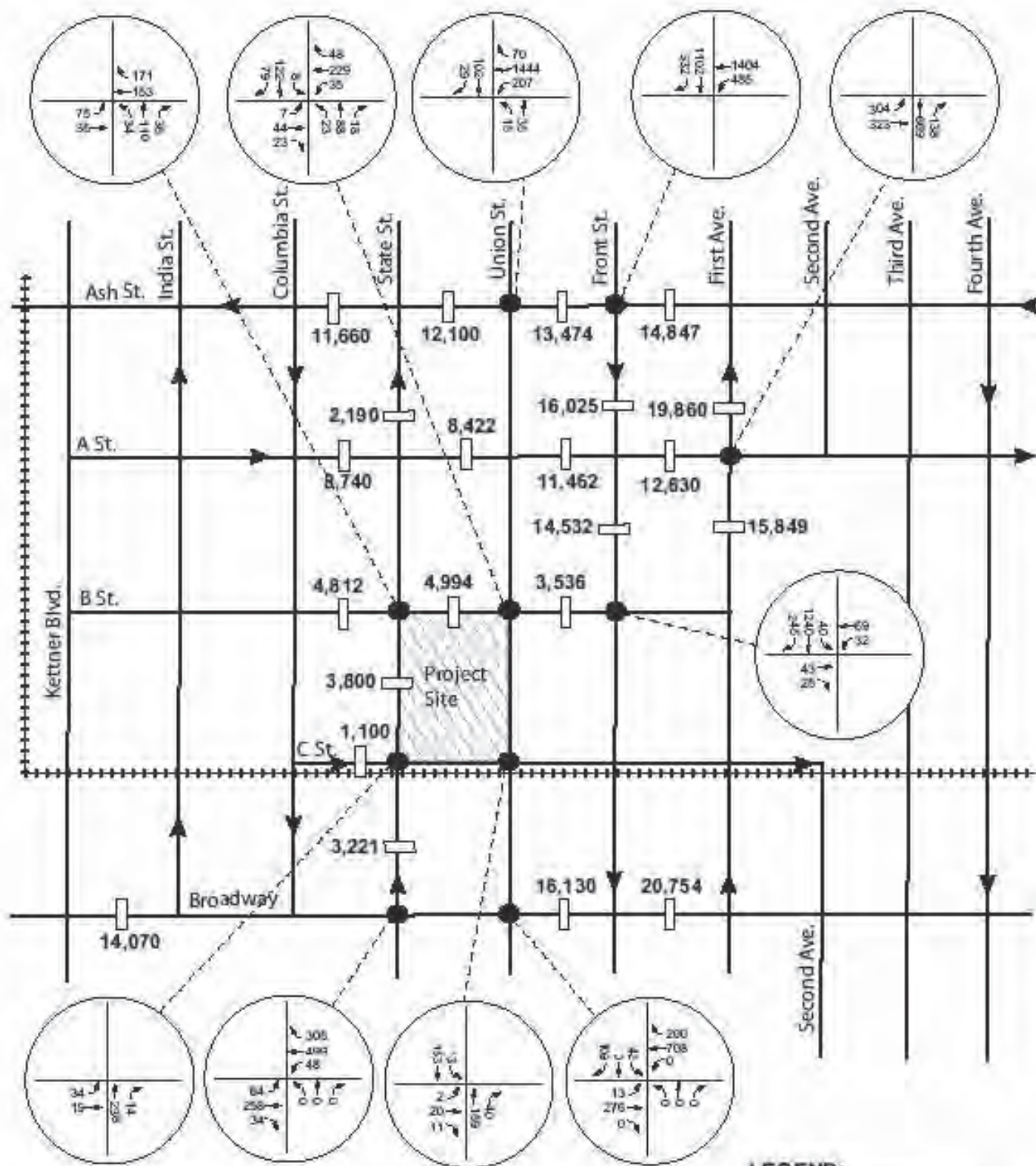
Note: Deficient intersection operation shown in **bold**.

Control: S= signalized , U= unsignalized

Table 5: Existing Conditions Roadway Segment LOS

Roadway	Location	Class (# Lanes)	LOS E Capacity	Existing ADT	V/C	LOS
Ash Street	Columbia Street to State St.	Major one-way (3)	25,000	11,660	0.47	B
	State Street to Union Street	Major one-way (3)	25,000	12,100	0.48	B
	Union Street to Front Street	Major one-way (3)	25,000	13,474	0.54	B
	Front Street to First Avenue	Major one-way (3)	25,000	14,847	0.59	C
A Street	Columbia Street to State St.	Major one-way (3)	25,000	8,740	0.35	A
	State Street to Union Street	Major one-way (3)	25,000	8,422	0.34	A
	Union Street to Front Street	Major one-way (3)	25,000	11,462	0.46	B
	Front Street to First Avenue	Major one-way (3)	25,000	12,630	0.51	B
B Street	Columbia Street to State St.	Local (2)	8,000	4,812	0.60	C
	State Street to Union Street	Local (2)	8,000	4,994	0.62	C
	Union Street to Front Street	Local (2)	8,000	3,536	0.44	C
C Street	Columbia Street to State St.	Local one-way (2)	8,000	1,100	0.14	A
Broadway	Kettner Blvd. to India Street	Collector (4)	30,000	14,070	0.47	C
	Union Street to Front Street	Collector (4)	30,000	16,130	0.54	C
	Front Street to First Avenue	Collector (4)	30,000	20,754	0.69	D
State Street	Ash Street to A Street	Local one-way (3)	10,000	2,190	0.22	A
	B Street to C Street	Local one-way (3)	10,000	3,800	0.38	A
	C Street to Broadway	Local one-way (3)	10,000	3,221	0.32	A
Front Street	Ash Street to A Street	Major one-way (3)	25,000	16,025	0.64	C
	A Street to B Street	Major one-way (3)	25,000	14,532	0.58	C
1 st Avenue	Ash Street to A Street	Major one-way (3)	25,000	19,860	0.79	C
	A Street to B Street	Major one-way (3)	25,000	15,849	0.63	C

Note: Deficient roadway segment operation shown in **bold**.



LEGEND:

- XX ↗ AM Peak Hour Volume
- X,XXX Average Daily Traffic



NOT TO SCALE



25 104231 (3/1) May 2010

EXISTING CONDITIONS TRAFFIC VOLUMES

EXHIBIT 4

PROPOSED PROJECT

The proposed project will include 71 courtrooms. Of the 71 courtrooms, 59 will relocate from the existing County Courthouse located immediately east of the proposed project site. Ten of the 71 courtrooms will relocate from the Madge Bradley and Family Law Courthouse, which are several blocks northeast of the proposed site. One courtroom will relocate from Kearney Mesa, and the project will add one new courtroom. Sixty of the 71 court rooms will provide for jury trials while the remaining will serve probate, small claims, and family court and will not have a jury call. Only 2 of the 71 courtrooms, the new courtroom and the relocated courtroom from Kearney Mesa, will generate new trips into downtown. The project will provide approximately underground 60 parking spaces on the project site for judges and key staff of the court system. All other project-related parking will occur offsite.

The proposed courthouse site contains approximately 45,000 BGSF of commercial existing office uses and an existing 181 space parking lot. The project will demolish the office space on the proposed site, the existing County Courthouse, and the Old Jail. The removal of the buildings will reduce overall existing traffic in the study area and reduce the existing demand for parking. However, removal of the parking lot (181 spaces) will reduce the existing available public parking capacity.

TRIP GENERATION RATES

The New San Diego Central Courthouse will operate from 8:00 a.m. to 5:00 p.m. Monday through Friday. The majority of the traffic to and from the site will occur during the a.m. peak as most jurors and visitors leave the facility midday or in the early afternoon before the p.m. peak traffic operations begin. Therefore, the traffic analysis in this report focuses only on the a.m. peak period conditions.

Courthouse trip generation rates are not currently published in ITE or City of San Diego Traffic Generation Manuals. Therefore, trip generation rates for the relocated courthouses are based on trip generation studies conducted for the AOC for this project and/or other projects in California.

County Courthouse Trip Generation Rates

In January 2000, the County of San Diego prepared a traffic study for the existing San Diego County Courthouse. In that report, the County supplied employment and trip information for the existing 59 courtroom County Courthouse. Information from that report is based on employee surveys collected in 2000:

Total Court Rooms: 59
 Total Employees: 750
 Total Jurors (per day): 2,100

The research conducted for the County study showed that a total of 2.5 trips per day were made by each employee. In addition, each juror made 2.0 trips per day. The mode split percentages of those trips was:

	Employees	Jurors
Drive Alone:	51%	59%
Transit:	27%	20%
Carpool	13%	5%
Vanpool	3%	4%
Bike/Walk	6%	12%

Of the total trips made to and from the courthouse, there were a total of 1,081 vehicle based employee trips and 2,615 juror vehicle trips per day. This equates to 18.32 employee and 44.32 juror trips per day per court room. Employees and most jurors/visitors arrive at the courthouse during the a.m. peak period (7:30 to 9:00 a.m.). Therefore, 50 percent of the total trips arrive during the a.m. peak. Table 6 summarizes the trip generation rates developed for the County Court building.

Table 6: Trip Generation Rates – County Court Building

Land Use	Daily	AM		
		Total	In	Out
Employees (trips per court room)	18.32	9.16	8.24	0.92
Visitor/Juror (trips per court room)	44.32	22.16	19.94	2.22

Family and Probate Court Trip Generation Rates

The proposed project will include the existing 59 court rooms in the County Courthouse along with ten relocated courtrooms from the Family Law (1555 Sixth Avenue) and Madge Bradley (1409 Fourth Avenue) buildings in downtown San Diego. Neither Family Court or Probate Court will require jury calls. Therefore the trip generation for these courts includes only the employees and individuals involved in such court cases.

In January 2010, the AOC commissioned a traffic study¹ for a Family Resources courthouse in San Jose, California. The study showed that all employees and most visitors arrived at the courthouse between 8:00 and 9:00 a.m. Results of the trip end

¹ Available at http://www.courtinfo.ca.gov/programs/occm/documents/santa_clara_final_mnd.pdf

survey conducted for a Family Court in San Jose, California (20 court rooms) indicated in Table 7.

**Table 7: Trip Generation – Family and Probate Court
(No Jury Calls)**

Land Use	Daily	AM		
		Total	In	Out
Employees (trips per court room)	23.1	11.56	10.4	1.16
Visitors (trips per court room)	49.0	24.50	22.05	2.45

FORECAST OF NET PROJECT TRIP GENERATION

Since the existing operations of the 59-courtroom County Courthouse are only moving one block west and are essentially unchanged, the project's net trip generation includes three components: 1. New trips generated by the AOC's addition of one new courtroom and the relocation of Kearny Mesa courtroom to the new courthouse; 2. Trips associated with the relocation of the existing Madge Bradley and Family Court courtrooms within downtown; and 3. Elimination of existing trips due to demolition of the buildings on the proposed courthouse site, demolition of the County Courthouse (which forces relocation of the County's staff that work in the building), and demolition of the Old Jail.

As stated previously, the proposed New San Diego Central Courthouse is consistent with the planned land use as identified in the Downtown Community Plan and Downtown Community Plan Environmental Impact Report. As such, the project will not generate traffic volumes over that anticipated in these documents.

1. New Downtown San Diego Courtrooms

Only trips associated with the relocation from Kearney Mesa and the one new proposed courtroom will generate new trips into downtown San Diego. Overall, the project will generate 134 new vehicle-based trips within the study area when trip generation rates for courthouse facilities are applied to the two new courtrooms that will be in downtown San Diego. There will be 68 a.m. peak hour trips. Table 8 shows trip generation rates developed for this project.

**Table 8: Forecast Trips Generated by New Courtrooms
and Courtrooms Relocated from Outside Downtown San Diego**

Land Use	Daily	AM		
		Total	In	Out
TRIP GENERATION RATES				
General Court (jury)				
Employees (trips per court room)	18.32	9.16	8.24	0.92
Visitors & jurors (trips per court room)	44.32	22.16	19.94	2.22
NEW TRIPS ASSIGNED TO STUDY AREA				
General Court (jury): 1 new courtroom				
Employees	18	9	8	1
Visitors & Jury	44	22	20	2
Family & Probate Court (non jury): 1 courtroom relocated from Kearney Mesa				
Employees	23	12	10	2
Visitors	49	25	22	3
New Trips Generated in Downtown San Diego	134	68	60	8

2. Madge Bradley and Family Law Court Relocation to New San Diego Central Courthouse

The project will relocate 10 courtrooms from the Madge Bradley and Family Law Court buildings that currently reside in downtown San Diego on Fourth and Sixth Avenues. Exhibit 5 illustrates the location of the existing buildings and the proposed court house. The trips associated with the relocation of the existing courtrooms within downtown are not new trips to downtown San Diego. As summarized in Table 9, these two courtrooms currently generate approximately 361 vehicle based trips during the a.m. peak period. The travel patterns into and around downtown for these relocated courtrooms are likely to shift due to the relocation of the judicial operations and their associated parking demand. The change in traffic patterns associated with the relocation of the Madge Bradley and Family Law courtrooms trips is included in the analysis of Existing plus Project conditions.

Table 9: Existing Trips to be Redistributed

Land Use	Daily	AM		
		Total	In	Out
TRIP GENERATION RATES – Family & Probate (Non-Jury) ⁽¹⁾				
Employees <i>(trips per court room)</i>	23.1	11.56	10.4	1.16
Visitors <i>(trips per court room)</i>	49.0	24.50	22.05	2.45
FORECAST RESTRIBUTED TRIPS – Family & Probate (Non-Jury)				
Employees <i>(10 court rooms)</i>	231	116	104	12
Visitors <i>(10 court rooms)</i>	490	245	221	24
<i>Existing Trips Redistributed in Downtown San Diego</i>	721	361	325	36

(1) Source: Trip generation reported for County of San Diego Courthouse & San Jose Family Resources Courthouse

3. Removal of Existing Land Uses From Proposed Project Site, County Courthouse, and Old Jail

The preferred courthouse site includes an approximately 45,000 square foot set of buildings. There are two buildings with four stories each and a single story-building that is between the two larger buildings. The buildings provide office space for legal, bail bond, and restricted income legal support. To estimate the number of trips currently on the roadway network from these buildings, trip generation rates were applied to the existing square footage based on City of San Diego Office Building Trip Generation Rates.

The County shares space in the County Courthouse with the Superior Court. The County's Child Support Services and Health and Human Services occupy approximately 56,000 square feet of space in the building. After completion of the new courthouse, the County's Child Support Services, and Health and Human Services staff will vacate the County Courthouse. It is anticipated that these trips will leave downtown San Diego and were therefore removed from the study area.

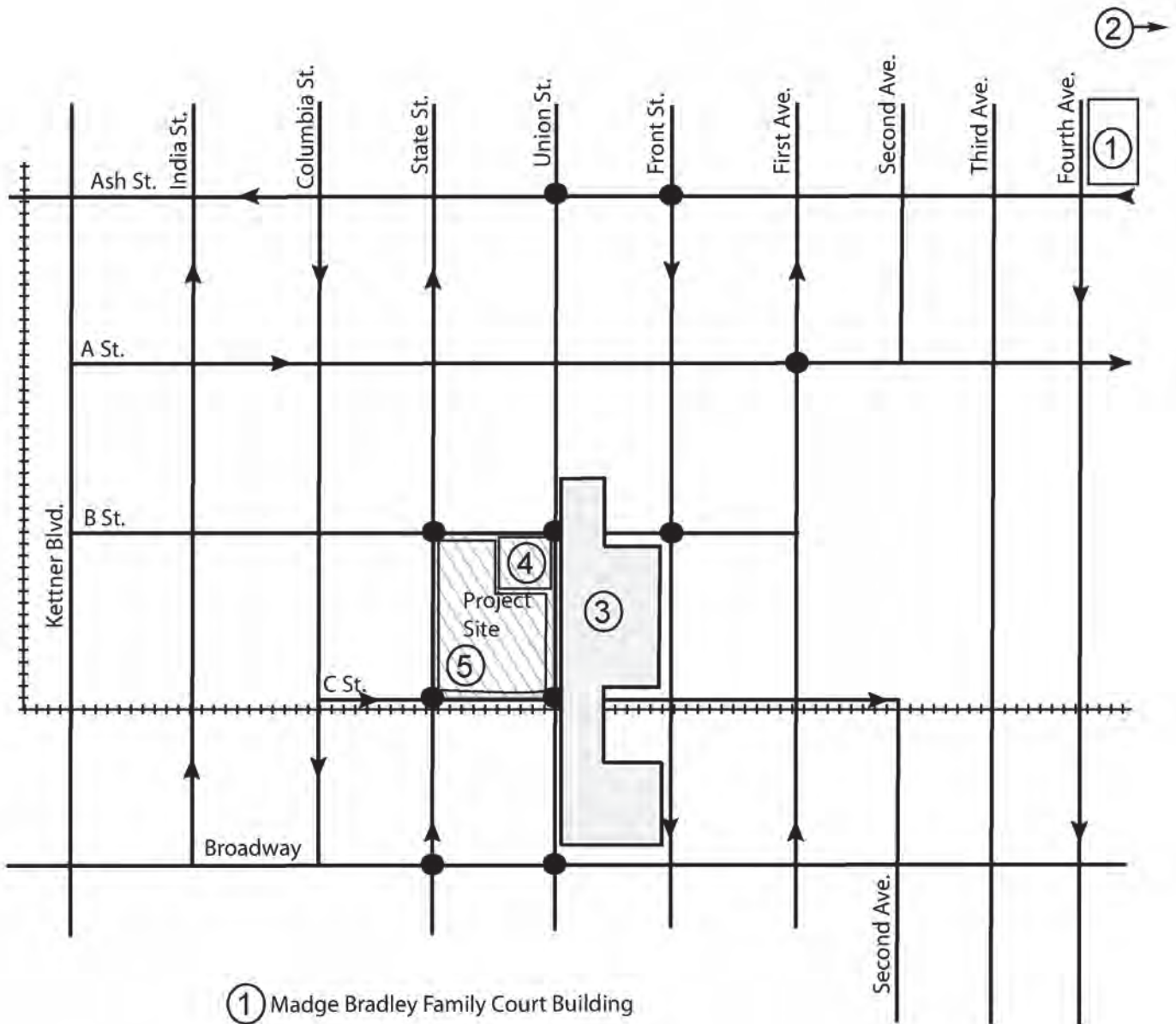
The County also leases the Old Jail from the AOC, and the County sub-leases the Old Jail to a private party that operates the detention facility. With the demolition of the Old Jail, trips associated with that use will also be removed from the study area. There are approximately 65 employees at the facility that report in on a daily basis. Therefore, 65 a.m. peak period trips were removed from the roadway network for this analysis of project related impacts.

The proposed project will remove the existing buildings from the proposed courthouse site, the County Courthouse, the Old Jail, and the existing 181 space public parking lot. The removal of the courthouse site's buildings, the County's space in the County Courthouse, and the Old Jail will reduce traffic volume within the study area by approximately 2,142 trips per day with a reduction of 326 a.m. peak period trips. Table 10 summarizes the reduction in traffic associated with the removal of the existing buildings.

Table 10: Existing Trips Associated with Removal of Uses within the Study Area

Land Use	Daily	AM		
		Total	In	Out
TRIP GENERATION RATES				
Commercial Office Building <i>(Trips per 1,000 sf)</i>	Ln(T) = 0.756 Ln(x) + 3.95	13%	90%	10%
Jail	2 trips per day per employee	50%	90%	10%
EXISTING ESTIMATED TRIPS TO REMAIN				
Commercial Office Building ⁽¹⁾ <i>(removal of 45,000 sf)</i>	-923	-120	-108	-12
San Diego County Office Use within Existing Courthouse <i>(removal of 56,000 sf)</i>	-1,089	-141	-127	-13
Old Jail <i>(removal of 65 staff per day)</i>	-130	-65	-58	-7
TOTAL REMOVED TRIPS	-2,142	-326	-293	-33

(1) **Source:** City of San Diego Trip Generation Rates (2003) The daily trip generation rate is based on the equation provided in the City's Traffic Generation Manual. The number of trips (T) is a function of (x), which is number of units. In this case, the number of units is expressed in 1,000 sf.



- ① Madge Bradley Family Court Building
- ② Family Law Courthouse Building
- ③ Existing County Courthouse Building
- ④ Existing Bail Bond Building
- ⑤ Pay to Park Lot (181 spaces)

LEGEND:

-  Project Site
-  Courthouse to be relocated



NOT TO SCALE



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BUILDING LOCATIONS

EXHIBIT 5

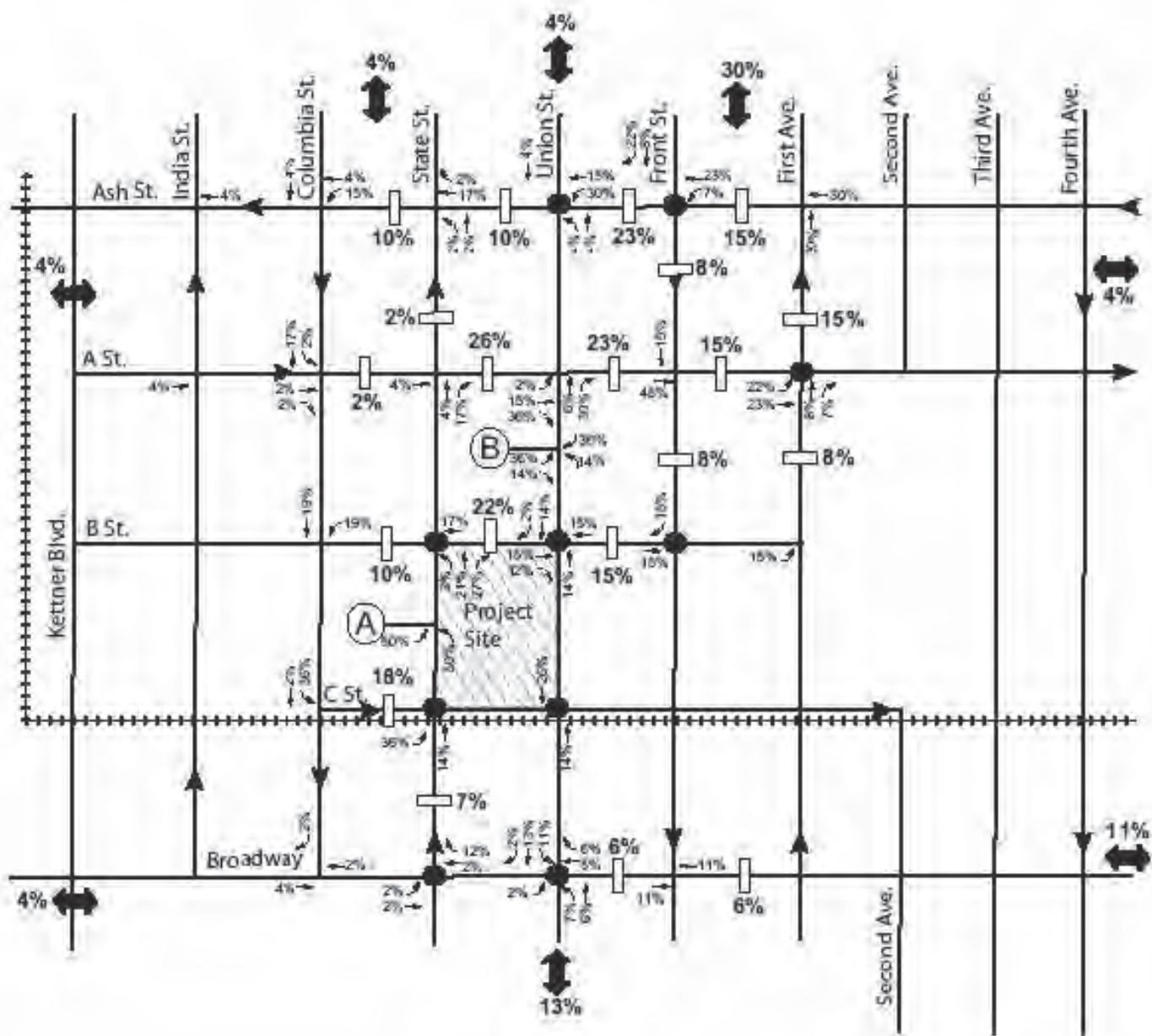
DISTRIBUTION OF NEW PROJECT TRIPS

Exhibit 6 shows distribution percentages used in this evaluation. The distribution percentages were applied to the new trips generated by the site and the reassignment of existing downtown trips associated with the Madge Bradley & Family Law Courthouses. The trip distribution accounts for limited, restricted parking will be provided onsite and all other vehicles parking in public parking facilities near the courthouse. Although multiple public parking facilities are available within three blocks of the site, the distribution of traffic assumes drivers are primarily use two parking lots closest to the building. This provides for an increased concentration in trips near the courthouse and may represent the circulation of traffic that occurs when drivers search for available public parking spaces.

TRIP ASSIGNMENT

The new or reassigned project volumes associated with the new courthouse are illustrated in Exhibit 7. Exhibits 8 through 11 illustrate the individual distribution or redistribution of trips associated with each of the components of the project that make up the total trip assignment:

- New Trips to Downtown (relocation of one courtroom from Kearney Mesa & one new court room trip assignment) - Exhibit 8;
- Redistribution of Madge Bradley and Family Law Courtrooms – Exhibit 9;
- Removal of Existing Madge Bradley and Family Law Courtroom Trips – Exhibit 10; and
- Removal of Existing Trips Associated with the Old Jail, Existing Buildings on Proposed Site and Existing San Diego County Office Space within Existing Courthouse – Exhibit 11



LEGEND:

- xx% ↗ Percent Peak Hour Trips
- xx% ▭ Percent Daily Trips
- (A) Parking Lot
- (B) Parking Lot



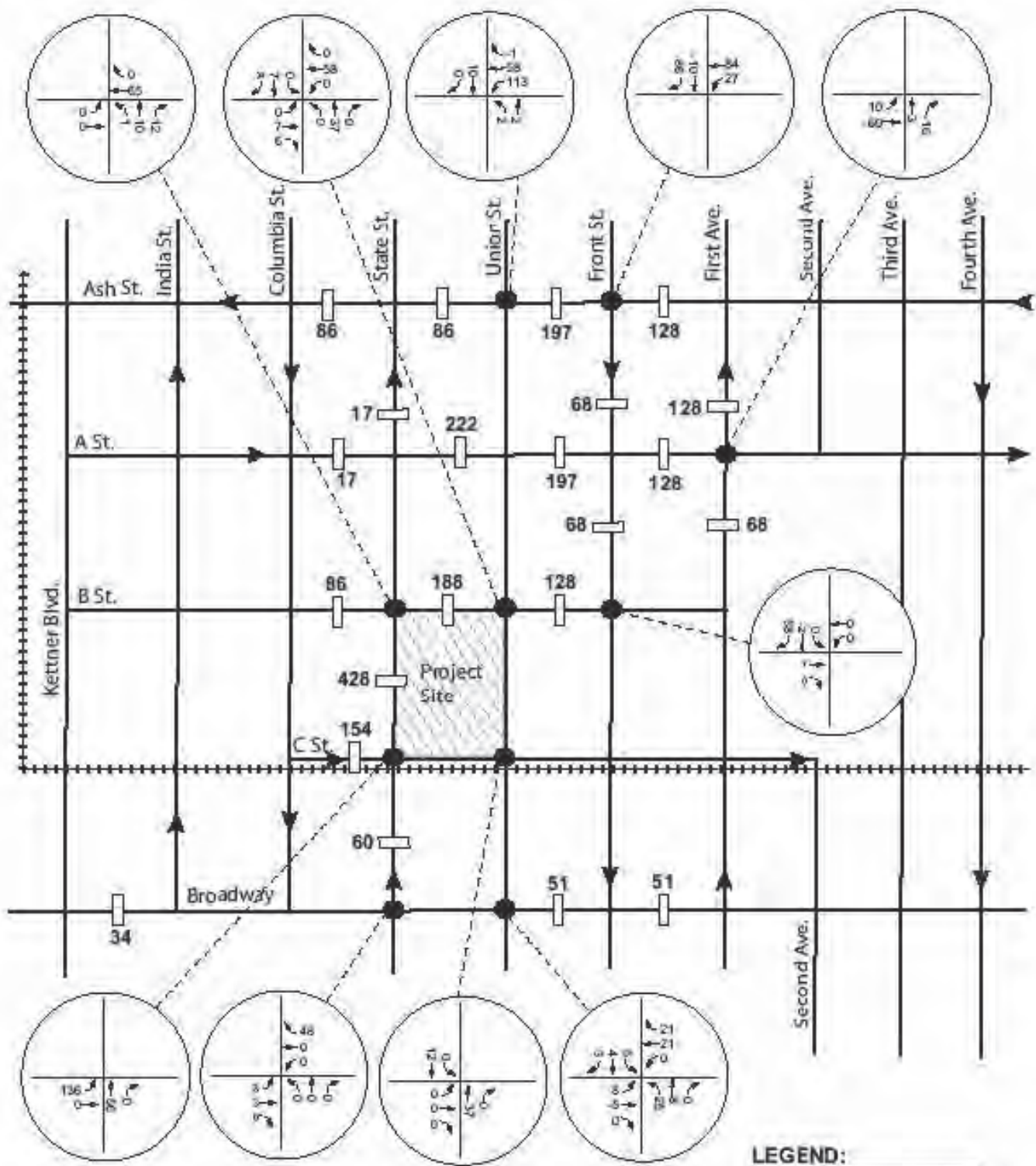
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TRIP DISTRIBUTION PERCENTAGES

EXHIBIT 6



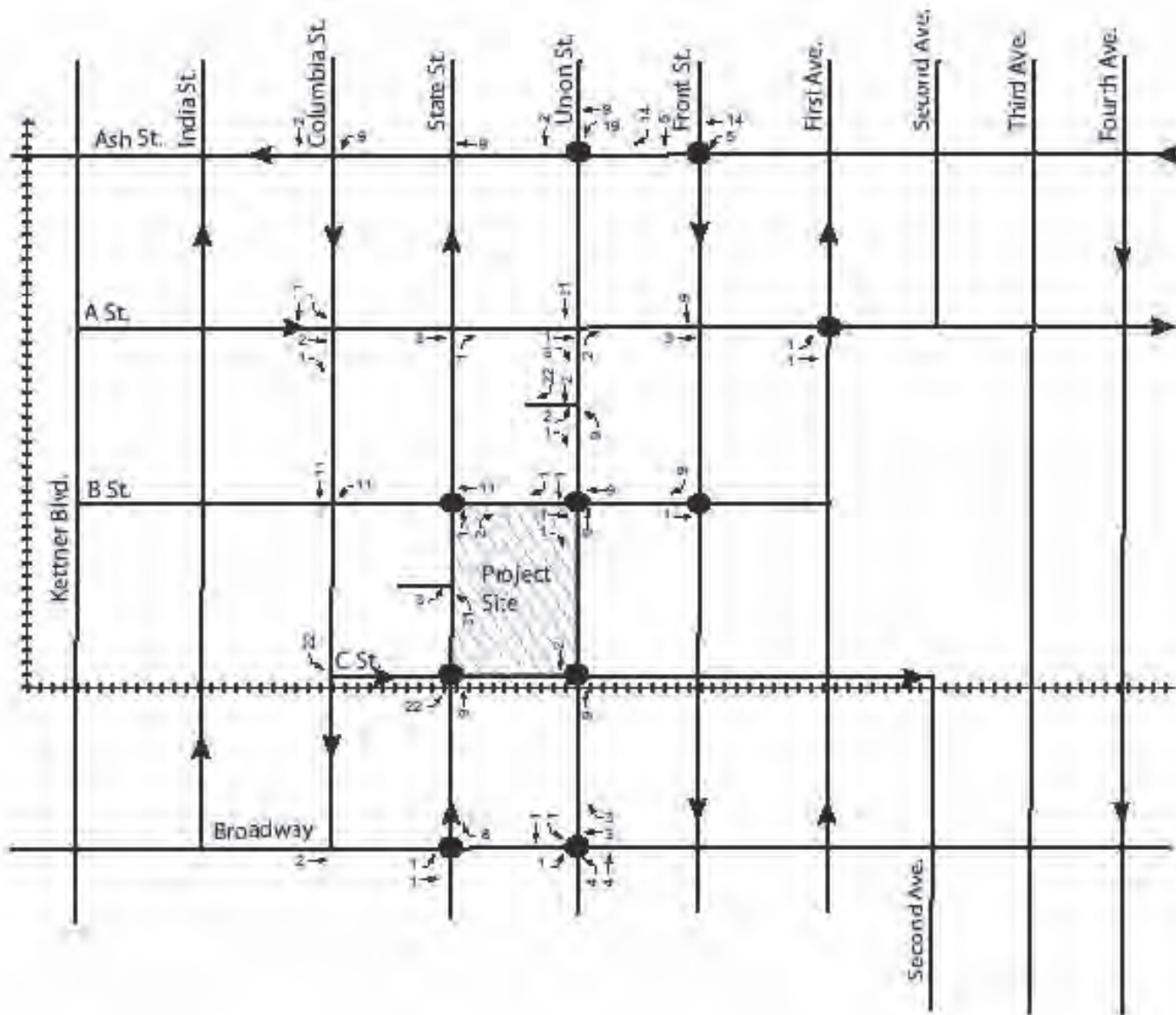
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PROJECT TRIP ASSIGNMENT

EXHIBIT 7



LEGEND:

xx / Number Peak Hour Trips



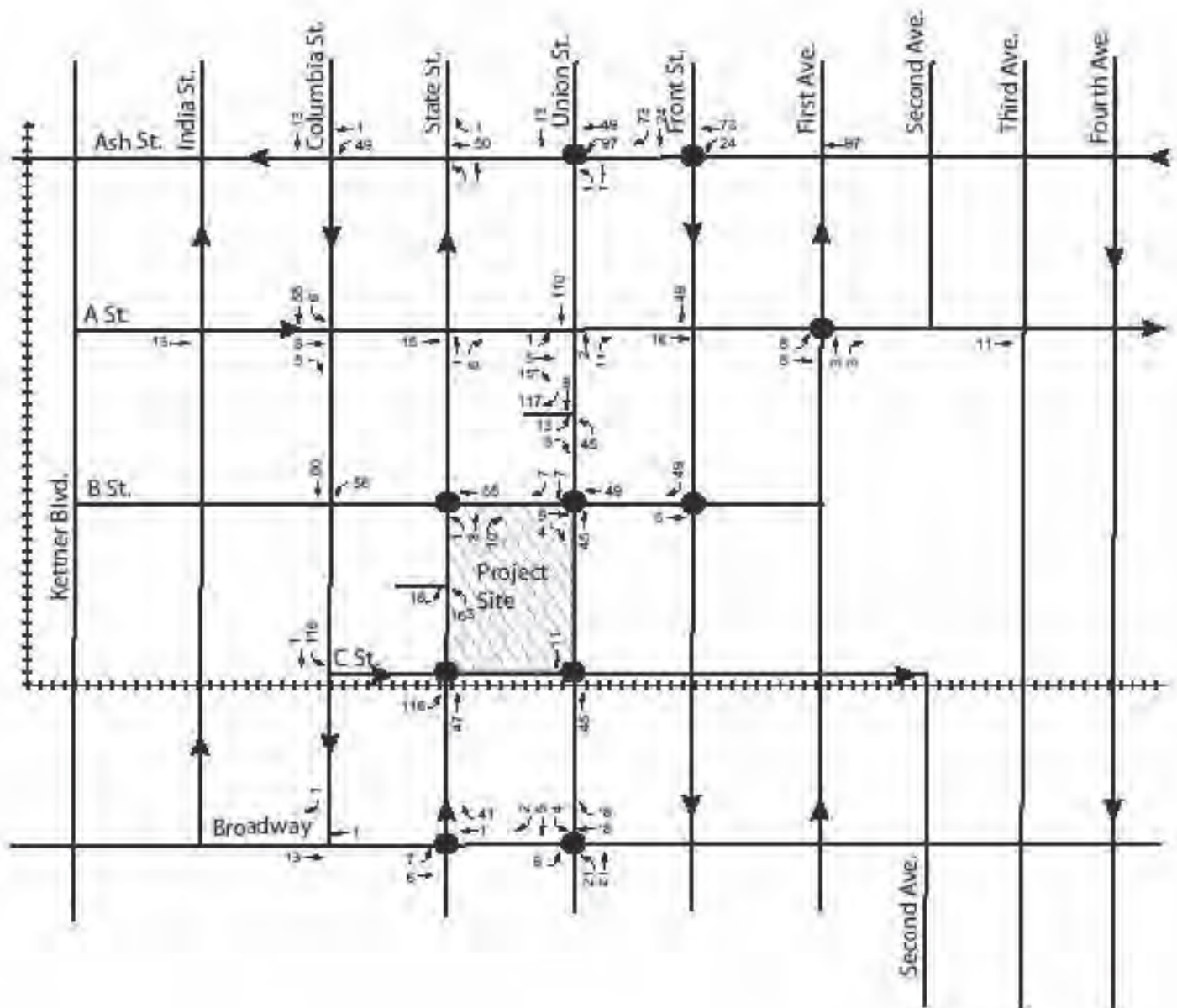
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NEW TRIP ASSIGNMENT

EXHIBIT 8



LEGEND:

xx: Number Peak Hour Trips



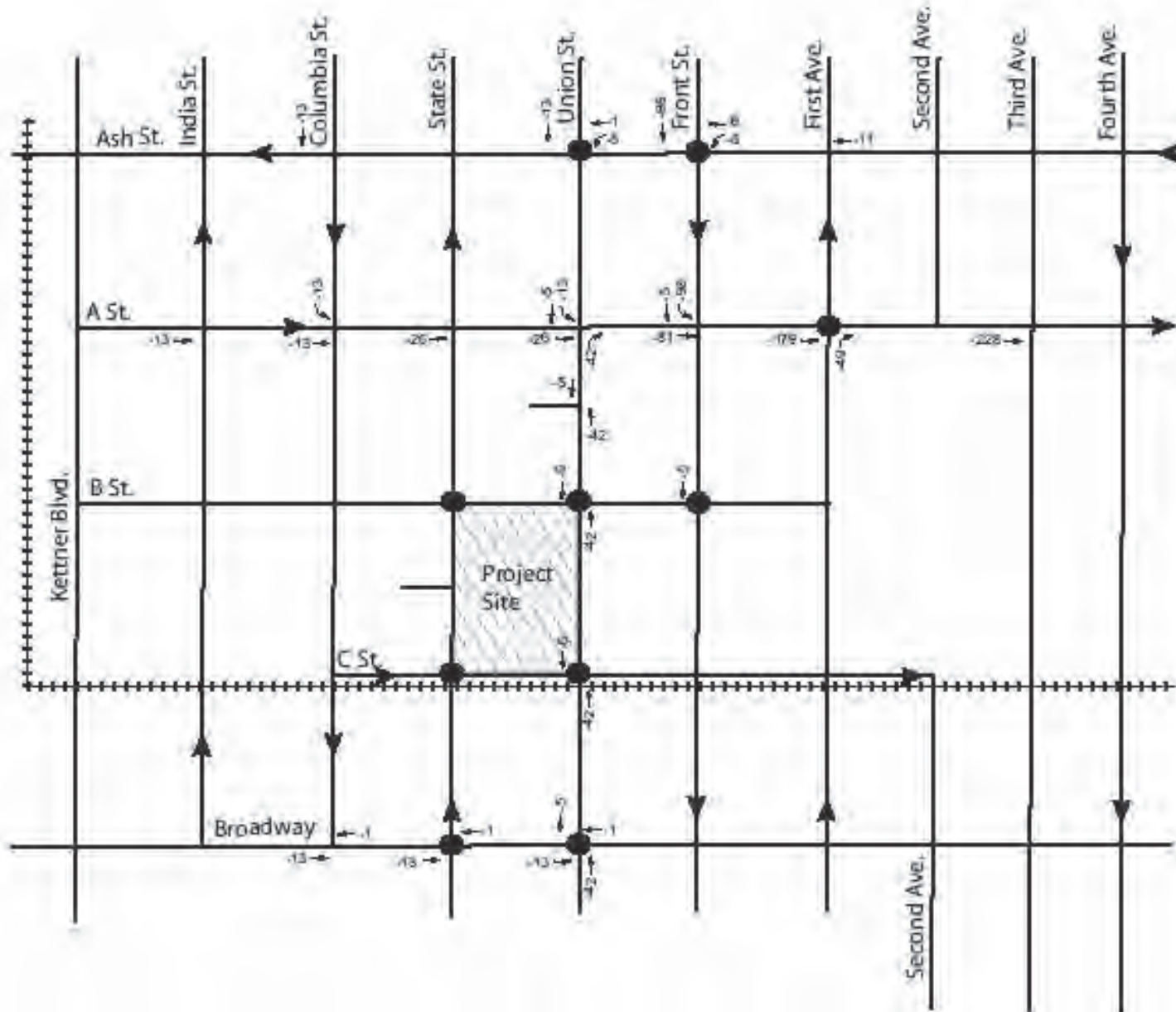
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REDISTRIBUTED MADGE BRADLEY AND FAMILY LAW TRIPS

EXHIBIT 9



LEGEND:

XX / Number Peak Hour Trips



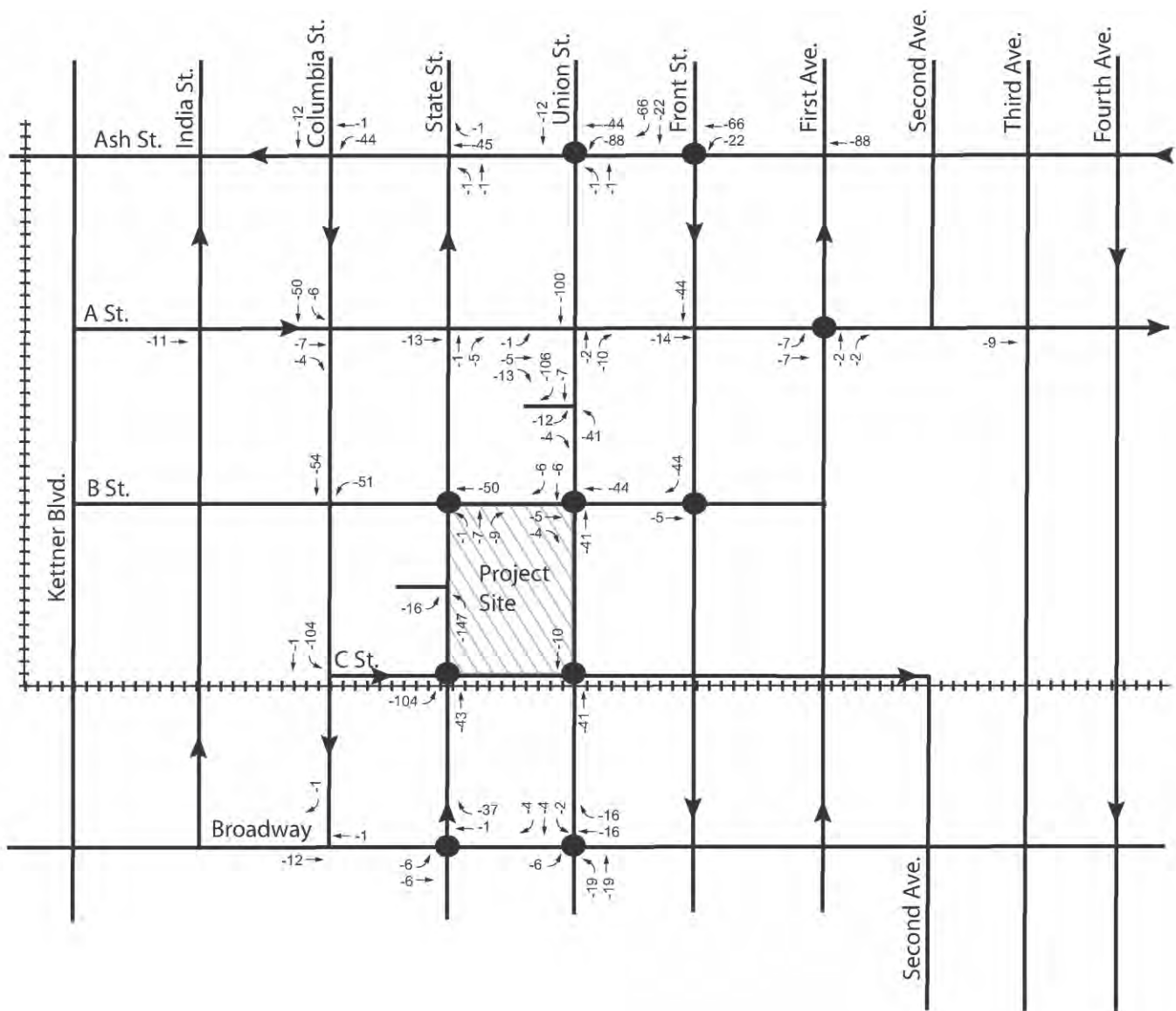
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25-104231.001 May 2010

REMOVAL OF MADGE BRADLEY AND FAMILY LAW TRIPS

EXHIBIT 10



LEGEND:

xx ↗ Number Peak Hour Trips



NOT TO SCALE



25-104231.001 May 2010

**REMOVAL OF OLD JAIL, SD COUNTY COURT USES
WITHIN EXISTING COURTHOUSE AND EXISTING
OFFICE BUILDINGS ON PROPOSED SITE**

EXHIBIT 11

EXISTING PLUS PROJECT CONDITIONS

Overlaying the trips identified in Exhibit 7 with the existing conditions traffic volumes provided the forecast a.m. peak traffic volumes with the proposed project. The Existing plus Project traffic volumes are illustrated in Exhibit 12.

The Existing plus Project traffic volumes were evaluated using existing conditions intersection geometry and traffic control. Tables 11 and 12 display results of the Highway Capacity Manual intersection operating conditions levels of service and roadway segment level of service analysis. As shown in Tables 11 and 12, all intersections and roadway segments are forecast to operate at an acceptable level of service. Detailed LOS worksheets are in Appendix C.

Table 11: Existing Plus Project Conditions Intersection LOS – AM Peak

Study Intersection	Control	Existing No Project		Existing Plus Project		Change in AM Peak Hour Delay
		Delay - LOS		Delay - LOS		
Ash Street / Union Street	S	6.2	A	5.8	A	-0.4
Ash Street / Front Street	S	19.9	B	19.6	B	-0.3
First Avenue / A Street	S	17.2	B	18.2	B	1.0
B Street / State Street	U	9.3	A	9.4	A	0.1
B Street / Union Street	U	10.3	B	10.3	B	0.0
B Street / Front Street	S	6.1	A	6.1	A	0.0
C Street / State Street	U	10.9	B	12.1	B	1.2
C Street / Union Street	U	10.5	B	10.4	B	-0.1
Broadway / State Street	S	0.0	A	0.0	A	0.0
Broadway / Union Street	S	8.5	A	8.7	A	0.2

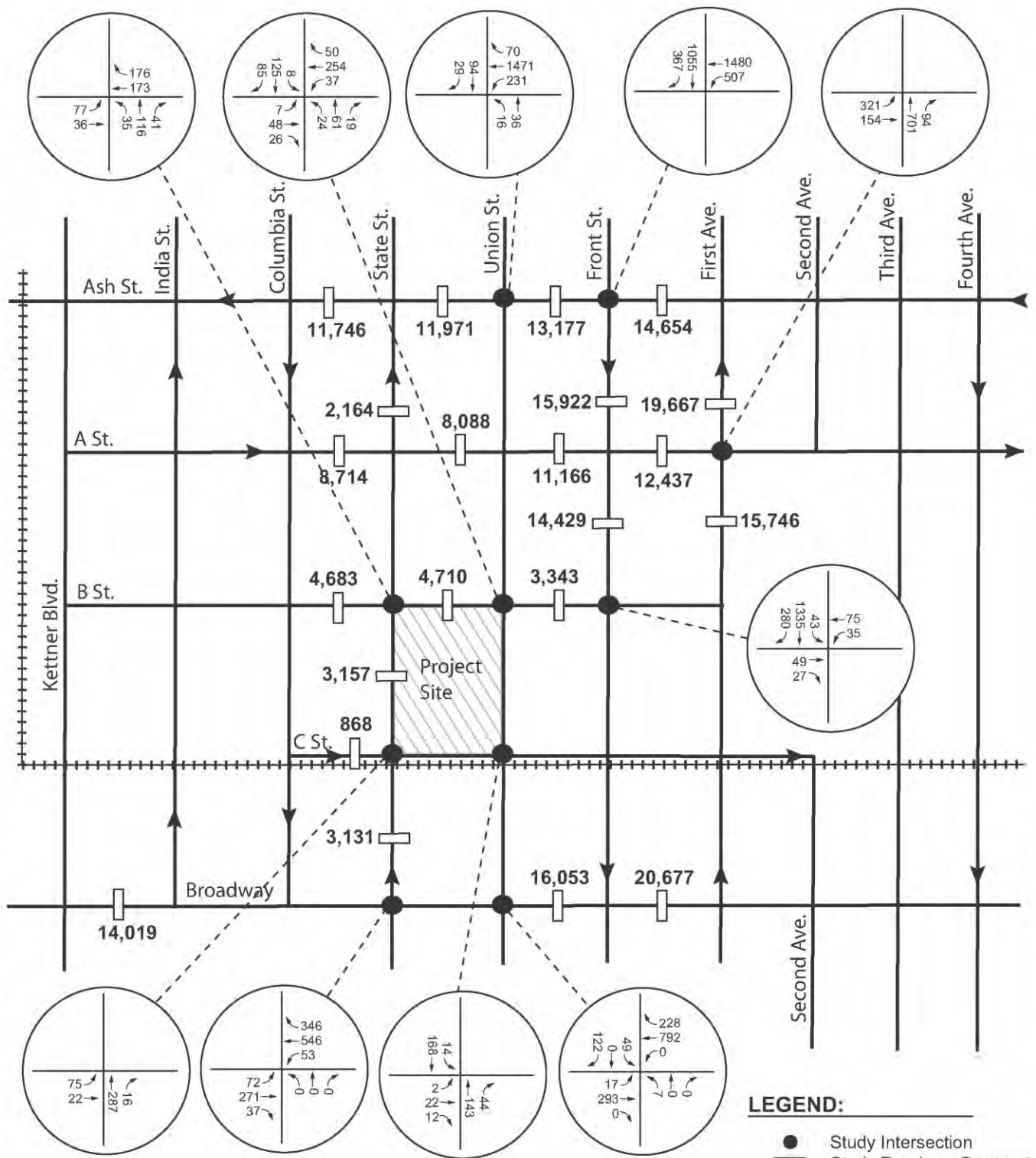
Note: Deficient intersection operation shown in **bold**;

Control: S= signalized , U= unsignalized

Table 12: Existing Plus Project Roadway ADT Volumes and LOS

Roadway	Location	Class (# Lanes)	LOS E Capacity	Existing V/C	Existing Plus Project			Change in V/C
					ADT	V/C	LOS	
Ash Street	Columbia Street to State St.	Major one-way (3)	25,000	0.47	11,746	0.47	B	0.00
	State Street to Union Street	Major one-way (3)	25,000	0.48	11,971	0.48	B	0.01
	Union Street to Front Street	Major one-way (3)	25,000	0.54	13,177	0.53	B	-0.01
	Front Street to First Avenue	Major one-way (3)	25,000	0.59	14,654	0.59	C	0.01
A Street	Columbia Street to State St.	Major one-way (3)	25,000	0.35	8,714	0.35	A	0.00
	State Street to Union Street	Major one-way (3)	25,000	0.34	8,088	0.32	A	-0.02
	Union Street to Front Street	Major one-way (3)	25,000	0.46	11,166	0.45	B	-0.01
	Front Street to First Avenue	Major one-way (3)	25,000	0.51	12,437	0.50	B	-0.01
B Street	Columbia Street to State St.	Local (2)	8,000	0.60	4,683	0.59	C	-0.01
	State Street to Union Street	Local (2)	8,000	0.62	4,710	0.59	C	-0.03
	Union Street to Front Street	Local (2)	8,000	0.44	3,343	0.42	B	-0.02
C Street	Columbia Street to State St.	Local one-way (2)	8,000	0.14	868	0.11	A	-0.03
Broadway	Kettner Blvd. to India Street	Collector (4)	30,000	0.47	14,019	0.47	C	0.00
	Union Street to Front Street	Collector (4)	30,000	0.54	16,053	0.54	C	0.00
	Front Street to First Avenue	Collector (4)	30,000	0.69	20,677	0.69	D	0.00
State Street	Ash Street to A Street	Local one-way (3)	10,000	0.22	2,164	0.22	A	0.00
	B Street to C Street	Local one-way (3)	10,000	0.38	3,157	0.32	A	-0.06
	C Street to Broadway	Local one-way (3)	10,000	0.32	3,131	0.31	A	-0.01
Front Street	Ash Street to A Street	Major one-way (3)	25,000	0.64	15,922	0.64	C	0.00
	A Street to B Street	Major one-way (3)	25,000	0.58	14,429	0.58	C	0.00
1 st Avenue	Ash Street to A Street	Major one-way (3)	25,000	0.79	19,667	0.79	C	0.00
	A Street to B Street	Major one-way (3)	25,000	0.63	15,746	0.63	C	0.00

Note: Deficient roadway segment operation shown in **bold**.



NOT TO SCALE



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EXISTING PLUS PROJECT CONDITIONS

EXHIBIT 12

CUMULATIVE PROJECTS

Cumulative conditions evaluate the traffic operations at project opening year. To complete this analysis, a list of projects that are approved or are pending approval and are anticipated to be occupied by project opening Year 2016 according to CCDC's Downtown Community Plan. After discussing the project's with CCDC's Staff, it was determined that the development of many of the projects were uncertain, but were accounted for in the recent update in the Downtown Community Plan long range forecast (year 2030). Therefore, the year 2016 traffic volumes were determined using an annualized growth rate factor. An annual growth rate factor of approximately two percent (2%) per year was calculated based on the forecast change in volume from 2010 (existing conditions) to 2030 (buildout of future project in downtown San Diego). Cumulative a.m. peak hour and ADT volumes through year 2016 are presented in Exhibit 13.

Reuse of Madge Bradley Courthouse and Family Law Courthouse as Office Space

The removal of the Madge Bradley and Family Law Courtrooms from its existing site will create an opening for re-use of the vacated office space use. This scenario will create additional trips on the roadway network. Table 13 summarizes the comparison of the existing court room use and the proposed office use. As shown in Table 13, the conversion from courtroom to office building will generate fewer a.m. peak hour trips and a greater number of p.m. peak hour trips when compared to the existing use.

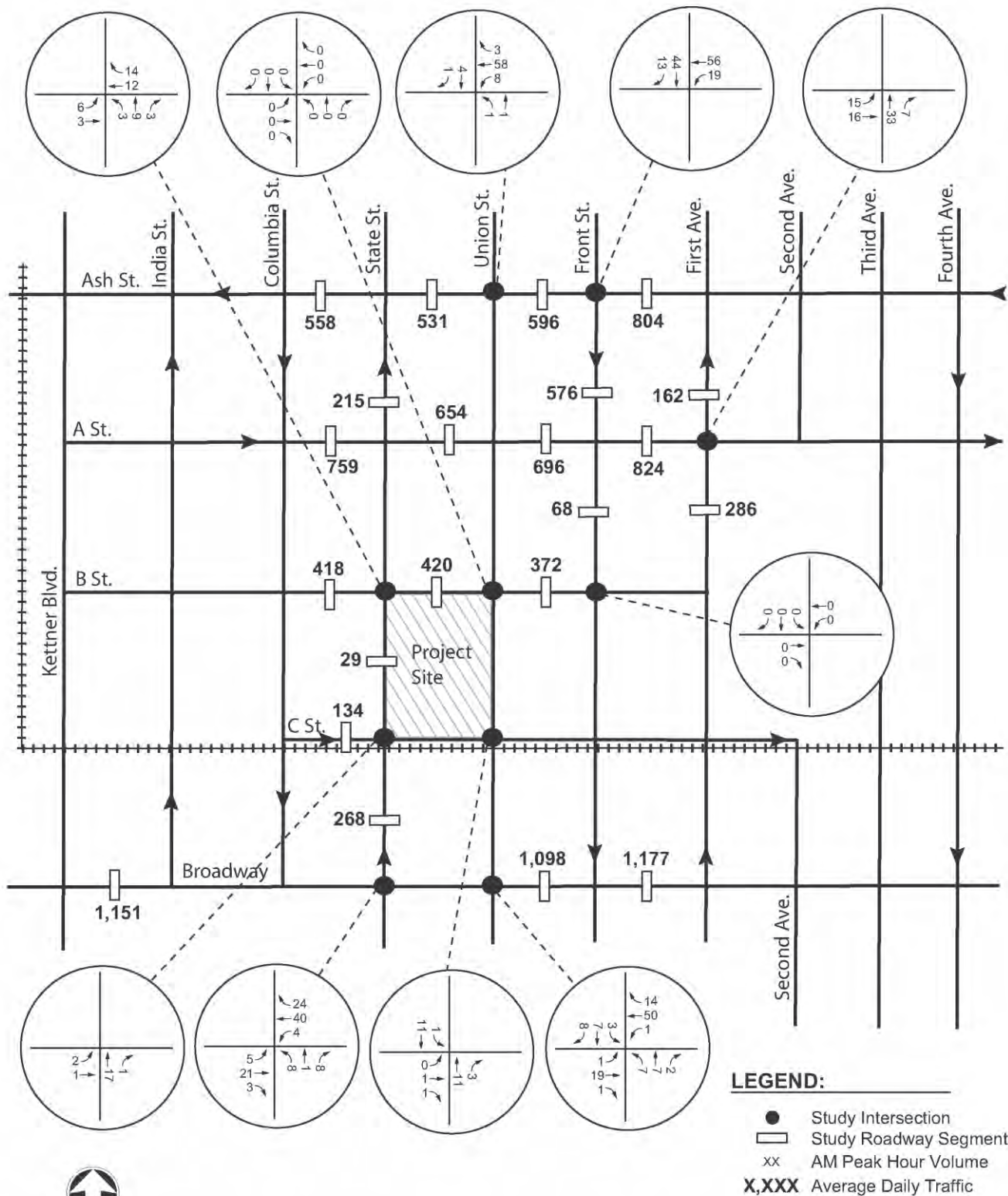
New trips associated with the reuse of the Madge Bradley and Family Law Courtrooms as an office is shown in Exhibit 14. The 1,685 trips per day associated with the conversion of the Madge Bradley Courthouse and Family Law Courthouse to office space is accounted for in the Existing plus Cumulative plus Project Conditions.

**Table 13: Comparison of Court Room Trip Generation
with Office Space Trip Generation
Madge & Family Court Room Relocation**

Land Use	Daily	AM			PM		
		Total	In	Out	Total	In	Out
Trip Generation Rates ⁽¹⁾							
Office Building ⁽¹⁾ <i>(trips per 1,000 sf)</i>	Ln(T) = 0.756 Ln(x) + 3.95	13%	90%	10%	14%	20%	80%
Forecast New Office Related Trips ⁽²⁾							
Office Space <i>100,000 sf Office Space</i>	1,685 trips per day	219	197	22	236	47	189
Net Change in Trips	+964 trips per day	-142	-128	-14	+236	+47	+189

(1) Source: City of San Diego Trip Generation Rates (2003)

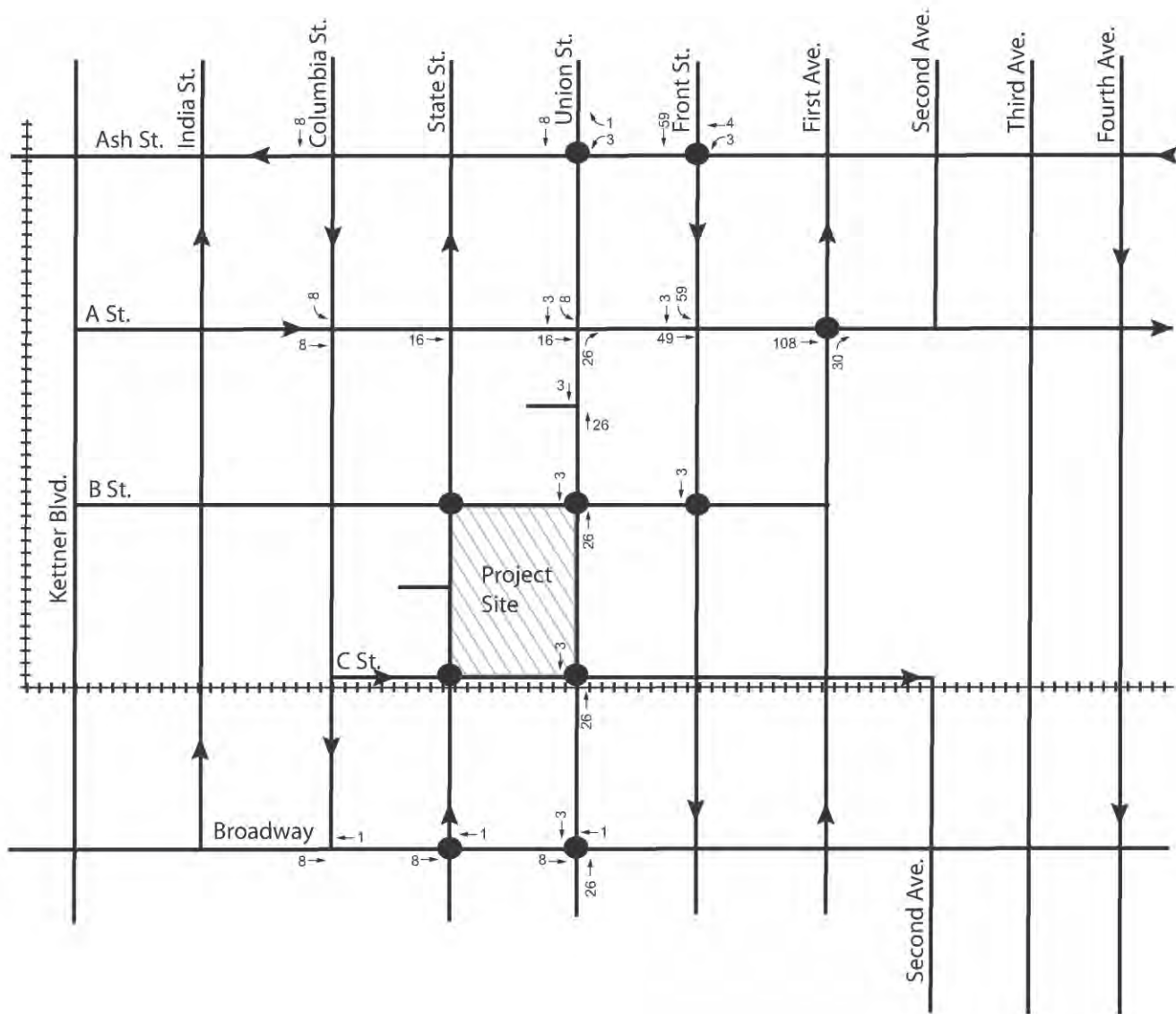
(2) Source: Trip generation reported for County of San Diego Courthouse & San Jose Family Resources



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CUMULATIVE PROJECT TRIPS

EXHIBIT 13



LEGEND:

xx ↗ Number Peak Hour Trips



NOT TO SCALE



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TRIPS ASSOCIATED WITH REUSE OF MADGE BRADLEY AND FAMILY LAW AS OFFICE

EXHIBIT 14

CUMULATIVE CONDITIONS

To establish the baseline Year 2016 conditions, the growth rate factor was applied to the existing traffic volumes. Exhibit 15 displays existing plus Cumulative a.m. peak hour and average daily traffic volumes. Using these volumes and existing intersection geometry and traffic control, Year 2016 baseline conditions were evaluated. Tables 14 and 15 show the results of the intersection and roadway segment operational analysis, respectively.

Project traffic was then added to the baseline 2016 volumes to evaluate the impacts in the project opening year. Existing Plus Cumulative Plus Project conditions are illustrated in Exhibit 16. As shown in Tables 14 and 15, all intersections and roadway segments are forecast to operate at an acceptable level of service by Year 2016. Cumulative conditions level of service worksheets are provided in Appendix E.

**Table 14: Cumulative Conditions
Intersection LOS AM Peak Hour**

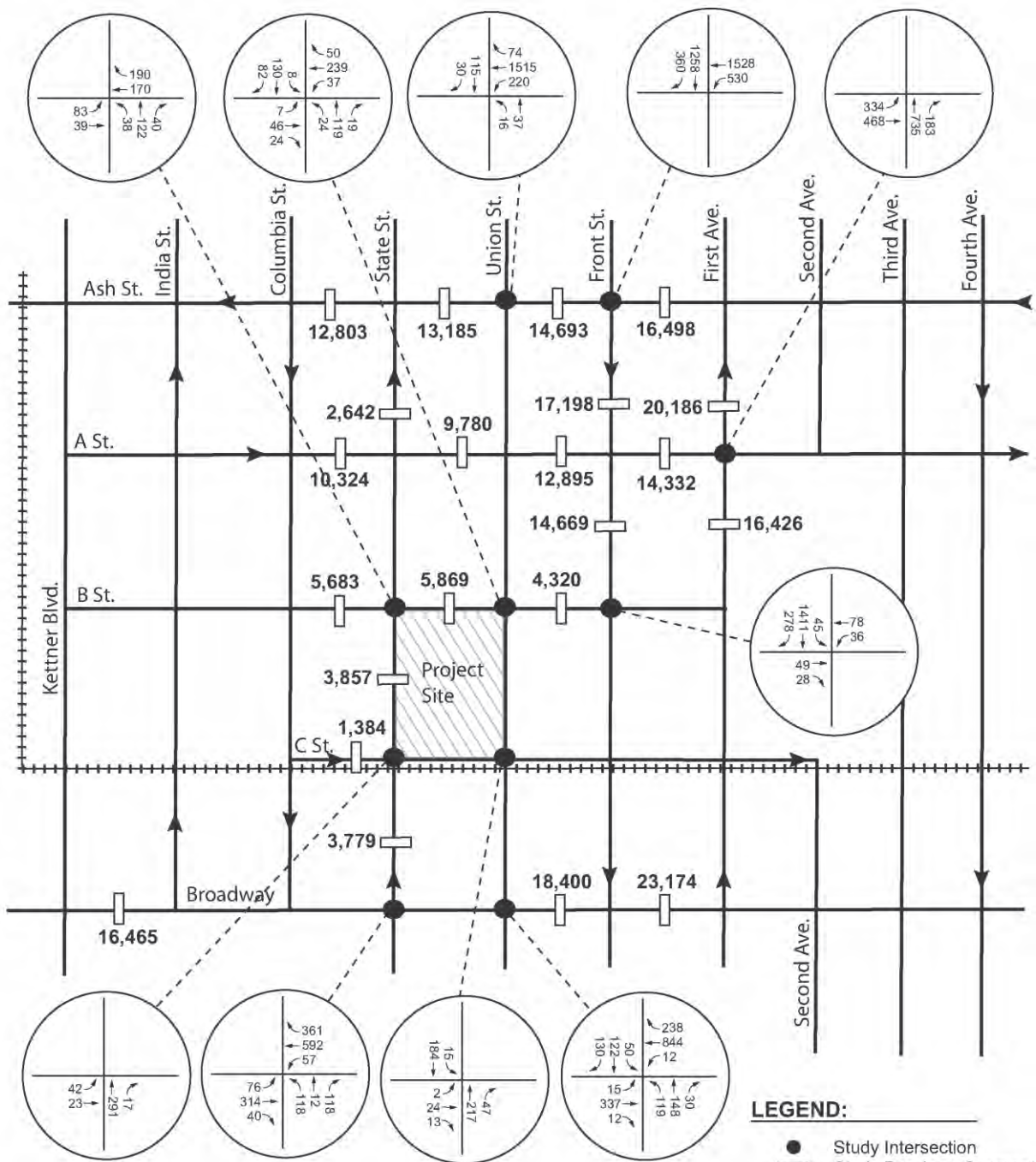
Study Intersection	Control	No Project		With Project		Change in Delay
		AM Peak Hour Delay - LOS		AM Peak Hour Delay - LOS		AM Peak Hour
Ash Street / Union Street	S	6.3	A	6.6	A	0.3
Ash Street / Front Street	S	20.4	C	20.6	C	0.2
First Avenue / A Street	S	17.3	B	17.1	B	-0.2
B Street / State Street	U	9.6	A	9.6	A	0.0
B Street / Union Street	U	10.3	B	10.5	B	0.2
B Street / Front Street	S	6.2	A	6.2	A	0.0
C Street / State Street	U	11.1	B	11.1	B	0.0
C Street / Union Street	U	10.6	B	10.7	B	0.1
Broadway / State Street	S	11.6	B	11.6	B	0.0
Broadway / Union Street	S	15.8	B	16.3	B	0.5

Note: Deficient intersection operation shown in **bold** Control: S= signalized , U= unsignalized

**Table 15: Cumulative Conditions
Roadway ADT Volumes and LOS**

Roadway	Location	Class (# Lanes)	LOS E Capacity	Existing Plus Cumulative ADT	Existing Plus Cumulative Plus Project			Change in V/C
					ADT	V/C	LOS	
Ash Street	Columbia Street to State St.	Major one-way (3)	25,000	12,803	12,674	0.51	B	-0.01
	State Street to Union Street	Major one-way (3)	25,000	13,185	13,056	0.52	B	-0.01
	Union Street to Front Street	Major one-way (3)	25,000	14,693	14,397	0.58	C	-0.01
	Front Street to First Avenue	Major one-way (3)	25,000	16,498	16,304	0.65	C	-0.01
A Street	Columbia Street to State St.	Major one-way (3)	25,000	10,324	10,298	0.41	B	0.00
	State Street to Union Street	Major one-way (3)	25,000	9,780	9,446	0.38	A	-0.01
	Union Street to Front Street	Major one-way (3)	25,000	12,895	12,599	0.50	B	-0.01
	Front Street to First Avenue	Major one-way (3)	25,000	14,332	14,139	0.57	C	-0.01
B Street	Columbia Street to State St.	Local (2)	8,000	5,683	5,555	0.69	D	-0.02
	State Street to Union Street	Local (2)	8,000	5,869	5,586	0.70	D	-0.04
	Union Street to Front Street	Local (2)	8,000	4,320	4,127	0.52	C	-0.02
C Street	Columbia Street to State St.	Local one-way (2)	8,000	1,384	1,152	0.14	A	-0.03
Broadway	Kettner Blvd. to India Street	Collector (4)	30,000	16,465	16,414	0.55	C	0.00
	Union Street to Front Street	Collector (4)	30,000	18,400	18,323	0.61	C	0.00
	Front Street to First Avenue	Collector (4)	30,000	23,174	23,097	0.77	D	0.00
State Street	Ash Street to A Street	Local one-way (3)	10,000	2,642	2,616	0.26	A	0.00
	B Street to C Street	Local one-way (3)	10,000	3,857	3,214	0.32	A	-0.06
	C Street to Broadway	Local one-way (3)	10,000	3,779	3,689	0.37	A	-0.01
Front Street	Ash Street to A Street	Major one-way (3)	25,000	17,198	17,095	0.68	C	0.00
	A Street to B Street	Major one-way (3)	25,000	14,669	14,566	0.58	C	0.00
1 st Avenue	Ash Street to A Street	Major one-way (3)	25,000	20,186	19,993	0.80	C	-0.01
	A Street to B Street	Major one-way (3)	25,000	16,426	16,323	0.65	D	0.00

Note: Deficient roadway segment operation shown in **bold**.



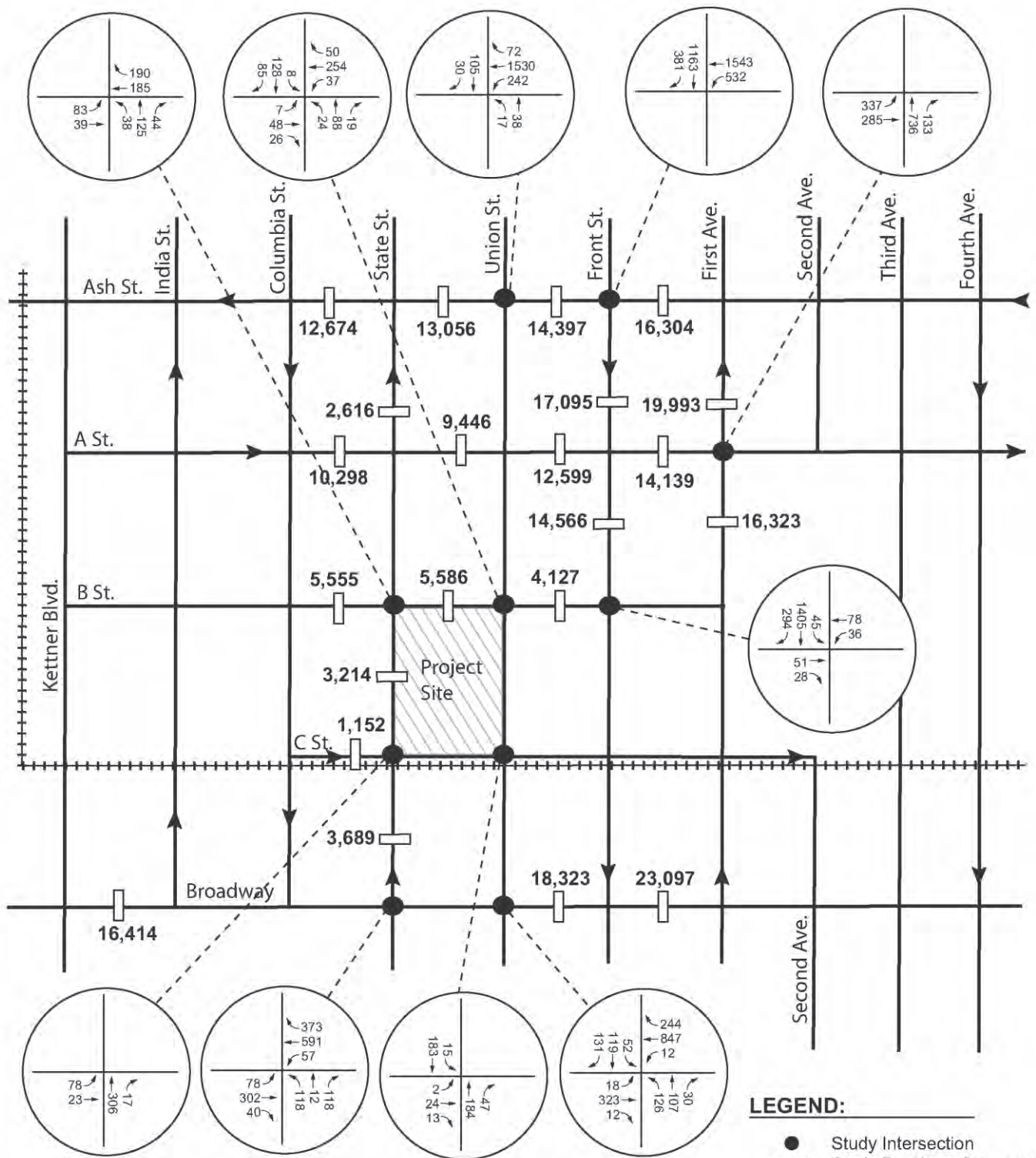
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EXISTING PLUS CUMULATIVE CONDITIONS

EXHIBIT 15



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EXISTING PLUS CUMULATIVE PLUS PROJECT CONDITIONS

EXHIBIT 16

PARKING

The Superior Court will vacate use of 66 parking spaces on the County-owned block between State Street, A Street, Union Street, and B Street and one space in the County Courthouse, and the new courthouse will provide approximately 110 secured underground parking spaces for judges and court staff. The new courthouse's parking capacity eliminates part of the parking demand associated with the Superior Court's consolidation of its Madge Bradley and Family Law operations, the Kearney Mesa courtroom, and the new courtroom.

To determine the existing available parking around the project, an inventory of available public parking near the proposed courthouse site was conducted. The inventory revealed that there are more than 2,620 public parking spaces within a three block radius of the proposed project site. The parking spaces are in surface parking lots (874 spaces) and public parking structures (1,746 spaces).

Although the parking lots are currently shared by other uses downtown, a survey of the 15 surface parking lots in closest proximity to the project site demonstrates that the existing parking lots are not fully occupied and sufficient parking is available to serve the proposed project.

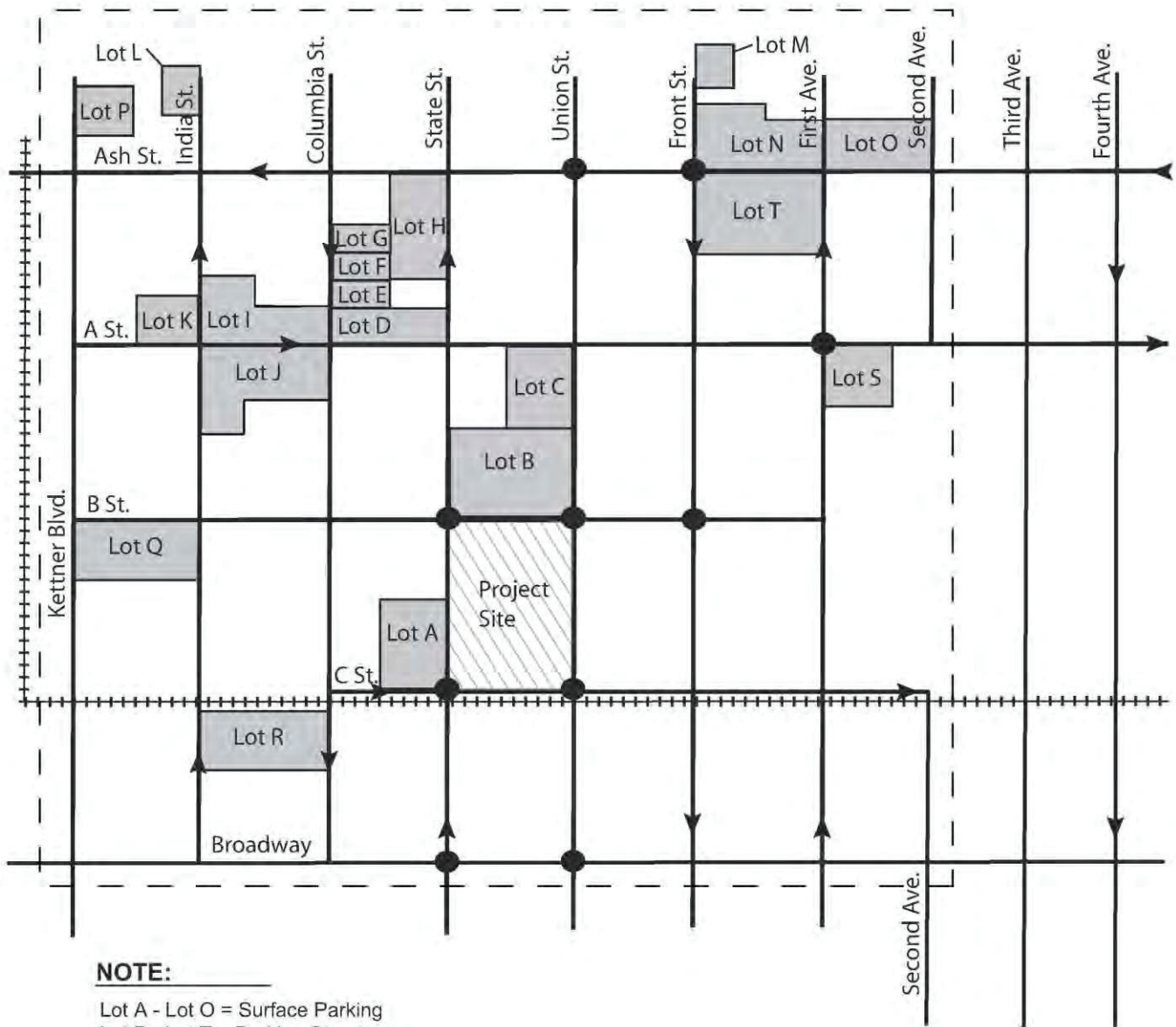
Table 16 summarizes the results of a survey of existing available parking in surface parking lots within three blocks of the project site. The survey was conducted from 7:30 to 9:30 a.m. on March 24, 2010 specifically for this project. As shown in Table 16, the 15 surface parking lots inventoried account for 874 parking spaces. Exhibit 16 illustrates the location of the surface parking lots surveyed for this project. The proposed courthouse site currently provides 181 parking spaces.

Most courts require that jurors and staff report prior to 9:00 a.m. At 8:30 a.m., when a large portion of trips would arrive to the courts, approximately 395 spaces were observed to be unoccupied (45%).

**Table 16: Occupancy Survey - Surface Parking Lots
in Immediate Vicinity of Project Site**

Parking Lot	Total Spaces	Observed Unoccupied Spaces					% Available at 8:30 AM
		7:30 AM	8:00 AM	8:30 AM	9:00 AM	9:30 AM	
A	61	7	8	1	6	3	1.6%
B	163	111	85	77	60	53	47.2%
C	49	42	32	28	23	18	57.1%
D	45	22	17	6	0	1	13.3%
E	17	16	15	14	10	7	82.4%
F	22	20	16	15	15	11	68.2%
G	19	11	13	12	9	8	63.2%
H	68	36	30	22	20	15	32.4%
I	58	34	26	13	13	14	22.4%
J	88	72	62	51	43	30	58.0%
K	40	32	28	20	20	16	50.0%
L	28	20	17	14	11	9	50.0%
M	34	26	21	18	15	11	52.9%
N	94	64	49	44	28	19	46.8%
O	88	80	67	60	50	43	68.2%
TOTAL	874	593	486	395	323	258	45.2%

Note: See Exhibit 16 for parking lot locations.



NOTE:

Lot A - Lot O = Surface Parking
 Lot P - Lot T = Parking Structure
 (above and below ground)

LEGEND:

--- Boundary of 3 block study area



NOT TO SCALE



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EXISTING PARKING LOT LOCATIONS

EXHIBIT 17

The trip generation analysis showed 385 new inbound a.m. peak period trips associated with the project. This accounts for the one new courtroom, relocation of Madge Bradley and Family Law and the relocation of the Kearney Mesa courtroom. For this analysis it is assumed that 15 of these trips are associated with judges or key personnel who will park on site in the available 60 spaces. Therefore, the a.m. peak period demand for off-site parking is 370 vehicles.

The existing available surface parking lots would have sufficient capacity to accommodate the additional parking demand for the project. Additional parking would also be available in the surrounding parking structures and in parking lots outside the three block radius. Therefore, sufficient parking capacity is available to serve this site.

As stated previously, the existing building and existing public parking lot located on the proposed project site will be demolished with the construction of the new courthouse. With the removal of these uses, both parking demand and parking supply will be reduced. The existing 181 space public parking lot will be removed from the existing available inventory in downtown San Diego. With this understanding, the public parking lot contained on the site was not included in the evaluation of available parking capacity with the proposed project.

The existing uses on the site (45,000 sf of office space) generate a demand for parking that will be eliminated when the courthouse is constructed. During the survey period, approximately 125 of the 181 parking spaces were occupied within this lot. Observations showed that this lot is used by both visitors of the existing buildings and by those who park and walk to other destinations downtown. In addition, removal of the Old Jail and the San Diego County office uses within the existing Courthouse will reduce the demand for parking around the project site. According to the trip generation forecast for the a.m. peak period, 326 trips during the a.m. peak period would be removed. It is reasonable to assume that this demand for parking would also be removed during the a.m. peak period when parking demand for the courthouse peaks.

As stated previously, there are more than 2,620 parking spaces located in downtown within three blocks of the proposed project site (not including the existing parking lot on the property). The survey showed that nearly half of these parking spaces in both surface lots and parking structures were available during the survey period from 7:30 to 9:30 a.m. Clearly the 326 a.m. peak period trips removed from the network exceeds the number of spaces removed (181) with the site.

CONCLUSION

This study analyzes the forecast traffic impact of the proposed San Diego County Courthouse project in the downtown area of the City of San Diego. The proposed location is bound by B Street to the north, C Street to the south, State Street to the east, and Union Street to the west. An office building and a public parking lot currently occupy the site.

The proposed project will include 71 courtrooms. Of the 71 courtrooms, 59 will relocate from the existing courthouse immediately east of the proposed project site. Ten of the 71 courtrooms will relocate from the Madge Bradley and Family Law Courthouse several blocks northeast of the proposed courthouse site. One courtroom will be relocate from Kearney Mesa, and the AOC will add one new court room. Sixty of the 71 court rooms will provide space for jury trials, while the remaining courtrooms will serve probate, small claims, and family court and will not have a jury call. Only two of the courtrooms, the new courtroom and the relocated courtroom from Kearney Mesa, will generate new trips to downtown San Diego.

Construction of the new building will displace one set of existing office buildings and a public parking lot (181 spaces). The removal of these buildings will reduce the parking demand traffic in the study area.

After the completion of the new courthouse, the courts will vacate all existing facilities. The AOC will demolish the existing County Courthouse and Old Jail. The AOC currently has no plans to redevelop the existing County Courthouse site.

The proposed project will generate approximately 134 new trips per day. Another 721 trips per day will be redistributed through downtown to account for the relocation of the Madge Bradley and Family Law courthouses. During the a.m. peak period, 385 new trips per day will be added to the roadway network in the vicinity of the proposed project site.

In addition to evaluating traffic operating conditions, this report also discusses the project parking demands. The Superior Court will vacate use of 66 parking spaces on the County-owned block between State Street, A Street, Union Street, and B Street and one space in the County Courthouse, and the new courthouse will provide approximately 110 secured underground parking spaces for judges and court staff. The new courthouse's parking capacity eliminates part of the parking demand associated with the Superior Court's consolidation of its Madge Bradley and Family Law operations, the Kearney Mesa courtroom, and the new courtroom. All others will be required to park off site in the existing surface parking lots, public parking structures or on the street. In

addition to the existing offsite demand, a total of 370 parking spaces will be needed to serve the new courthouse.

Analysts calculated project-generated trips based on rates established for similar facilities. Courtroom trip rates were categorized in to jury and non-jury trials. The forecast project-generated trips were assigned to the roadway network and added to the existing a.m. peak hour and daily volumes to determine the short-term project impacts. The addition of the forecast project-generated trips to the existing conditions does not result in a change in LOS from acceptable to deficient at any study intersection or along any study roadway segment. Therefore, no significant impacts are forecast for any study intersections under Existing Plus Project conditions.

The project is forecast to open in the year 2013. To evaluate traffic operations for the project opening year, a growth rate factor was applied to all intersections and roadway segments. Growth rate factors were calculated based on forecast year 2030 volumes prepared for the Downtown Community Plan Update. This cumulative condition was evaluated with and without the proposed project.

Based on City of San Diego significant impact thresholds, no direct project impacts are identified for Existing or Cumulative conditions. Therefore, no mitigation is required.

The project will provide 60 on-site parking spaces. These spaces will be restricted to judges and key court staff. All other vehicles will be required to park off-site in public parking lots. An inventory of available public surface parking lots revealed that there are 874 parking spaces within a three block radius of the project site. A field occupancy survey conducted in March 2010 revealed that at 8:30 a.m., when the peak demand for parking for the courts would be occur, approximately 45% of the total surface parking spaces were unoccupied. The project would have a need for 370 parking spaces. Clearly this demand could be met by the surface parking spaces alone, with 395 parking spaces available at 8:30 a.m. However, there are over 1,700 public parking spaces available in parking structures near the project site. The demand for parking for the courthouse would be met both in the existing parking structures and parking lots. Therefore, there is sufficient parking within the three block radius to meet the parking demands of the courthouse.

Although the project will remove 181 parking spaces that currently exist on the proposed site, the project will also reduce the demand for parking. According to the trip generation analysis, the removal trips associated with the demolition of the existing courthouse and the demolition of the existing office buildings on the proposed site will result in a decline in parking demand by as much as 326 vehicles. Therefore, the removal of the parking lot will not negatively impact the parking supply in the project vicinity.

APPENDIX A

Existing Traffic Count Data

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Union St

DATE: 03/25/2010

LOCATION: City of San Diego

E-W STREET: Ash St

DAY: THURSDAY

PROJECT# 10-4107-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 0	ER 0	WL 0	WT 3	WR 0	TOTAL
7:30 AM	3	4			11	3				62	306	13	402
7:45 AM	1	9			21	9				56	364	20	480
8:00 AM	4	8			32	8				56	343	15	466
8:15 AM	5	5			21	1				52	373	20	477
8:30 AM	5	13			28	11				43	364	15	479
8:45 AM	2	5			31	11				40	329	8	426
9:00 AM	7	10			13	5				29	266	12	342
9:15 AM	5	9			14	7				27	249	10	321
TOTAL VOLUMES =	NL 32	NT 63	NR 0	SL 0	ST 171	SR 55	EL 0	ET 0	ER 0	WL 365	WT 2594	WR 113	TOTAL 3393

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	15	35	0	0	102	29	0	0	0	207	1444	70	1902
PEAK HR. FACTOR:		0.694			0.819			0.000			0.967		0.991

CONTROL: Signalized

Intersection Turning Movement

Prepared by:



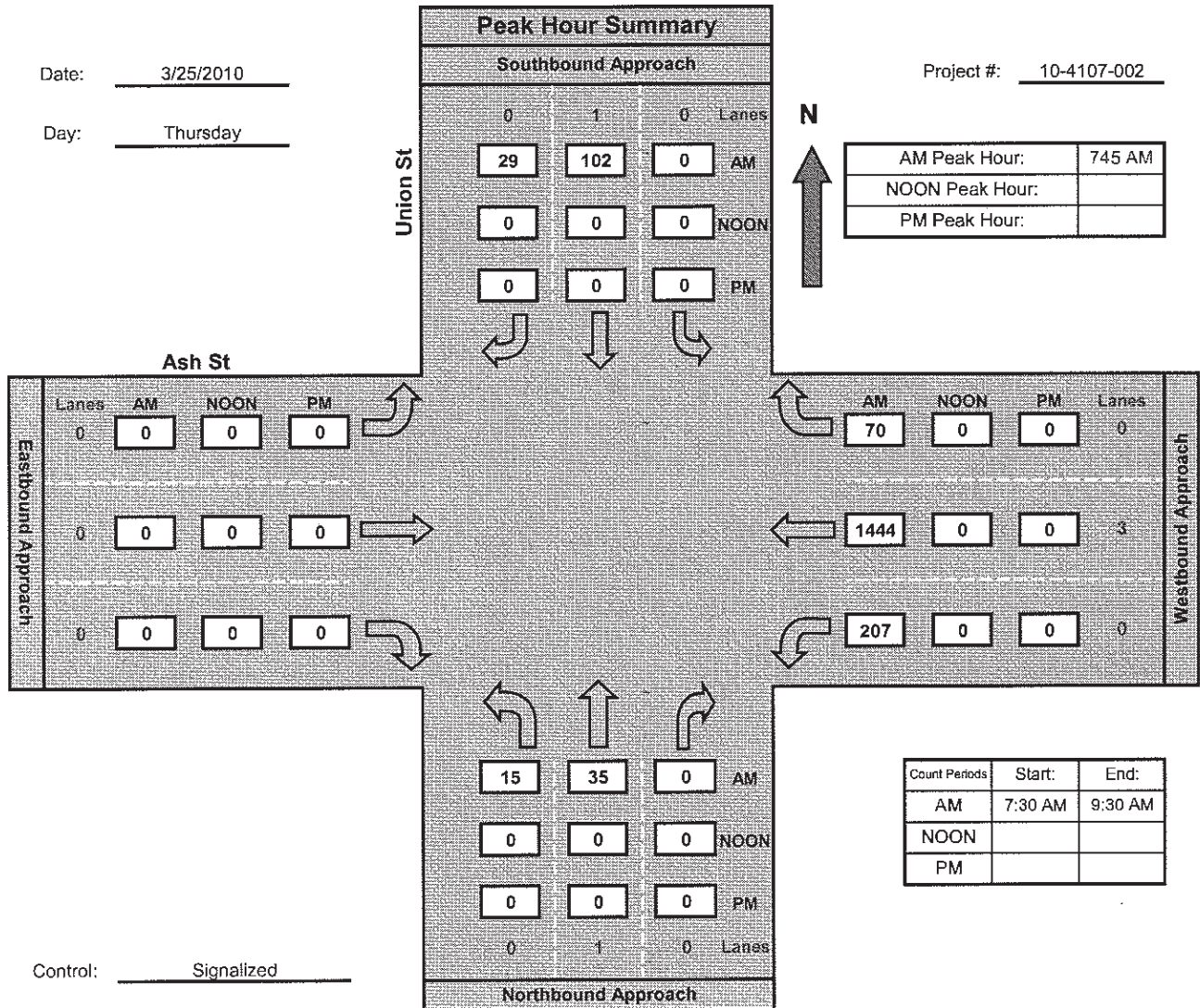
National Data & Surveying Services

Union St and Ash St, City of San Diego

Date: 3/25/2010

Day: Thursday

Project #: 10-4107-002



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Front St

DATE: 03/25/2010

LOCATION: City of San Diego

E-W STREET: Ash St

DAY: THURSDAY

PROJECT# 10-4107-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	0	3	0	0	0	0	1.5	2.5	0	
7:30 AM					248	66				100	317		731
7:45 AM					285	99				101	362		847
8:00 AM					264	77				120	341		802
8:15 AM					289	81				135	362		867
8:30 AM					264	75				129	339		807
8:45 AM					255	69				109	290		723
9:00 AM					218	68				90	222		598
9:15 AM					197	67				78	201		543
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 0	ST 2020	SR 602	EL 0	ET 0	ER 0	WL 862	WT 2434	WR 0	TOTAL 5918

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	0	0	0	0	1102	332	0	0	0	485	1404	0	3323
PEAK HR. FACTOR:		0.000			0.934			0.000			0.950		0.958

CONTROL: Signalized

Intersection Turning Movement



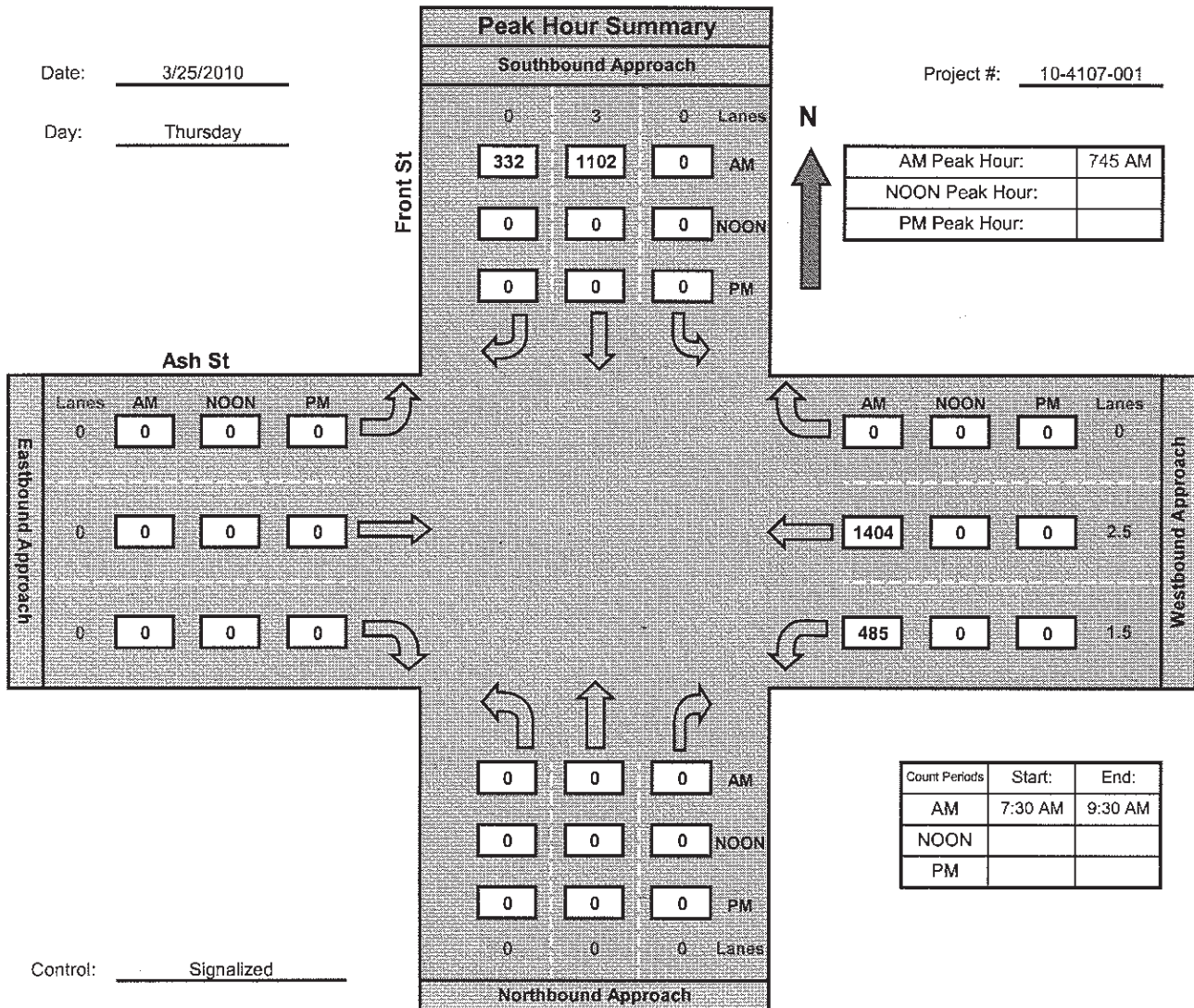
National Data & Surveying Services

Front St and Ash St , City of San Diego

Date: 3/25/2010

Day: Thursday

Project #: 10-4107-001



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 1st Ave

DATE: 03/25/2010

LOCATION: City of San Diego

E-W STREET: A St

DAY: THURSDAY

PROJECT# 10-4107-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	3	0	0	0	0	0	3	0	0	0	0	
7:30 AM		178	25				64	73					340
7:45 AM		163	23				60	83					329
8:00 AM		179	37				76	68					360
8:15 AM		166	33				68	95					362
8:30 AM		180	30				77	71					358
8:45 AM		163	41				77	58					339
9:00 AM		160	34				82	99					375
9:15 AM		141	42				56	82					321
TOTAL VOLUMES =	NL 0	NT 1330	NR 265	SL 0	ST 0	SR 0	EL 560	ET 629	ER 0	WL 0	WT 0	WR 0	TOTAL 2784

AM Peak Hr Begins at: 815 AM

PEAK VOLUMES =	0	669	138	0	0	0	304	323	0	0	0	0	1434
PEAK HR. FACTOR:		0.961			0.000			0.866			0.000		0.956

CONTROL: Signalized

Intersection Turning Movement

Prepared by:



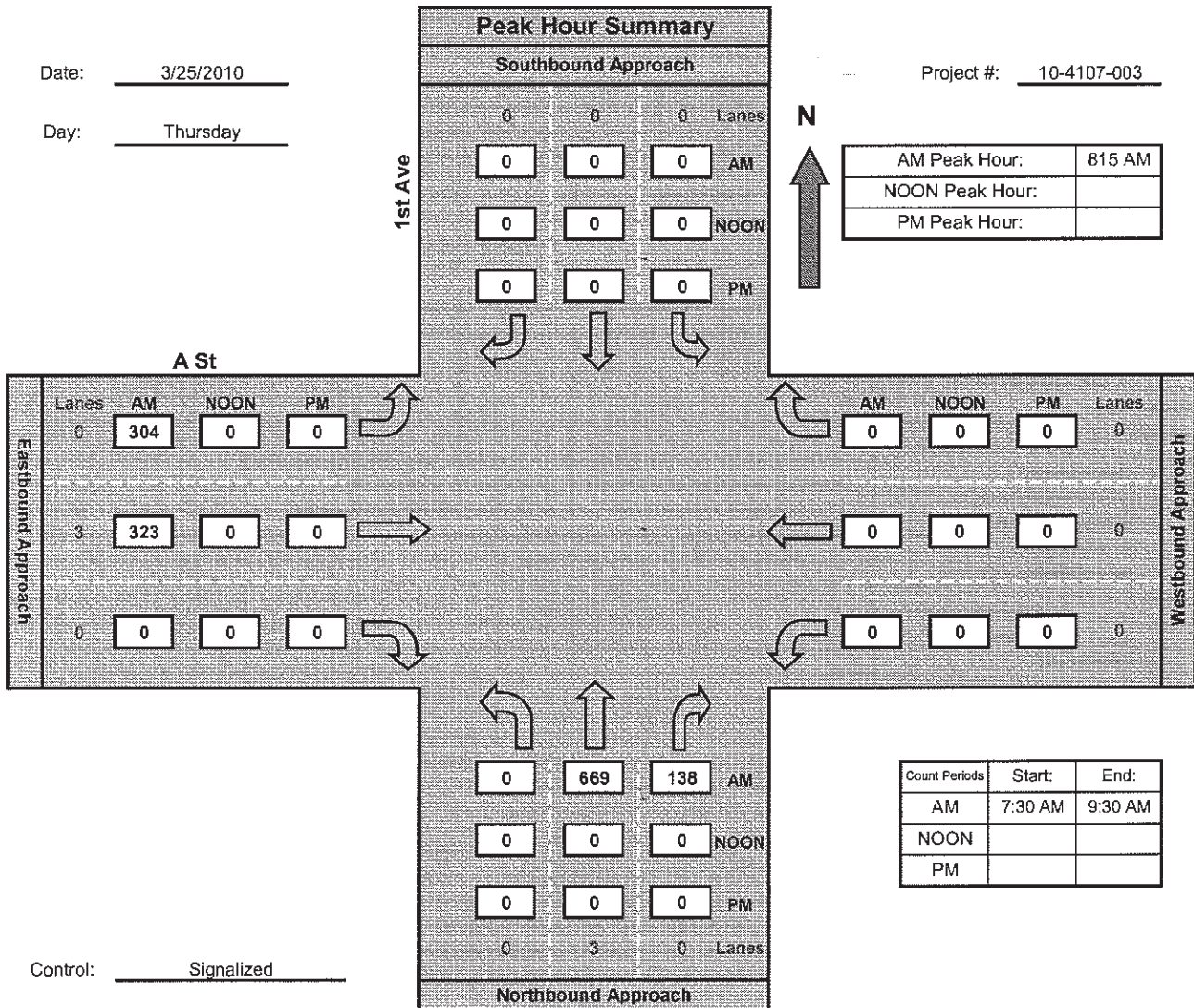
National Data & Surveying Services

1st Ave and A St, City of San Diego

Date: 3/25/2010

Day: Thursday

Project #: 10-4107-003



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: State St

DATE: 03/25/2010

LOCATION: City of San Diego

E-W STREET: B St

DAY: THURSDAY

PROJECT# 10-4107-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 3	NR 0	SL 0	ST 0	SR 0	EL 0	ET 1	ER 0	WL 0	WT .5	WR .5	TOTAL
7:30 AM	17	26	8				15	7			34	24	131
7:45 AM	12	32	5				22	9			35	35	150
8:00 AM	6	29	10				18	11			39	45	158
8:15 AM	6	21	12				18	7			42	43	149
8:30 AM	10	28	9				17	8			37	48	157
8:45 AM	12	20	10				17	7			34	39	139
9:00 AM	14	25	7				18	11			29	36	140
9:15 AM	4	22	8				12	15			36	22	119
TOTAL VOLUMES =	NL 81	NT 203	NR 69	SL 0	ST 0	SR 0	EL 137	ET 75	ER 0	WL 0	WT 286	WR 292	TOTAL 1143

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	34	110	36	0	0	0	75	35	0	0	153	171	614
PEAK HR. FACTOR:		0.918			0.000			0.887			0.953		0.972

CONTROL: 3-Way Stop (NB/EB/WB)

Intersection Turning Movement

Prepared by:



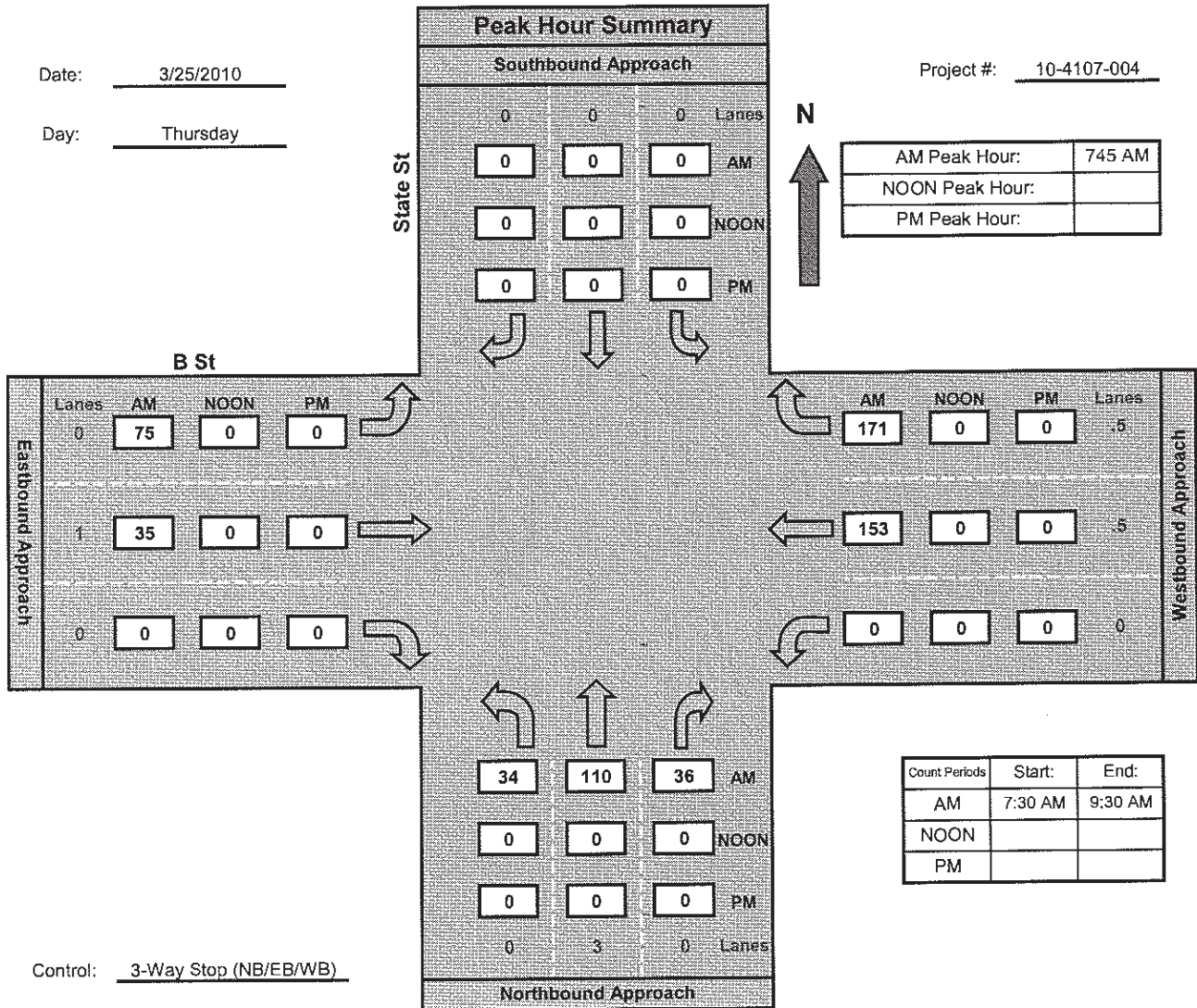
National Data & Surveying Services

State St and B St, City of San Diego

Date: 3/25/2010

Day: Thursday

Project #: 10-4107-004



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Union St

DATE: 03/25/2010

LOCATION: City of San Diego

E-W STREET: B St

DAY: THURSDAY

PROJECT# 10-4107-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
7:30 AM	4	15	3	2	30	17	5	11	2	3	34	9	135
7:45 AM	7	16	2	8	43	12	2	9	6	6	50	17	178
8:00 AM	8	19	6	2	34	18	3	10	7	8	61	13	189
8:15 AM	1	13	2	2	28	8	1	11	5	8	73	15	167
8:30 AM	7	32	6	2	25	28	1	11	6	6	52	10	186
8:45 AM	7	24	4	2	35	25	2	12	5	13	43	10	182
9:00 AM	2	23	6	1	25	18	2	8	8	4	46	13	156
9:15 AM	4	15	4	2	21	14	1	14	7	3	37	10	132
TOTAL VOLUMES =	NL 40	NT 157	NR 33	SL 21	ST 241	SR 140	EL 17	ET 86	ER 46	WL 51	WT 396	WR 97	TOTAL 1325

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	23	88	18	8	122	79	7	44	23	35	229	48	724
PEAK HR. FACTOR:		0.717			0.843			0.925			0.813		0.958

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by:



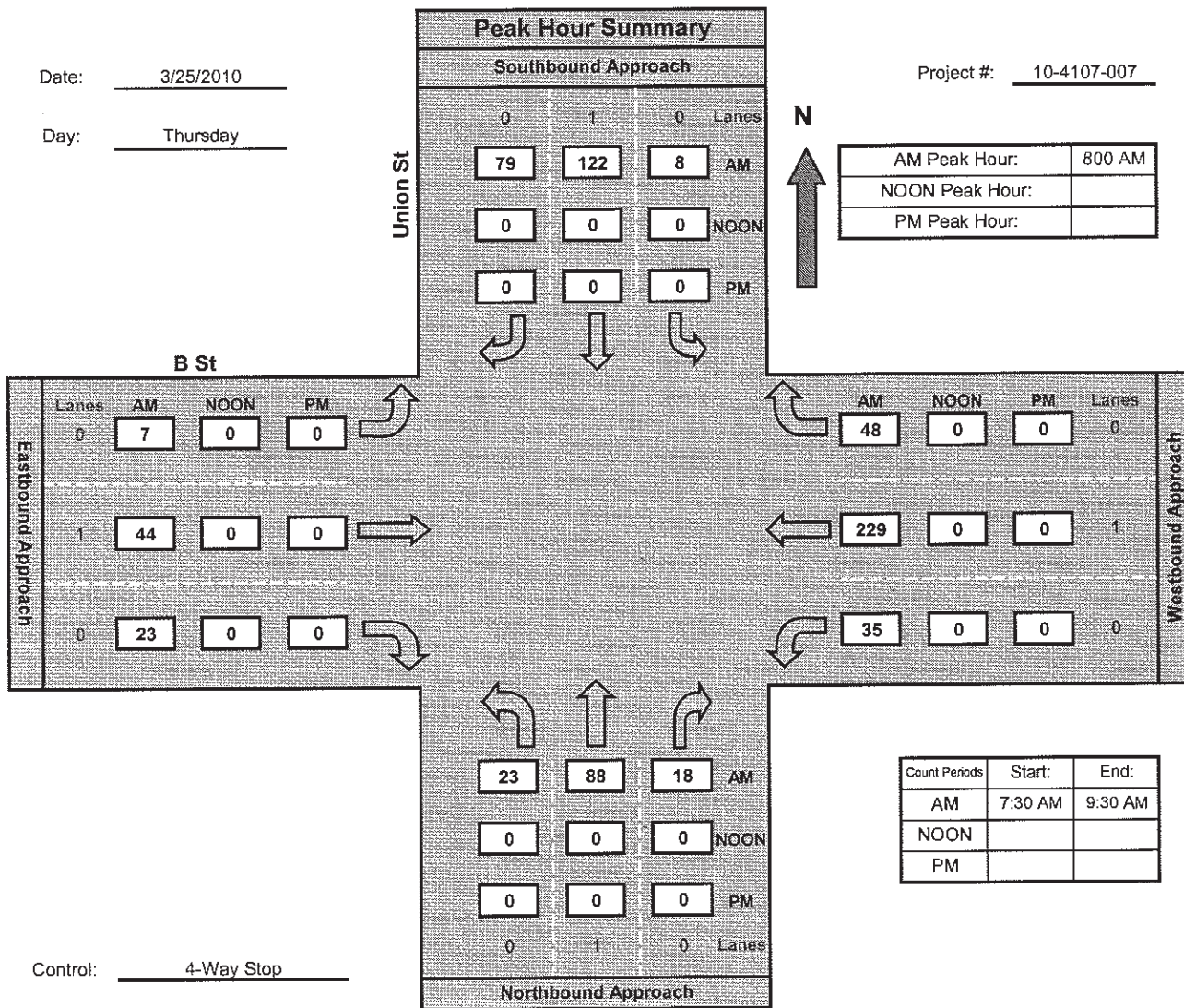
National Data & Surveying Services

Union St and B St, City of San Diego

Date: 3/25/2010

Day: Thursday

Project #: 10-4107-007



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Front St

DATE: 03/25/2010

LOCATION: City of San Diego

E-W STREET: B St

DAY: THURSDAY

PROJECT# 10-4107-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 0	ST 3	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
7:30 AM				10	230	38		17	3	7	6		311
7:45 AM				8	257	56		10	10	6	15		362
8:00 AM				13	313	62		12	5	7	21		433
8:15 AM				9	332	74		9	5	9	20		458
8:30 AM				11	325	52		10	9	6	17		430
8:45 AM				7	270	57		12	6	10	11		373
9:00 AM				8	241	55		8	6	5	8		331
9:15 AM				9	264	37		12	7	13	10		352
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 75	ST 2232	SR 431	EL 0	ET 90	ER 51	WL 63	WT 108	WR 0	TOTAL 3050

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	0	0	0	40	1240	245	0	43	25	32	69	0	1694
PEAK HR. FACTOR:		0.000			0.919			0.895			0.871		0.925

CONTROL: Signalized

Intersection Turning Movement

Prepared by:



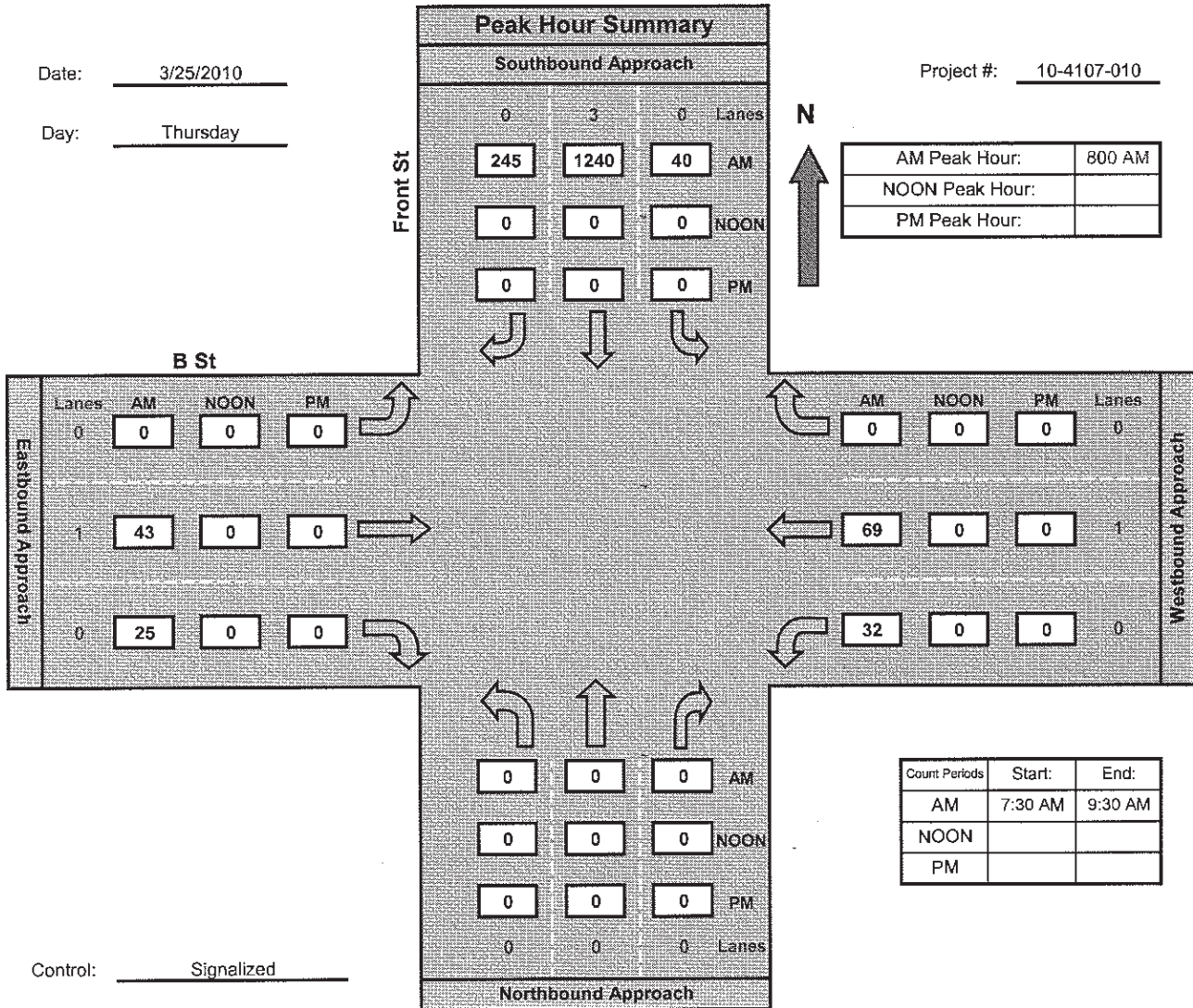
National Data & Surveying Services

Front St and B St, City of San Diego

Date: 3/25/2010

Day: Thursday

Project #: 10-4107-010



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: State St

DATE: 03/25/2010

LOCATION: City of San Diego

E-W STREET: C St

DAY: THURSDAY

PROJECT# 10-4107-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	3	0	0	0	0	0	2	0	0	0	0	
7:30 AM		69	3				12	3					87
7:45 AM		53	7				7	3					70
8:00 AM		54	0				7	8					69
8:15 AM		62	4				8	5					79
8:30 AM		43	4				9	10					66
8:45 AM		46	4				12	3					65
9:00 AM		45	0				14	1					60
9:15 AM		35	7				11	6					59
TOTAL VOLUMES =	NL 0	NT 407	NR 29	SL 0	ST 0	SR 0	EL 80	ET 39	ER 0	WL 0	WT 0	WR 0	TOTAL 555

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	238	14	0	0	0	34	19	0	0	0	0	305
PEAK HR. FACTOR:		0.875			0.000			0.883			0.000		0.876

CONTROL: 1-Way Stop (NB)

Intersection Turning Movement

Prepared by:



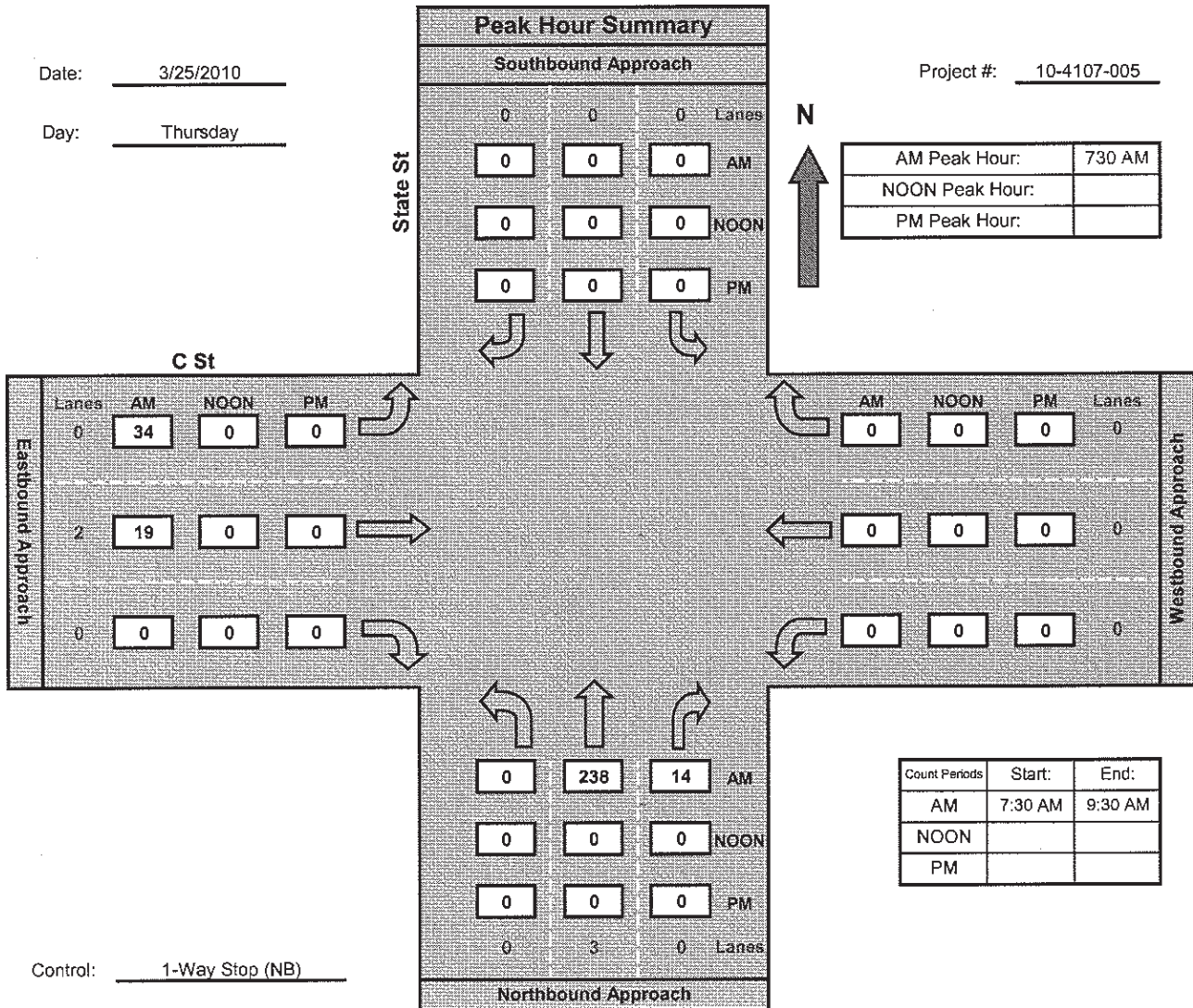
National Data & Surveying Services

State St and C St, City of San Diego

Date: 3/25/2010

Day: Thursday

Project #: 10-4107-005



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Union St

DATE: 03/25/2010

LOCATION: City of San Diego

E-W STREET: C St

DAY: THURSDAY

PROJECT# 10-4107-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL .5	ET 1	ER .5	WL 0	WT 0	WR 0	TOTAL
7:30 AM		26	7	1	35		0	4	1				74
7:45 AM		29	6	4	47		0	5	5				96
8:00 AM		40	12	1	41		1	2	2				99
8:15 AM		39	12	6	44		0	6	3				110
8:30 AM		43	7	2	24		1	7	5				89
8:45 AM		37	9	4	44		0	5	1				100
9:00 AM		28	11	0	32		1	0	0				72
9:15 AM		26	6	3	19		3	6	3				66
TOTAL VOLUMES =	NL 0	NT 268	NR 70	SL 21	ST 286	SR 0	EL 6	ET 35	ER 20	WL 0	WT 0	WR 0	TOTAL 706

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	0	159	40	13	153	0	2	20	11	0	0	0	398
PEAK HR. FACTOR:		0.957			0.830			0.635			0.000		0.905

CONTROL: 2-Way Stop (NB/SB)

Intersection Turning Movement

Prepared by:



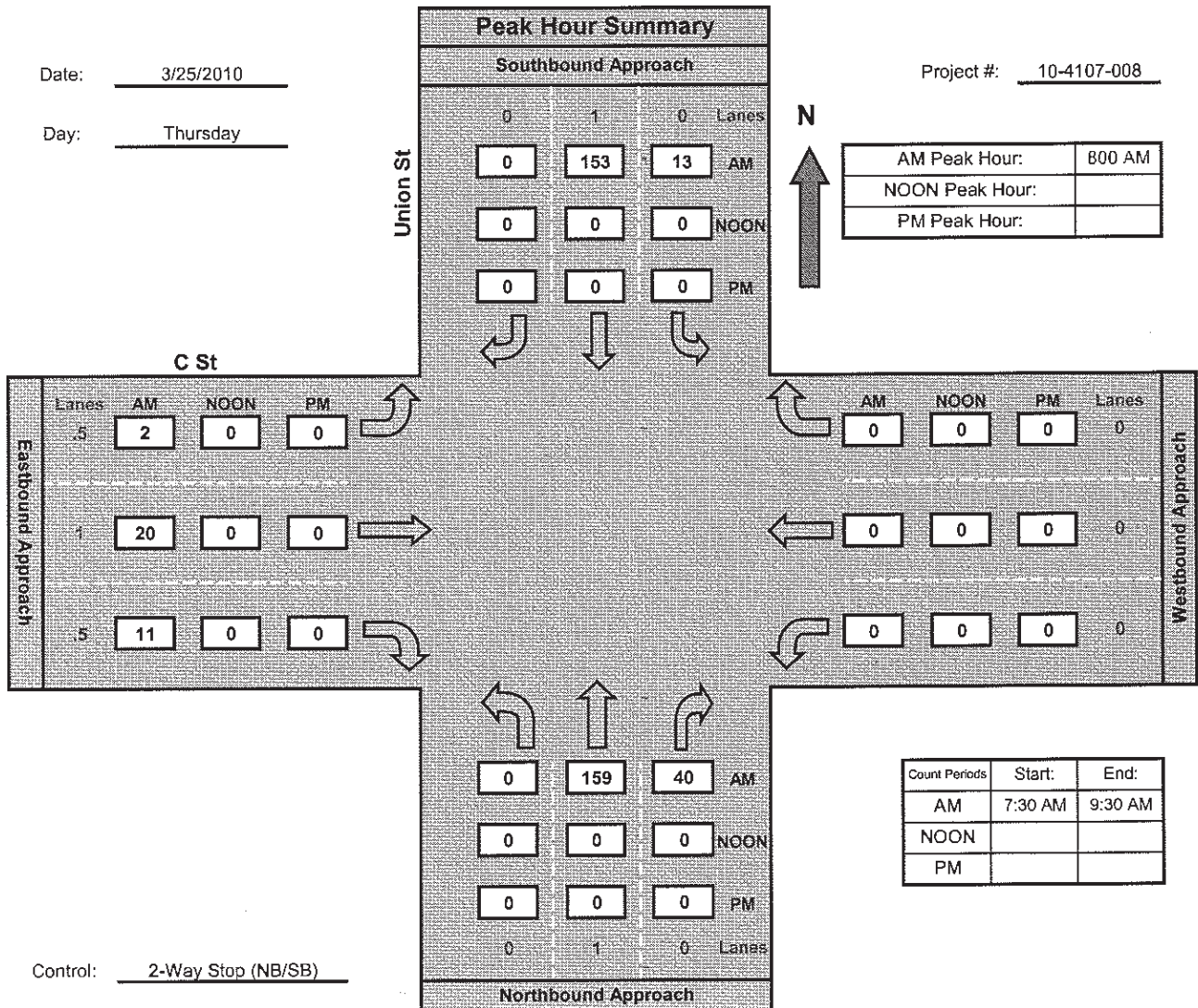
National Data & Surveying Services

Union St and C St, City of San Diego

Date: 3/25/2010

Day: Thursday

Project #: 10-4107-008



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: State St

DATE: 03/25/2010

LOCATION: City of San Diego

E-W STREET: Broadway

DAY: THURSDAY

PROJECT# 10-4107-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	0	0	0	1	2	0	1	2	0	
7:30 AM							13	63	8	6	101	85	276
7:45 AM							16	51	11	16	129	94	317
8:00 AM							17	60	6	10	107	71	271
8:15 AM							18	67	7	10	134	95	331
8:30 AM							13	80	10	12	129	45	289
8:45 AM							12	70	11	19	120	59	291
9:00 AM							12	71	11	13	101	34	242
9:15 AM							14	74	4	9	100	33	234
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 0	ST 0	SR 0	EL 115	ET 536	ER 68	WL 95	WT 921	WR 516	TOTAL 2251

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	0	0	0	0	0	0	64	258	34	48	499	305	1208
PEAK HR. FACTOR:	0.000			0.000			0.864			0.891			0.912

CONTROL: Signalized

Intersection Turning Movement

Prepared by:



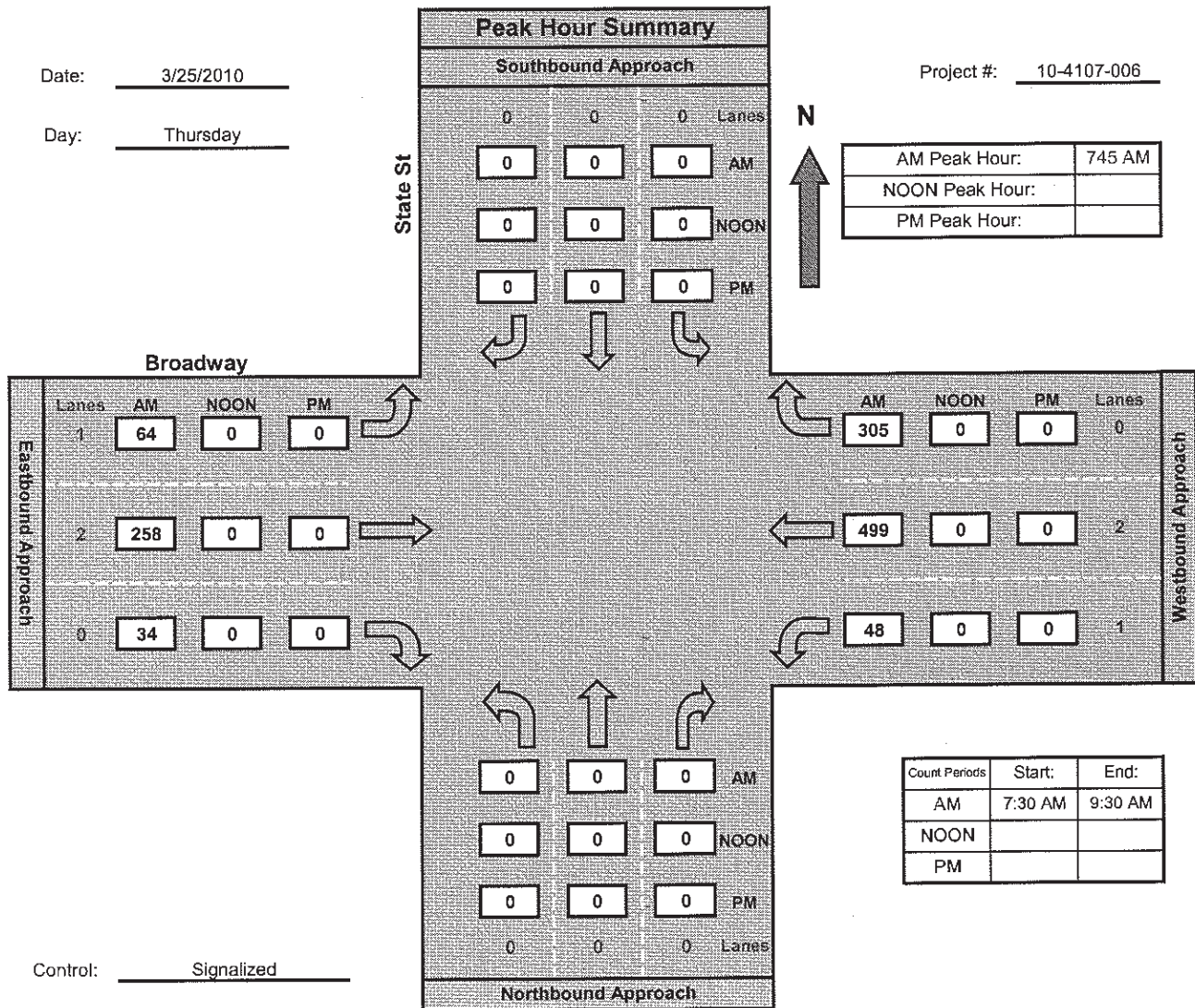
National Data & Surveying Services

State St and Broadway, City of San Diego

Date: 3/25/2010

Day: Thursday

Project #: 10-4107-006



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Union St

DATE: 03/25/2010

LOCATION: City of San Diego

E-W STREET: Broadway

DAY: THURSDAY

PROJECT# 10-4107-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	0	1	0	1	2	0	1	2	0	
7:30 AM				7		26	4	60			167	32	296
7:45 AM				15		32	4	40			196	41	328
8:00 AM				8		27	3	70			169	50	327
8:15 AM				15		33	4	58			205	60	375
8:30 AM				9		16	2	75			169	44	315
8:45 AM				10		33	4	73			165	46	331
9:00 AM				10		19	0	70			124	35	258
9:15 AM				9		19	2	73			127	28	258
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 83	ST 0	SR 205	EL 23	ET 519	ER 0	WL 0	WT 1322	WR 336	TOTAL 2488

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	0	0	0	42	0	109	13	276	0	0	708	200	1348
PEAK HR. FACTOR:	0.000			0.786			0.938			0.857			0.899

CONTROL: Signalized

Intersection Turning Movement

Prepared by:



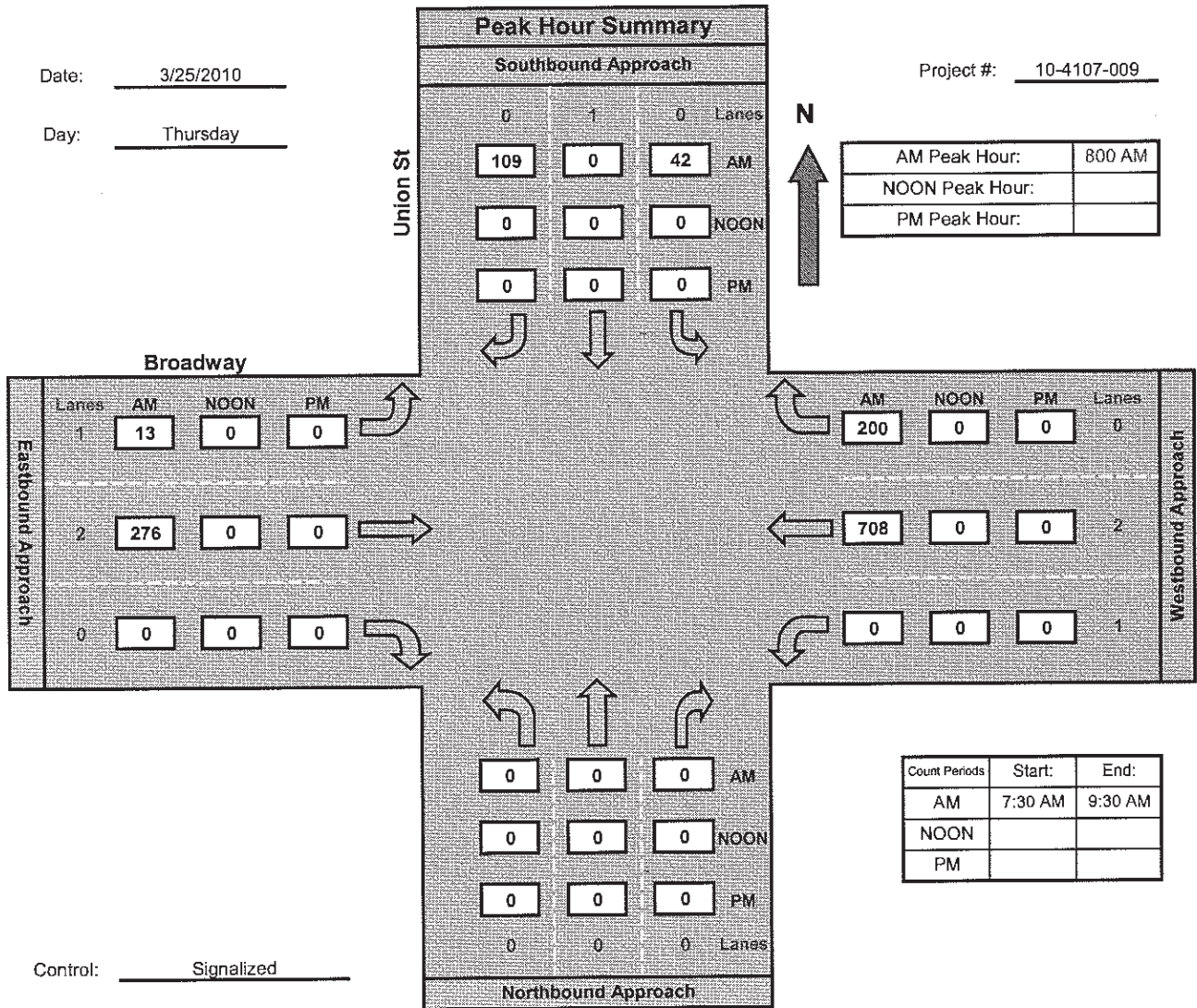
National Data & Surveying Services

Union St and Broadway, City of San Diego

Date: 3/25/2010

Day: Thursday

Project #: 10-4107-009



Prepared by NCEM/D

Volume for: Thursday, March 25, 2010					City: San Diego		Daily Totals				Total
Location: Ash St. between Front & 1st Ave					Project: 10-4100-001		NB	SB	EB	WB	Total
							0	0	0	14,847	14,847
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00			36		12:00			199			
00:15			16		12:15			260			
00:30			14		12:30			273			
00:45			15	81	12:45	81		309	1041	1041	
01:00			28		13:00			332			
01:15			23		13:15			279			
01:30			21		13:30			285			
01:45			11	83	13:45	83		260	1156	1156	
02:00			14		14:00			240			
02:15			13		14:15			248			
02:30			9		14:30			222			
02:45			9	45	14:45	45		234	944	944	
03:00			10		15:00			193			
03:15			2		15:15			233			
03:30			11		15:30			218			
03:45			11	34	15:45	34		190	834	834	
04:00			7		16:00			194			
04:15			7		16:15			186			
04:30			19		16:30			182			
04:45			46	79	16:45	79		220	782	782	
05:00			30		17:00			220			
05:15			40		17:15			207			
05:30			70		17:30			179			
05:45			90	230	17:45	230		198	804	804	
06:00			97		18:00			235			
06:15			142		18:15			198			
06:30			145		18:30			186			
06:45			235	619	18:45	619		186	805	805	
07:00			246		19:00			168			
07:15			302		19:15			128			
07:30			398		19:30			136			
07:45			447	1393	19:45	1393		130	562	562	
08:00			453		20:00			131			
08:15			432		20:15			118			
08:30			448		20:30			99			
08:45			387	1720	20:45	1720		100	448	448	
09:00			304		21:00			101			
09:15			259		21:15			101			
09:30			191		21:30			113			
09:45			205	959	21:45	959		90	405	405	
10:00			174		22:00			79			
10:15			147		22:15			75			
10:30			161		22:30			54			
10:45			158	640	22:45	640		70	278	278	
11:00			177		23:00			44			
11:15			157		23:15			34			
11:30			228		23:30			32			
11:45			197	759	23:45	759		36	146	146	

Hourly Totals		AM		PM		Daily Totals		Total	
Hour	Volume	NB	SB	EB	WB	NB	SB	EB	WB
		0	0	0	14,847	34,847			
AM		PM							
Hour	Volume	NB	SB	EB	WB	NB	SB	EB	WB
AM		PM							
Peak Hr.	07:45	07:45	Peak Hr.	07:45	07:45				
Volume	1,780	1,780	Volume	1,780	1,780				
Flow	0.000	0.000	Flow	0.000	0.000				
T - 5 Yrs.	0.17	0.17	T - 5 Yrs.	0.17	0.17				
Peak Hr.	07:45	07:45	Peak Hr.	07:45	07:45				
Volume	1,780	1,780	Volume	1,780	1,780				
Flow	0.000	0.000	Flow	0.000	0.000				

Prepared by: NDI/WD

Volume for: Thursday, March 25, 2010						City: San Diego		Daily Totals				Total
Location: S St. between Columbia St & State St						Project: 10-4108-003		NB	SB	EB	WB	
								0	0	2,480	2,332	4,812
AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB		
00:00			8	2		12:00			37	35		
00:15			10	5		12:15			38	26		
00:30			2	6		12:30			35	32		
00:45			7	27	2 15 42	12:45			45	155	37 130	285
01:00			10	3		13:00			38	49		
01:15			7	1		13:15			36	24		
01:30			6	0		13:30			35	34		
01:45			3	26	1 5 31	13:45			28	137	33 140	277
02:00			9	4		14:00			35	31		
02:15			4	3		14:15			31	29		
02:30			2	0		14:30			38	23		
02:45			4	19	0 7 26	14:45			37	141	34 117	258
03:00			1	1		15:00			32	34		
03:15			1	1		15:15			37	19		
03:30			0	1		15:30			41	21		
03:45			1	3	2 5 8	15:45			46	156	36 110	266
04:00			2	1		16:00			42	27		
04:15			4	1		16:15			51	28		
04:30			0	1		16:30			51	26		
04:45			2	8	3 6 14	16:45			66	210	31 112	322
05:00			9	10		17:00			94	43		
05:15			12	7		17:15			81	39		
05:30			10	8		17:30			76	40		
05:45			15	46	12 37 83	17:45			65	316	35 157	473
06:00			13	11		18:00			52	44		
06:15			15	18		18:15			44	34		
06:30			10	19		18:30			45	42		
06:45			11	49	22 70 119	18:45			31	172	34 154	326
07:00			23	23		19:00			41	37		
07:15			15	35		19:15			23	36		
07:30			27	45		19:30			31	37		
07:45			31	96	51 154 250	19:45			21	116	35 145	261
08:00			30	47		20:00			34	24		
08:15			25	59		20:15			24	28		
08:30			33	58		20:30			24	28		
08:45			31	119	55 219 338	20:45			22	104	17 97	201
09:00			28	45		21:00			26	26		
09:15			32	60		21:15			19	19		
09:30			34	39		21:30			28	21		
09:45			29	123	47 191 314	21:45			16	89	15 81	170
10:00			28	39		22:00			27	17		
10:15			35	31		22:15			21	10		
10:30			15	37		22:30			18	9		
10:45			36	114	29 136 250	22:45			13	79	10 46	125
11:00			22	44		23:00			22	18		
11:15			27	47		23:15			12	9		
11:30			43	29		23:30			8	14		
11:45			32	124	32 152 276	23:45			9	51	5 46	97

Total Vol	7:04	9:07	1:01		1:04	1:15	1:04		
					NB	SB	EB	WB	Total
				Daily Totals :	0	0	2,480	2,332	4,812
							AM		
Split No		11:00	12:00	12:30			12:00	12:30	12:30
AM					PM				
Peak No		11:00	12:00	12:30	Peak No		12:00	12:30	12:30
Volume		151	215	342	Volume		117	117	117
Peak No		151	215	342	Peak No		117	117	117
Volume		151	215	342	Volume		117	117	117
F - 3 Vol		151	215	342	F - 3 Vol		117	117	117
Peak No		151	215	342	Peak No		117	117	117
Volume		151	215	342	Volume		117	117	117
Peak No		151	215	342	Peak No		117	117	117
Volume		151	215	342	Volume		117	117	117

Prepared by NCTD

Volume for: Thursday, March 25, 2010		City:	San Diego	Daily Totals				Total
Location: C St Between Front St & 1st Ave		Project: 10-4108-003		NB	SB	EB	WB	
				0	0	1,866	0	1,866

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			6		12:00			32	
00:15			1		12:15			37	
00:30			3		12:30			40	
00:45			3	13	12:45			34	143
01:00			4		13:00			30	
01:15			0		13:15			35	
01:30			0		13:30			27	
01:45			1	5	13:45			34	126
02:00			1		14:00			30	
02:15			3		14:15			32	
02:30			1		14:30			30	
02:45			3	8	14:45			37	129
03:00			3		15:00			28	
03:15			0		15:15			28	
03:30			2		15:30			30	
03:45			1	6	15:45			25	111
04:00			1		16:00			31	
04:15			3		16:15			46	
04:30			3		16:30			27	
04:45			6	13	16:45			20	124
05:00			5		17:00			23	
05:15			4		17:15			25	
05:30			8		17:30			15	
05:45			15	32	17:45			18	81
06:00			13		18:00			17	
06:15			11		18:15			14	
06:30			22		18:30			18	
06:45			31	77	18:45			9	58
07:00			28		19:00			7	
07:15			33		19:15			8	
07:30			47		19:30			10	
07:45			54	162	19:45			13	38
08:00			48		20:00			10	
08:15			60		20:15			15	
08:30			59		20:30			13	
08:45			68	235	20:45			8	46
09:00			37		21:00			11	
09:15			33		21:15			9	
09:30			25		21:30			10	
09:45			46	141	21:45			9	39
10:00			29		22:00			8	
10:15			34		22:15			10	
10:30			28		22:30			12	
10:45			19	110	22:45			6	36
11:00			20		23:00			7	
11:15			21		23:15			7	
11:30			29		23:30			9	
11:45			32	102	23:45			8	31

Total Vol.		EB	WB	Daily Totals				Total
		NB	SB	EB	WB			
		0	0	1,866	0	1,866		
Split No.		AM		PM		Total		
Peak Hr.		06:00	08:00	06:00	08:00	12:00		
Volume		22	24	14	14	14		
Pct		1.04	0.84	0.67	0.67	0.84		
Pct of Vol.		1.0	1.0	1.0	1.0	1.0		
Peak Hr.		06:00	08:00	06:00	08:00	12:00		
Volume		22	24	14	14	14		
Pct		1.04	0.84	0.67	0.67	0.84		

Prepared by RDM/ATD

Volumen for Thursday, March 25, 2010						City: San Diego	Daily Totals					Total
						NE	SE	EW	WB			
Location: Broadway between Front St & 1st Ave Project 10-4100-004						0	0	9,886	10,464	20,351		
AM Period	NE	SE	EW	WB	PM Period	NE	SE	EW	WB			
00:00		35		37		12:00		151	163			
00:15		32		20		12:15		166	178			
00:30		18		28		12:30		156	192			
00:45		26	111	26	111	222	12:45	159	632	166	699	1331
01:00		14		19		13:00		133	190			
01:15		24		17		13:15		134	184			
01:30		8		10		13:30		167	175			
01:45		19	65	12	58	123	13:45	163	597	174	723	1320
02:00		12		12		14:00		192	153			
02:15		8		15		14:15		167	186			
02:30		6		7		14:30		161	187			
02:45		7	33	8	42	75	14:45	144	664	189	715	1379
03:00		12		7		15:00		175	148			
03:15		3		7		15:15		164	165			
03:30		7		9		15:30		159	135			
03:45		14	36	11	34	70	15:45	159	657	128	576	1233
04:00		8		16		16:00		158	145			
04:15		13		15		16:15		164	141			
04:30		14		22		16:30		181	163			
04:45		12	47	32	85	132	16:45	199	702	182	631	1333
05:00		19		30		17:00		194	151			
05:15		27		43		17:15		191	169			
05:30		23		51		17:30		197	149			
05:45		28	97	77	201	298	17:45	222	804	141	610	1414
06:00		60		88		18:00		147	115			
06:15		55		98		18:15		151	137			
06:30		49		129		18:30		121	141			
06:45		62	226	163	478	704	18:45	160	579	131	524	1103
07:00		73		164		19:00		132	127			
07:15		68		214		19:15		142	121			
07:30		102		219		19:30		128	111			
07:45		112	355	222	819	1174	19:45	105	507	117	476	983
08:00		93		241		20:00		147	100			
08:15		104		254		20:15		115	116			
08:30		114		197		20:30		116	87			
08:45		134	445	221	913	1358	20:45	118	496	103	406	902
09:00		140		172		21:00		112	88			
09:15		123		188		21:15		138	82			
09:30		106		162		21:30		142	92			
09:45		136	505	164	686	1191	21:45	125	517	70	332	849
10:00		129		144		22:00		146	74			
10:15		104		122		22:15		154	60			
10:30		127		175		22:30		112	60			
10:45		138	498	181	622	1120	22:45	72	484	71	265	749
11:00		134		177		23:00		66	66			
11:15		143		166		23:15		82	36			
11:30		146		199		23:30		44	36			
11:45		166	589	148	690	1279	23:45	48	240	34	172	412

Forecast Week:	2025			2026			2027			2028			2029		
Daily Totals:							NE	SE	EW	WB	Total				
							0	0	9,886	10,462	20,348				

Prepared by MRS.ATO

Volume for: Thursday, March 25, 2010		City:	San Diego	Daily Totals				Total
Location:	State St. between C St & Broadway	Project:	10-4100-010	NE	SE	EB	WB	1,221

AM Period	NE	SE	EB	WB	PM Period	NE	SE	EB	WB
00:00	10				12:00	48			
00:15	4				12:15	23			
00:30	9				12:30	56			
00:45	4	27			12:45	52	179		
01:00	6				13:00	56			
01:15	1				13:15	50			
01:30	1				13:30	42			
01:45	2	10			13:45	44	192		
02:00	4				14:00	45			
02:15	3				14:15	49			
02:30	3				14:30	43			
02:45	0	10			14:45	58	195		
03:00	2				15:00	46			
03:15	0				15:15	44			
03:30	0				15:30	40			
03:45	6	8			15:45	32	162		
04:00	1				16:00	36			
04:15	4				16:15	52			
04:30	3				16:30	42			
04:45	10	18			16:45	48	178		
05:00	9				17:00	61			
05:15	14				17:15	53			
05:30	11				17:30	48			
05:45	17	51			17:45	52	214		
06:00	13				18:00	38			
06:15	15				18:15	35			
06:30	44				18:30	44			
06:45	66	138			18:45	28	145		
07:00	69				19:00	39			
07:15	87				19:15	21			
07:30	91				19:30	25			
07:45	105	352			19:45	28	113		
08:00	96				20:00	37			
08:15	86				20:15	24			
08:30	67				20:30	27			
08:45	64	313			20:45	22	110		
09:00	68				21:00	26			
09:15	46				21:15	17			
09:30	63				21:30	24			
09:45	68	245			21:45	14	81		
10:00	42				22:00	22			
10:15	37				22:15	13			
10:30	44				22:30	17			
10:45	38	161			22:45	20	72		
11:00	47				23:00	22			
11:15	48				23:15	16			
11:30	49				23:30	12			
11:45	46	190			23:45	7	57		

Total Vol.	1221	1221	1221	1221	1221
	NE	SE	ES	WB	Total
Daily Totals:	1,221	0	0	0	1,221

AM				PM			
Split No.	Days	47.5%	52.5%	Split No.	Days	47.5%	52.5%
Peak Hr.	07:15	07:15	07:15	Peak Hr.	17:30	17:30	17:30
Volume	179	179	179	Volume	214	214	214
P.M.F.	0.000	0.000	0.000	P.M.F.	0.000	0.000	0.000
P.E.F.	0.000	0.000	0.000	P.E.F.	0.000	0.000	0.000
Peak Hr.	07:15	07:15	07:15	Peak Hr.	17:30	17:30	17:30
Volume	179	179	179	Volume	214	214	214
P.M.F.	0.000	0.000	0.000	P.M.F.	0.000	0.000	0.000

Prepared by: MDC/ATD

Volume by: Thursday, March 25, 2010				City: San Diego		Daily Totals				Total
Location: Front St. between Ash St & A St				Project: 10-1105-005		NB	SB	EB	WB	Total
						0	16,025	0	0	16,025
AM Period	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00	34			12:00	225					
00:15	26			12:15	238					
00:30	24			12:30	265					
00:45	13	97		12:45	226	954			954	
01:00	10			13:00	237					
01:15	14			13:15	263					
01:30	9			13:30	235					
01:45	16	49		13:45	254	989			989	
02:00	10			14:00	209					
02:15	7			14:15	217					
02:30	8			14:30	244					
02:45	10	35		14:45	247	917			917	
03:00	5			15:00	238					
03:15	4			15:15	231					
03:30	7			15:30	211					
03:45	13	29		15:45	206	886			886	
04:00	12			16:00	220					
04:15	23			16:15	200					
04:30	34			16:30	216					
04:45	41	110		16:45	233	869			869	
05:00	37			17:00	271					
05:15	50			17:15	275					
05:30	73			17:30	261					
05:45	105	265		17:45	259	1066			1066	
06:00	97			18:00	229					
06:15	106			18:15	242					
06:30	154			18:30	221					
06:45	219	576		18:45	194	886			886	
07:00	235			19:00	189					
07:15	306			19:15	177					
07:30	384			19:30	172					
07:45	405	1330		19:45	133	671			671	
08:00	401			20:00	144					
08:15	430			20:15	137					
08:30	391			20:30	114					
08:45	389	1611		20:45	114	509			509	
09:00	329			21:00	123					
09:15	332			21:15	132					
09:30	310			21:30	119					
09:45	291	1262		21:45	108	482			482	
10:00	235			22:00	99					
10:15	243			22:15	96					
10:30	234			22:30	91					
10:45	231	943		22:45	81	367			367	
11:00	216			23:00	52					
11:15	206			23:15	49					
11:30	265			23:30	34					
11:45	256	943		23:45	44	179			179	

Total Vol		7150	7200	Total		14350
				NB	SB	EB
				0	16,025	0
				WB	Total	
				0	16,025	
		AM		PM		
Split %			45.2%	10.1%		54.8%
AM				PM		
Peak Hr.	1775	1775	Peak Hr.	1775	1775	
Volume	1027	1027	Volume	1027	1027	
P.H.F.	5.84%	5.84%	P.H.F.	5.84%	5.84%	
P - 3 Sec.	1775	1775	P - 3 Sec.	1775	1775	
Peak Hr.	1775	1775	Peak Hr.	1775	1775	
Volume	1027	1027	Volume	1027	1027	
P.H.F.	5.84%	5.84%	P.H.F.	5.84%	5.84%	

Prepared by HNTB

Vehicles for Thursday, March 25, 2010						City: San Diego		Daily Totals				
Location: Front St between A St & B St						Project: 10-4100-005		NB	SB	EB	WB	Total
								0	14,532	0	0	14,532
AM Period	PM	SB	EB	WB	PM Period	PM	SB	EB	WB			
00:00		32			12:00		203					
00:15		22			12:15		206					
00:30		21			12:30		239					
00:45		13	88		12:45	88	216	864				864
01:00		9			13:00		220					
01:15		10			13:15		231					
01:30		10			13:30		210					
01:45		11	40		13:45	40	237	898				898
02:00		6			14:00		195					
02:15		6			14:15		223					
02:30		6			14:30		221					
02:45		10	28		14:45	28	239	878				878
03:00		4			15:00		211					
03:15		5			15:15		204					
03:30		8			15:30		193					
03:45		10	27		15:45	27	174	782				782
04:00		12			16:00		190					
04:15		19			16:15		179					
04:30		30			16:30		214					
04:45		41	102		16:45	102	218	801				801
05:00		30			17:00		217					
05:15		52			17:15		242					
05:30		63			17:30		216					
05:45		94	239		17:45	239	227	902				902
06:00		77			18:00		203					
06:15		92			18:15		214					
06:30		144			18:30		190					
06:45		235	548		18:45	548	172	779				779
07:00		198			19:00		164					
07:15		286			19:15		164					
07:30		352			19:30		161					
07:45		368	1204		19:45	1204	134	623				623
08:00		360			20:00		130					
08:15		379			20:15		143					
08:30		374			20:30		98					
08:45		365	1478		20:45	1478	106	477				477
09:00		304			21:00		111					
09:15		298			21:15		116					
09:30		275			21:30		121					
09:45		255	1132		21:45	1132	99	447				447
10:00		212			22:00		93					
10:15		212			22:15		90					
10:30		212			22:30		78					
10:45		219	855		22:45	855	63	324				324
11:00		194			23:00		44					
11:15		199			23:15		48					
11:30		244			23:30		35					
11:45		219	856		23:45	856	33	160				160

Total Veh.		5587		5587		100%		100%	
						NB		SB	
						EB		WB	
						0		0	
						14,532		14,532	
						0		0	
						0		0	
						0		0	
						0		0	
						0		0	
						0		0	
						0		0	
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						0		0	
						0		0	
						0		0	
						0		0	
						0		0	
						0		0	
						0		0	
						0		0	
						0		0	
						0		0	
						0		0	
						0		0	
						0		0	
						0		0	
						0		0	
						0		0	
						0		0	
						0		0	
						0		0	
						0		0	
						0		0	
						0		0	
						0		0	

Prepared by MDS&ATP

Volumes for Thursday, March 25, 2010				City: San Diego	Daily Totals				Total
Location: 1st Ave. between Ash St & A St				Project: 10-4105-007	NB	SB	EB	WB	19,860
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	64				12:00	297			
00:15	44				12:15	293			
00:30	50				12:30	295			
00:45	50	208		208	12:45	275	1160		1160
01:00	44				13:00	262			
01:15	29				13:15	295			
01:30	28				13:30	293			
01:45	52	153		153	13:45	307	1157		1157
02:00	26				14:00	323			
02:15	32				14:15	334			
02:30	28				14:30	334			
02:45	12	98		98	14:45	335	1326		1326
03:00	13				15:00	395			
03:15	11				15:15	347			
03:30	12				15:30	359			
03:45	6	42		42	15:45	351	1452		1452
04:00	19				16:00	418			
04:15	14				16:15	410			
04:30	14				16:30	415			
04:45	30	77		77	16:45	444	1687		1687
05:00	40				17:00	461			
05:15	38				17:15	469			
05:30	44				17:30	477			
05:45	64	186		186	17:45	453	1860		1860
06:00	70				18:00	380			
06:15	98				18:15	365			
06:30	152				18:30	315			
06:45	141	461		461	18:45	279	1339		1339
07:00	160				19:00	278			
07:15	179				19:15	260			
07:30	228				19:30	213			
07:45	267	834		834	19:45	206	957		957
08:00	251				20:00	249			
08:15	244				20:15	218			
08:30	239				20:30	209			
08:45	245	979		979	20:45	190	866		866
09:00	242				21:00	184			
09:15	224				21:15	211			
09:30	231				21:30	198			
09:45	246	943		943	21:45	197	790		790
10:00	222				22:00	201			
10:15	258				22:15	187			
10:30	262				22:30	160			
10:45	235	977		977	22:45	149	697		697
11:00	242				23:00	143			
11:15	275				23:15	114			
11:30	299				23:30	133			
11:45	324	1140		1140	23:45	81	471		471

Total Vol.				15,000	13,772	15,763
				NB	SB	EB
				19,860	0	0
				WB	Total	
				0	19,860	
				AM	PM	
Split No.	Vol.	30.7%	Vol.	30.7%	Vol.	30.7%
1	11:00	11:30	11:30	11:30	11:30	11:30
2	11:30	12:00	12:00	12:00	12:00	12:00
3	12:00	12:30	12:30	12:30	12:30	12:30
4	12:30	13:00	13:00	13:00	13:00	13:00
5	13:00	13:30	13:30	13:30	13:30	13:30
6	13:30	14:00	14:00	14:00	14:00	14:00
7	14:00	14:30	14:30	14:30	14:30	14:30
8	14:30	15:00	15:00	15:00	15:00	15:00
9	15:00	15:30	15:30	15:30	15:30	15:30
10	15:30	16:00	16:00	16:00	16:00	16:00
11	16:00	16:30	16:30	16:30	16:30	16:30
12	16:30	17:00	17:00	17:00	17:00	17:00
13	17:00	17:30	17:30	17:30	17:30	17:30
14	17:30	18:00	18:00	18:00	18:00	18:00
15	18:00	18:30	18:30	18:30	18:30	18:30
16	18:30	19:00	19:00	19:00	19:00	19:00
17	19:00	19:30	19:30	19:30	19:30	19:30
18	19:30	20:00	20:00	20:00	20:00	20:00
19	20:00	20:30	20:30	20:30	20:30	20:30
20	20:30	21:00	21:00	21:00	21:00	21:00
21	21:00	21:30	21:30	21:30	21:30	21:30
22	21:30	22:00	22:00	22:00	22:00	22:00
23	22:00	22:30	22:30	22:30	22:30	22:30
24	22:30	23:00	23:00	23:00	23:00	23:00
25	23:00	23:30	23:30	23:30	23:30	23:30
26	23:30	24:00	24:00	24:00	24:00	24:00

姓名: _____ 性别: _____ 年龄: _____ 职业: _____
 单位: _____ 地址: _____ 电话: _____
 邮编: _____ 电子邮箱: _____
 身份证号: _____ 银行卡号: _____
 其他: _____

Volume for: Thursday, March 25, 2010				City:	San Diego	Daily Totals								
						RB	SB	EB	WB	Total				
Location: 1st Ave. Between A St & B St				Project:	15-4100-000	15,449	0	0	0	15,449				
AM Period	RB	SB	EB	WB	PM Period	RB	SB	EB	WB					
00:00	64				12:00	216								
00:15	33				12:15	229								
00:30	39				12:30	197								
00:45	51	187			12:45	226	868			868				
01:00	46				13:00	204								
01:15	23				13:15	260								
01:30	26				13:30	251								
01:45	42	137			13:45	234	949			949				
02:00	23				14:00	261								
02:15	16				14:15	259								
02:30	16				14:30	283								
02:45	12	67			14:45	267	1070			1070				
03:00	9				15:00	295								
03:15	15				15:15	277								
03:30	14				15:30	272								
03:45	4	42			15:45	256	1100			1100				
04:00	19				16:00	313								
04:15	13				16:15	304								
04:30	11				16:30	303								
04:45	26	69			16:45	353	1273			1273				
05:00	39				17:00	384								
05:15	47				17:15	356								
05:30	41				17:30	354								
05:45	64	191			17:45	341	1435			1435				
06:00	67				18:00	275								
06:15	84				18:15	248								
06:30	104				18:30	227								
06:45	120	375			18:45	245	995			995				
07:00	140				19:00	215								
07:15	166				19:15	202								
07:30	186				19:30	173								
07:45	252	744			19:45	166	756			756				
08:00	194				20:00	219								
08:15	211				20:15	187								
08:30	188				20:30	165								
08:45	199	792			20:45	151	722			722				
09:00	193				21:00	157								
09:15	185				21:15	167								
09:30	187				21:30	167								
09:45	197	762			21:45	164	655			655				
10:00	190				22:00	146								
10:15	211				22:15	138								
10:30	234				22:30	157								
10:45	206	841			22:45	131	572			572				
11:00	192				23:00	101								
11:15	212				23:15	79								
11:30	240				23:30	95								
11:45	252	896			23:45	76	351			351				
Total Vol:				5180	15,449	0	0	0	0	15,449				
						RB	SB	EB	WB	Total				
						Daily Totals:				15,449	0	0	0	15,449
				AM		PM								
Split %				50%	50%	Split %				50%	50%	50%		
AN					AN	AN					AN	AN		
Peak Hr.				11:30	11:30	Peak Hr.				11:30	11:30	11:30		
Volume				227	227	Volume				227	227	227		
P.M.F.				0.00	0.00	P.M.F.				0.00	0.00	0.00		
P.M.F.				1.00	1.00	P.M.F.				1.00	1.00	1.00		
Peak Hr.				07:45	07:45	Peak Hr.				07:45	07:45	07:45		
Volume				245	245	Volume				245	245	245		
P.M.F.				0.00	0.00	P.M.F.				0.00	0.00	0.00		

Prepared by: MDT/ATP

Volumes for: Thursday, March 25, 2010				City	San Diego	Daily Totals				Total
Location: 1st Ave. between C St & Broadway				Project	10-1105-005	NB	SB	EB	WB	Total
						14,044	0	0	0	14,044
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	
00:00	51				12:00	191				
00:15	37				12:15	203				
00:30	44				12:30	187				
00:45	45	177			12:45	221	802			802
01:00	37				13:00	179				
01:15	22				13:15	211				
01:30	18				13:30	220				
01:45	32	109			13:45	197	807			807
02:00	23				14:00	225				
02:15	9				14:15	237				
02:30	15				14:30	256				
02:45	7	54			14:45	211	929			929
03:00	11				15:00	256				
03:15	13				15:15	229				
03:30	10				15:30	241				
03:45	6	40			15:45	226	952			952
04:00	15				16:00	260				
04:15	13				16:15	256				
04:30	11				16:30	234				
04:45	21	60			16:45	271	1021			1021
05:00	26				17:00	274				
05:15	37				17:15	246				
05:30	36				17:30	289				
05:45	67	166			17:45	274	1083			1083
06:00	57				18:00	243				
06:15	87				18:15	218				
06:30	82				18:30	201				
06:45	118	344			18:45	216	878			878
07:00	139				19:00	197				
07:15	161				19:15	189				
07:30	198				19:30	170				
07:45	252	750			19:45	148	704			704
08:00	209				20:00	198				
08:15	205				20:15	152				
08:30	197				20:30	142				
08:45	192	803			20:45	141	633			633
09:00	205				21:00	148				
09:15	181				21:15	161				
09:30	176				21:30	158				
09:45	188	750			21:45	157	624			624
10:00	175				22:00	135				
10:15	183				22:15	117				
10:30	201				22:30	122				
10:45	186	745			22:45	131	505			505
11:00	178				23:00	98				
11:15	193				23:15	72				
11:30	197				23:30	88				
11:45	209	777			23:45	73	331			331

Total Vol.		4776	4776	0000	0000	
				NB	SB	EB
				WB	Total	
Daily Totals =				14,044	0	0
				0	14,044	
AM				PM		
Split No.	AM	34.25%	PM	100.00%	56.5%	
AM			PM			
Peak Hr.	07:30	07:30	Peak Hr.	17:40	17:40	
Volume	864	864	Volume	1000	1000	
P.H.F.	0.007	0.007	P.H.F.	0.007	0.007	
E - 12 Vol.	1253	1253	E - 12 Vol.	2102	2102	
Peak Hr.	07:30	07:30	Peak Hr.	17:40	17:40	
Volume	864	864	Volume	1000	1000	
P.H.F.	0.007	0.007	P.H.F.	0.007	0.007	

APPENDIX B

Existing Conditions HCM Worksheets

EX AM Wed May 12, 2010 10:45:47 Page 1-1

Existing Conditions

AM Peak

SD Courthouse

Scenario Report

Scenario: EX AM

Command: ex-am

Volume: ex-am

Geometry: ex

Impact Fee: none

Trip Generation: none

Trip Distribution: none

Paths: Default Path

Routes: Default Route

Configuration: ex-am

EX AM Wed May 12, 2010 10:46:48 Page 2-1

Existing Conditions

AM Peak

SD Courthouse

Impact Analysis Report

Level Of Service

Intersection	Base Del/Veh LOS	V/ C	Future Del/Veh LOS	V/ C	Change in
#101 Ash / Union	A	6.2	0.415	A	6.4
#102 Ash / Front	B	19.9	0.596	C	20.6
#103 1st / A	B	17.2	0.337	B	17.3
#104 B / State	A	9.3	0.397	A	10.0
#105 B / Union	B	10.3	0.452	B	11.6
#106 B / Front	A	6.1	0.389	A	6.1
#107 C / State	B	10.9	0.000	C	18.4
#108 C / Union	B	10.5	0.000	B	10.8
#109 Broadway / State	A	0.0	0.259	A	0.0
#110 Broadway / Union	A	8.5	0.395	A	9.5

EX AM Wed May 12, 2010 10:46:48 Page 3-1

Existing Conditions

AM Peak

SD Courthouse

Level of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #101 Ash / Union

Cycle (sec): 110 Critical Vol./Cap.(X): 0.415

Loss Time (sec): 0 (V+R=4.0 sec) Average Delay (sec/veh): 6.2

Optimal Cycle: 25 Level of Service: A

Street Name: Union St. Ash St.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 7 10 0 0 10 10 0 0 0 0 0 7 10 10

Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 0 1 1 0

Volume Module:

Base Vol: 15 35 0 0 102 29 0 0 0 207 1444 70

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 15 35 0 0 102 29 0 0 0 207 1444 70

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99

PHF Volume: 15 35 0 0 103 29 0 0 0 209 1457 71

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 15 35 0 0 103 29 0 0 0 209 1457 71

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 15 35 0 0 103 29 0 0 0 209 1457 71

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.94 0.94 1.00 1.00 0.97 0.97 1.00 1.00

Lanes: 0.30 0.70 0.00 0.00 0.78 0.22 0.00 0.00

Final Sat.: 536 1252 0 0 1435 408 0 0 0 609 4248 206

Capacity Analysis Module:

Vol/Sat: 0.03 0.03 0.00 0.00 0.07 0.07 0.00 0.00

Crit Moves: 19.0 19.0 0.0 0.0 19.0 19.0 0.0 0.0

Green Time: 0.16 0.16 0.00 0.00 0.41 0.41 0.00 0.00

Volume/Cap: 39.0 39.0 0.0 0.0 41.4 41.4 0.0 0.0

Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

User DelAdj: 39.0 39.0 0.0 0.0 41.4 41.4 0.0 0.0

AdjDel/Veh: 39.0 39.0 0.0 0.0 41.4 41.4 0.0 0.0

LOS by Move: D D A A D D A A A A A A

HCM2kAvgQ: 2 2 0 0 4 4 0 0 0 6 6 6

Note: Queue reported is the number of cars per lane.

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EX AM Wed May 12, 2010 10:46:48 Page 4-1

Existing Conditions

AM Peak

SD Courthouse

Level of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #102 Ash / Front

Cycle (sec): 110 Critical Vol./Cap.(X): 0.596

Loss Time (sec): 0 (V+R=4.0 sec) Average Delay (sec/veh): 19.9

Optimal Cycle: 56 Level of Service: B

Street Name: Front St. Ash St.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 10 10 0 0 0 0 7 10 0

Lanes: 0 0 0 0 0 0 2 1 0 0 0 0 1 2 0

Volume Module:

Base Vol: 0 0 0 0 0 1102 332 0 0 485 1404 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 0 0 0 1102 332 0 0 485 1404 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.96 0.96 0.96 0.96 0.96 0.96 0.96

PHF Volume: 0 0 0 0 0 1150 347 0 0 506 1466 0

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 0 0 1150 347 0 0 506 1466 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 0 0 0 0 0 1150 347 0 0 506 1466 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 1.00 1.00 1.00 1.00 0.88 0.88 1.00 1.00

Lanes: 0.00 0.00 0.00 0.00 2.31 0.69 0.00 0.00

Final Sat.: 0 0 0 0 0 3847 1159 0 0 1706 4940 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.30 0.30 0.00 0.00

Crit Moves: 0.0 0.0 0.0 0.0 55.2 55.2 0.0 0.0

Green Time: 0.0 0.0 0.0 0.0 0.60 0.60 0.00 0.00

Volume/Cap: 0.00 0.00 0.00 0.00 19.9 19.9 0.0 0.0

Delay/Veh: 0.0 0.0 0.0 0.0 1.00 1.00 1.00 1.00

User DelAdj: 0.0 0.0 0.0 0.0 19.9 19.9 0.0 0.0

AdjDel/Veh: 0.0 0.0 0.0 0.0 19.9 19.9 0.0 0.0

LOS by Move: A A A A B B A A A C C A

HCM2kAvgQ: 0 0 0 0 13 13 0 0 0 13 13 0

Note: Queue reported is the number of cars per lane.

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Existing Conditions
AM Peak
SD Courthouse

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #107 C / State

Average Delay (sec/veh): 10.0 Worst Case Level of Service: B [10.9]

Street Name: State St. C St.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Rights: Include Include Include Include

Lanes: 0 0 2 1 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0

Volume Module:

Base Vol: 0 238 14 0 0 0 0 34 19 0 0 0 0 0 0 0 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 238 14 0 0 0 0 34 19 0 0 0 0 0 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88

PHF Volume: 0 272 16 0 0 0 0 39 22 0 0 0 0 0 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Final Volume: 0 272 16 0 0 0 0 39 22 0 0 0 0 0 0 0 0

Critical Gap Module:

Critical Gap: 6.5 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2

FollowUpTime: 4.0 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3

Capacity Module:

Conflict Vol: 99 11 11 11 11 11 11 11 11 11 11 11 11 11 11 11

Potent Cap: 99 11 11 11 11 11 11 11 11 11 11 11 11 11 11 11

Move Cap: 99 11 11 11 11 11 11 11 11 11 11 11 11 11 11 11

Volume/Cap: 0.36 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01

Level of Service Module:

2Way95thQ: 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2

Existing Conditions
AM Peak
SD Courthouse

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #108 C / Union

Average Delay (sec/veh): 9.6 Worst Case Level of Service: B [10.5]

Street Name: Union St. C St.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Rights: Include Include Include Include

Lanes: 0 0 0 1 0 0 1 0 0 0 0 1 0 1 0 0 0 0 0 0

Volume Module:

Base Vol: 0 159 40 13 153 0 2 20 11 0 0 0 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 159 40 13 153 0 2 20 11 0 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91

PHF Volume: 0 176 44 14 169 0 2 22 12 0 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Final Volume: 0 176 44 14 169 0 2 22 12 0 0 0 0

Critical Gap Module:

Critical Gap: 6.5 6.2 7.1 6.5 6.5 6.5 4.1 4.1 4.1 4.1 4.1 4.1

FollowUpTime: 4.0 3.3 3.5 4.0 4.0 4.0 2.2 2.2 2.2 2.2 2.2 2.2

Capacity Module:

Conflict Vol: 33 17 103 39 39 39 0 0 0 0 0 0

Potent Cap: 33 17 103 39 39 39 900 900 900 900 900 900

Move Cap: 33 17 103 39 39 39 900 900 900 900 900 900

Volume/Cap: 0.20 0.04 0.02 0.20 0.20 0.20 0.00 0.00 0.00 0.00 0.00 0.00

Level of Service Module:

2Way95thQ: 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #109 Broadway / State

Cycle (sec): 110 Critical Vol./Cap.(X): 0.259
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 23 Level Of Service: A

Street Name: State St. Broadway
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include

Table with 10 columns: Min. Green, 7, 10, 10, 0, 0, 0, 0, 7, 10, 0, 0, 1, 0, 1, 0, 1, 0, 1, 0. Rows include Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAVGQ.

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #110 Broadway / Union

Cycle (sec): 110 Critical Vol./Cap.(X): 0.395
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: 24 Level Of Service: A

Street Name: Union St. Broadway
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include

Table with 10 columns: Min. Green, 7, 10, 10, 7, 10, 10, 7, 10, 10, 1, 0, 1, 0, 1, 0, 1, 0, 1, 0. Rows include Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAVGQ.

Note: Queue reported is the number of cars per lane.

APPENDIX C

Existing Plus Project Conditions HCM Worksheets

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Existing Plus Project
AM Peak
SD Courthouse Project

Scenario Report

Scenario: EX+P AM
Command: ex+P
Volume: ex-am
Geometry: ex
Impact Fee: Default Impact Fee
Trip Generation: proj
Trip Distribution: distribution
Paths: Default Path
Routes: Default Route
Configuration: ex+P

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Existing Plus Project
AM Peak
SD Courthouse Project

Trip Generation Report
With Project / Less MB/FL Trips
Forecast for am project

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total % Of Trips Total
1	Parking 1	34.00	Courthouse	0.84	0.16	29	5	34 11.8
1	Parking 1	180.00	MB/FL Reassign	0.90	0.10	162	18	180 62.7
	Zone 1 Subtotal					191	23	214 74.6
2	Parking 2	100.00	Trip Distribut	0.00	0.00	0	0	0 0.0
2	Parking 2	34.00	Courthouse	0.84	0.16	29	5	34 11.8
2	Parking 2	181.00	MB/FL Reassign	0.90	0.10	163	18	181 63.1
	Zone 2 Subtotal					192	23	215 74.9
5		-361.00	Madge Bradley	0.90	0.10	-325	-36	-361 -125.
5		219.00	New Office Use	0.90	0.10	197	22	219 76.3
	Zone 5 Subtotal					-128	-14	-142 -49.5

TOTAL 255 32 287 100.0

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 Existing Plus Project
 AM Peak
 SD Courthouse Project
 Trip Distribution Report

Percent of Trips Project

Zone	To Gates									
	1	2	3	4	5	6	7	10	11	13
1	4.0	4.0	4.0	30.0	30.0	30.0	30.0	11.0	0.0	13.0
2	4.0	4.0	4.0	30.0	30.0	30.0	30.0	11.0	0.0	13.0
5	4.0	0.0	4.0	30.0	0.0	30.0	0.0	11.0	0.0	13.0
To Gates										
18	18	19	20							

Zone	1	2	3	4	5	6	7	10	11	13	16
1	0.0	4.0	4.0								
2	0.0	4.0	4.0								
5	0.0	4.0	0.0								

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 Existing Plus Project
 AM Peak
 SD Courthouse Project
 Turning Movement Report
 am project

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total Volume				
	Left	Thru Right	Left	Thru Right	Left	Thru Right	Left	Thru Right					
#101 Ash / Union													
Base	15	35	0	0	102	29	0	0	207	1444	70	1302	
Added	2	2	0	0	0	10	0	0	0	113	58	-1	184
Total	17	37	0	0	0	112	29	0	0	320	1502	69	2086
#102 Ash / Front													
Base	0	0	0	0	0	1102	332	0	0	485	1404	0	3323
Added	0	0	0	0	0	-10	86	0	0	27	84	0	187
Total	0	0	0	0	0	1092	418	0	0	512	1488	0	3510
#103 1st / A													
Base	0	669	138	0	0	0	304	323	0	0	0	0	1434
Added	0	3	-16	0	0	0	10	-60	0	0	0	0	-63
Total	0	672	122	0	0	0	314	263	0	0	0	0	1371
#104 B / State													
Base	34	110	36	0	0	0	75	35	0	0	153	171	614
Added	1	10	12	0	0	0	0	0	0	0	65	0	88
Total	35	120	48	0	0	0	75	35	0	0	218	171	702
#105 B / Union													
Base	23	88	18	8	122	79	7	44	23	35	229	48	724
Added	0	37	0	0	7	8	0	7	6	0	58	0	123
Total	23	125	18	8	129	87	7	51	29	35	287	48	847
#106 B / Front													
Base	0	0	0	40	1240	245	0	43	25	32	69	0	1694
Added	0	0	0	0	-2	58	0	7	0	0	0	0	63
Total	0	0	0	40	1238	303	0	50	25	32	69	0	1757
#107 C / State													
Base	0	238	14	0	0	0	34	19	0	0	0	0	305
Added	0	56	0	0	0	0	136	0	0	0	0	0	192
Total	0	294	14	0	0	0	170	19	0	0	0	0	497
#108 C / Union													
Base	0	159	40	13	153	0	2	20	11	0	0	0	398
Added	0	37	0	0	12	0	0	0	0	0	0	0	49
Total	0	196	40	13	165	0	2	20	11	0	0	0	447
#109 Broadway / State													
Base	0	0	0	0	0	0	64	258	34	48	499	305	1208
Added	0	0	0	0	0	0	8	3	0	0	0	0	48
Total	0	0	0	0	0	0	72	261	34	48	499	353	1267

[illegible]

Intersection	Base Del/ V/ LOS Veh C	Future Del/ V/ LOS Veh C	Change in
#101 Ash / Union	A 6.2 0.415	A 6.2 0.456	+ 0.036 D/V
#102 Ash / Front	B 19.9 0.596	C 20.6 0.631	+ 0.626 D/V
#103 1st / A	B 17.2 0.337	B 17.6 0.346	+ 0.408 D/V
#104 B / State	A 9.3 0.397	B 10.2 0.488	+ 0.092 V/C
#105 B / Union	B 10.3 0.452	B 11.8 0.560	+ 0.108 V/C
#106 B / Front	A 6.1 0.389	A 6.1 0.403	-0.016 D/V
#107 C / State	B 10.9 0.000	C 21.5 0.000	+10.604 D/V
#108 C / Union	B 10.5 0.000	B 10.7 0.000	+ 0.241 D/V
#109 Broadway / State	A 0.0 0.259	A 0.0 0.276	+ 0.004 D/V
#110 Broadway / Union	A 8.5 0.395	A 9.4 0.418	+ 0.921 D/V

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Existing Plus Project
AM Peak
SD Courthouse ProjectLevel of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

***** Intersection #101 Ash / Union *****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 0 (V+R=4.0 sec) Average Delay (sec/veh): 6.2
Optimal Cycle: 26 Level Of Service: A

***** Street Name: Union St. Ash St. *****

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 7 10 0 0 10 10 0 0 0 0 0 7 10 10

Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 0 1 1 0

Volume Module:

Base Vol: 15 35 0 0 102 29 0 0 0 207 1444 70

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 15 35 0 0 102 29 0 0 0 207 1444 70

Added Vol: 2 2 0 0 10 0 0 0 113 58 -1

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 17 37 0 0 112 29 0 0 0 320 1502 69

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99

PHF Volume: 17 37 0 0 113 29 0 0 0 323 1516 70

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 17 37 0 0 113 29 0 0 0 323 1516 70

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 17 37 0 0 113 29 0 0 0 323 1516 70

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.95 1.00 1.00 0.97 0.97 1.00 1.00 1.00 0.88 0.88

Lanes: 0.31 0.69 0.00 0.00 0.79 0.21 0.00 0.00 0.00 0.51 2.38 0.11

Final Sat.: 566 1232 0 0 1467 380 0 0 0 852 3997 184

Capacity Analysis Module:

Vol/Sat: 0.03 0.03 0.00 0.00 0.08 0.08 0.00 0.00 0.00 0.38 0.38

Crit Moves: *****

Green Time: 18.5 18.6 0.0 0.0 18.6 18.6 0.0 0.0 0.0 91.4 91.4

Volume/Cap: 0.18 0.18 0.00 0.00 0.46 0.46 0.00 0.00 0.00 0.46 0.46

Delay/Veh: 39.5 39.5 0.0 0.0 42.2 42.2 0.0 0.0 0.0 2.6 2.6

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 39.5 39.5 0.0 0.0 42.2 42.2 0.0 0.0 0.0 2.6 2.6

LOS by Move: D D A A D D A A A A A A A A

HCM2kavqg: 2 2 0 0 5 5 0 0 0 7 7 7

Note: Queue reported is the number of cars per lane.

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Existing Plus Project
AM Peak
SD Courthouse ProjectLevel of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

***** Intersection #102 Ash / Front *****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 0 (V+R=4.0 sec) Average Delay (sec/veh): 20.6
Optimal Cycle: 62 Level Of Service: C

***** Street Name: Front St. Ash St. *****

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 10 10 0 0 0 0 7 10 0

Lanes: 0 0 0 0 0 0 2 1 0 0 0 0 1 2 0 0

Volume Module:

Base Vol: 0 0 0 0 0 1102 332 0 0 485 1404 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 0 0 0 1102 332 0 0 485 1404 0

Added Vol: 0 0 0 0 0 -10 86 0 0 27 84 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 0 0 0 0 1092 418 0 0 512 1488 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96

PHF Volume: 0 0 0 0 0 1140 436 0 0 534 1553 0

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 0 0 1140 436 0 0 534 1553 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 0 0 0 0 0 1140 436 0 0 534 1553 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 0.00 0.00 0.00 2.17 0.83 0.00 0.00 0.00 1.02 2.98 0.00

Final Sat.: 0 0 0 0 0 3594 1376 0 0 1703 4950 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.32 0.32 0.00 0.00 0.00 0.31 0.31 0.00

Crit Moves: *****

Green Time: 0.0 0.0 0.0 0.0 55.3 55.3 0.0 0.0 0.0 54.7 54.7 0.0

Volume/Cap: 0.00 0.00 0.00 0.00 0.63 0.63 0.00 0.00 0.00 0.63 0.63 0.00

Delay/Veh: 0.0 0.0 0.0 0.0 20.4 20.4 0.0 0.0 0.0 20.7 20.7 0.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 0.0 0.0 0.0 20.4 20.4 0.0 0.0 0.0 20.7 20.7 0.0

LOS by Move: A A A A C C A A A A C A

HCM2kavqg: 0 0 0 0 14 14 0 0 0 14 14 0

Note: Queue reported is the number of cars per lane.

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Existing Plus Project
AM Peak
SD Courthouse Project

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #103 1st / A
Cycle (sec): 110 Critical Vol./Cap.(X): 0.346
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.6
Optimal Cycle: 35 Level of Service: B

Street Name: 1st St. A St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected Protected Protected
Rights: Include Include Include Include Include Include

Min. Green: 0 10 10 0 0 0 0 7 10 0 0 0 0 0 0 0
Lanes: 0 0 2 1 1 0 0 0 0 0 0 1 2 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 669 138 0 0 0 304 323 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 669 138 0 0 0 304 323 0 0 0 0
Added Vol: 0 3 -16 0 0 0 10 -60 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 672 122 0 0 0 314 263 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 0 703 128 0 0 0 328 275 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 703 128 0 0 0 328 275 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 703 128 0 0 0 328 275 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.89 0.89 1.00 1.00 0.84 0.84 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 3.00 1.00 0.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 5068 1689 0 0 0 1587 3174 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.14 0.08 0.00 0.00 0.00 0.21 0.09 0.00 0.00 0.00 0.00
Crit Moves: ****
Green Time: 0.0 44.1 44.1 0.0 0.0 0.0 65.9 65.9 0.0 0.0 0.0 0.0
Volume/Cap: 0.00 0.35 0.19 0.00 0.00 0.00 0.35 0.14 0.00 0.00 0.00 0.00
Delay/Veh: 0.0 23.0 21.3 0.0 0.0 0.0 11.3 9.7 0.0 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 23.0 21.3 0.0 0.0 0.0 11.3 9.7 0.0 0.0 0.0 0.0
LOS by Move: A C C A A B A A A A A A
HCM2KAVSQ: 0 6 3 0 0 0 6 2 0 0 0 0

Note: Queue reported is the number of cars per lane.

Existing Plus Project
AM Peak
SD Courthouse Project

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #104 B / State
Cycle (sec): 100 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 0 Level of Service: B

Street Name: State St. B St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 1 1 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 34 110 36 0 0 0 75 35 0 0 153 171
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 34 110 36 0 0 0 75 35 0 0 153 171
Added Vol: 1 10 12 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 35 120 48 0 0 0 75 35 0 0 218 171
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 36 123 49 0 0 0 77 36 0 0 224 176
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 36 123 49 0 0 0 77 36 0 0 224 176
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 36 123 49 0 0 0 77 36 0 0 224 176

Saturation Flow Module:
Adj/Sat: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Adjustment: 0.52 1.77 0.71 0.00 0.00 0.00 0.68 0.32 0.00 0.00 0.56 0.44
Lanes: 302 1083 471 0 0 0 473 221 0 0 459 360
Final Sat.: 302 1083 471 0 0 0 473 221 0 0 459 360

Capacity Analysis Module:
Vol/Sat: 0.12 0.11 0.10 xxxx xxxx 0.16 0.16 xxxx 0.49 0.49
Crit Moves: ****
Delay/Veh: 9.3 8.9 8.3 0.0 0.0 0.0 8.9 8.9 0.0 0.0 11.2 11.2
AdjDel/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
LOS by Move: A A A A A A A A A A B B
ApproachDel: 8.9 xxxxxx 8.9
Delay Adj: 1.00 xxxxx 1.00
ApprAdjDel: 8.9 xxxxxx 8.9
LOS by Appr: A A 0.1 0.1 0.0 0.0 0.2 0.2 0.2 0.9 0.9 0.9
AllwayAVSQ: 0.1 0.1 0.1 0.0 0.0 0.0 0.2 0.2 0.2 0.9 0.9 0.9

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Existing Plus Project
AM Peak
SD Courthouse Project

Note: Queue reported is the number of cars per lane.

2000 HCM 4-Way Stop Method (Future Volume Alternative)
Intersection #105 B / Union
Cycle (sec): 100 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 0 Level Of Service: B

Street Name: Union St. B St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0
Volume Module:
Base Vol: 23 88 18 8 122 79 7 44 23 35 229 48
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 23 88 18 8 122 79 7 44 23 35 229 48
Added Vol: 0 37 0 0 7 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 23 125 18 8 129 87 7 51 29 35 287 48
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 24 130 19 8 135 91 7 53 30 37 300 50
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 24 130 19 8 135 91 7 53 30 37 300 50
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 24 130 19 8 135 91 7 53 30 37 300 50
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.14 0.75 0.11 0.03 0.58 0.39 0.08 0.59 0.33 0.09 0.78 0.13
Final Sat.: 85 463 67 23 376 253 49 358 204 65 535 89
Capacity Analysis Module:
Vol/Sat: 0.28 0.28 0.28 0.36 0.36 0.36 0.15 0.15 0.15 0.56 0.56 0.56
Crit Moves: ****
Delay/Veh: 10.3 10.3 10.3 10.7 10.7 10.7 9.1 9.1 9.1 13.7 13.7 13.7
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 10.3 10.3 10.3 10.7 10.7 10.7 9.1 9.1 9.1 13.7 13.7 13.7
LOS by Move: B B B B B B A A A A B B
ApproachDel: 10.3 10.7 10.7 9.1 9.1 9.1 13.7 13.7 13.7 13.7 13.7 13.7
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ApprAdjDel: 10.3 10.7 10.7 9.1 9.1 9.1 13.7 13.7 13.7 13.7 13.7 13.7
LOS by Appr: B B B B B B A A A A B B
AllwayAvgQ: 0.3 0.3 0.3 0.5 0.5 0.5 0.1 0.1 0.1 1.1 1.1 1.1

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Existing Plus Project
AM Peak
SD Courthouse Project

2000 HCM 4-Way Stop Method (Future Volume Alternative)
Intersection #105 B / Union
Cycle (sec): 100 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 0 Level Of Service: B

Street Name: Union St. B St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0
Volume Module:
Base Vol: 23 88 18 8 122 79 7 44 23 35 229 48
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 23 88 18 8 122 79 7 44 23 35 229 48
Added Vol: 0 37 0 0 7 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 23 125 18 8 129 87 7 51 29 35 287 48
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 24 130 19 8 135 91 7 53 30 37 300 50
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 24 130 19 8 135 91 7 53 30 37 300 50
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 24 130 19 8 135 91 7 53 30 37 300 50
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.14 0.75 0.11 0.03 0.58 0.39 0.08 0.59 0.33 0.09 0.78 0.13
Final Sat.: 85 463 67 23 376 253 49 358 204 65 535 89
Capacity Analysis Module:
Vol/Sat: 0.28 0.28 0.28 0.36 0.36 0.36 0.15 0.15 0.15 0.56 0.56 0.56
Crit Moves: ****
Delay/Veh: 10.3 10.3 10.3 10.7 10.7 10.7 9.1 9.1 9.1 13.7 13.7 13.7
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 10.3 10.3 10.3 10.7 10.7 10.7 9.1 9.1 9.1 13.7 13.7 13.7
LOS by Move: B B B B B B A A A A B B
ApproachDel: 10.3 10.7 10.7 9.1 9.1 9.1 13.7 13.7 13.7 13.7 13.7 13.7
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ApprAdjDel: 10.3 10.7 10.7 9.1 9.1 9.1 13.7 13.7 13.7 13.7 13.7 13.7
LOS by Appr: B B B B B B A A A A B B
AllwayAvgQ: 0.3 0.3 0.3 0.5 0.5 0.5 0.1 0.1 0.1 1.1 1.1 1.1

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Existing Plus Project
AM Peak
SD Courthouse Project

Note: Queue reported is the number of cars per lane.

EX+P AM Mon May 3, 2010 09:47:35 Page 11-1

Existing Plus Project
AM Peak
SD Courthouse Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #106 B / Front

Cycle (sec): 110 Critical Vol./Cap.(X): 0.403

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 6.1

Optimal Cycle: 31 Level Of Service: A

Street Name: Front St. B St.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected Protected Protected

Rights: Include Include Include Include Include Include

Min. Green: 0 0 0 0 7 10 10 0 0 10 10 7 10 0

Lanes: 0 0 0 0 0 1 1 0 0 0 0 1 0 0

Volume Module:

Base Vol: 0 0 0 0 40 1240 245 0 43 25 32 69 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 0 0 40 1240 245 0 43 25 32 69 0

Added Vol: 0 0 0 0 -2 58 0 7 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 0 0 0 40 1238 303 0 50 25 32 69 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93

PHF Volume: 0 0 0 0 43 1338 328 0 54 27 35 75 0

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 0 43 1338 328 0 54 27 35 75 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 0 0 0 0 43 1338 328 0 54 27 35 75 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 1.00 1.00 1.00 0.88 0.88 0.88 0.96 0.96 0.93 0.93

Lanes: 0.00 0.00 0.00 0.08 2.35 0.57 0.00 0.67 0.32 0.68 0.00

Final Sat.: 0 0 0 0 127 3928 961 0 1210 605 558 1203 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.34 0.34 0.34 0.00 0.04 0.04 0.06 0.06

Crit Moves: ****

Green Time: 0.0 0.0 0.0 93.1 93.1 93.1 0.0 16.9 16.9 16.9 16.9

Volume/Cap: 0.00 0.00 0.00 0.40 0.40 0.40 0.00 0.29 0.29 0.40 0.40

Delay/Veh: 0.0 0.0 0.0 2.0 2.0 2.0 0.0 41.8 41.8 43.0 43.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 0.0 0.0 2.0 2.0 2.0 0.0 41.8 41.8 43.0 43.0

LOS by Move: A A A A A A A D D D A

HCM2KAVGQ: 0 0 0 5 5 5 0 3 3 4 4 0

Note: Queue reported is the number of cars per lane.

Existing Plus Project
AM Peak
SD Courthouse Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

***** Intersection #107 C / State *****

***** Average Delay (sec/veh): 16.8 Worst Case Level Of Service: C [21.5] *****

***** Street Name: State St. C St. *****

***** Approach: North Bound South Bound East Bound West Bound *****

***** Movement: L - T - R L - T - R L - T - R L - T - R *****

***** Control: Stop Sign Stop Sign Uncontrolled Uncontrolled *****

***** Rights: Include Include Include Include *****

Lanes: 0 0 2 1 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 0 238 14 0 0 0 0 34 19 0 0 0 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 238 14 0 0 0 0 34 19 0 0 0 0 0 0 0
Added Vol: 0 56 0 0 0 0 0 136 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 294 14 0 0 0 0 170 19 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 0 336 16 0 0 0 0 194 22 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 336 16 0 0 0 0 194 22 0 0 0 0 0 0

Critical Gap Module:
Critical Gap: 6.5 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2

FollowUpTime: 4.0 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3

Capacity Module:
Conflict Vol: 410 11 11 11 11 11 11 11 11 11 11 11 11 11 11 11

Potent Cap.: 410 11 11 11 11 11 11 11 11 11 11 11 11 11 11 11

Move Cap.: 410 11 11 11 11 11 11 11 11 11 11 11 11 11 11 11

Volume/Cap: 0.83 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01

Level Of Service Module:
2Way95thQ: 2.9 2.9 2.9 2.9 2.9 2.9 2.9 2.9 2.9 2.9 2.9 2.9 2.9 2.9 2.9

Control Del: 24.3 24.3 24.3 24.3 24.3 24.3 24.3 24.3 24.3 24.3 24.3 24.3 24.3 24.3 24.3

LOS by Move: C C C C C C C C C C C C C C C C

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: 440 440 440 440 440 440 440 440 440 440 440 440 440 440 440

SharedQueue: 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2

Shrd ConDel: 16.5 16.5 16.5 16.5 16.5 16.5 16.5 16.5 16.5 16.5 16.5 16.5 16.5 16.5 16.5

Shared LOS: C C C C C C C C C C C C C C C C

ApproachDel: 21.5 21.5 21.5 21.5 21.5 21.5 21.5 21.5 21.5 21.5 21.5 21.5 21.5 21.5 21.5

ApproachLOS: C C C C C C C C C C C C C C C C

***** Note: Queue reported is the number of cars per lane. *****

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Existing Plus Project
AM Peak
SD Courthouse Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

***** Intersection #108 C / Union *****

***** Average Delay (sec/veh): 9.9 Worst Case Level Of Service: B [10.7] *****

***** Street Name: Union St. C St. *****

***** Approach: North Bound South Bound East Bound West Bound *****

***** Movement: L - T - R L - T - R L - T - R L - T - R *****

***** Control: Stop Sign Stop Sign Uncontrolled Uncontrolled *****

***** Rights: Include Include Include Include *****

Lanes: 0 0 0 1 0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 0 159 40 13 153 0 2 20 11 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 159 40 13 153 0 2 20 11 0 0 0
Added Vol: 0 37 0 0 12 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 196 40 13 165 0 2 20 11 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 0 217 44 14 182 0 2 22 12 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 217 44 14 182 0 2 22 12 0 0 0

Critical Gap Module:
Critical Gap: 6.5 6.2 7.1 6.5 6.5 6.2 6.2 6.2 6.2 6.2 6.2 6.2

FollowUpTime: 4.0 3.3 3.5 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Capacity Module:
Conflict Vol: 33 17 124 39 39 33 33 33 33 33 33 33

Potent Cap.: 33 17 124 39 39 33 33 33 33 33 33 33

Move Cap.: 33 17 124 39 39 33 33 33 33 33 33 33

Volume/Cap: 0.25 0.04 0.02 0.21 0.21 0.21 0.21 0.21 0.21 0.21 0.21 0.21

Level Of Service Module:
2Way95thQ: 2.9 2.9 2.9 2.9 2.9 2.9 2.9 2.9 2.9 2.9 2.9 2.9

Control Del: 24.3 24.3 24.3 24.3 24.3 24.3 24.3 24.3 24.3 24.3 24.3 24.3

LOS by Move: A A A A A A A A A A A A A A A A

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: 891 891 891 891 891 891 891 891 891 891 891 891

SharedQueue: 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2

Shrd ConDel: 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7

Shared LOS: B B B B B B B B B B B B B B B B

ApproachDel: 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7

ApproachLOS: B B B B B B B B B B B B B B B B

***** Note: Queue reported is the number of cars per lane. *****

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Existing Plus Project
AM Peak
SD Courthouse Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #110 Broadway / Union

Cycle (sec): 110 Critical Vol./Cap.(X): 0.418

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4

Optimal Cycle: 25 Level Of Service: A

Street Name: Union St. Broadway

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Lanes: 0 1 0 0 0 0 1 0 0 0 1 0 1 0 1 0

Volume Module:

Base Vol: 0 0 0 42 0 109 13 276 0 0 708 200

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 0 42 0 109 13 276 0 0 708 200

Added Vol: 25 8 0 5 4 3 8 -5 0 0 21 21

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 25 8 0 47 4 112 21 271 0 0 729 221

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90

PHF Volume: 28 9 0 52 4 125 23 301 0 0 811 246

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 28 9 0 52 4 125 23 301 0 0 811 246

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.81 0.81 1.00 0.83 0.83 0.83 0.23 0.95 0.95 1.00 0.92 0.92

Lanes: 0.76 0.24 0.00 0.29 0.02 0.69 1.00 2.00 0.00 1.00 1.53 0.47

Final Sat.: 1162 372 0 455 39 1085 428 3610 0 1900 2673 810

Capacity Analysis Module:

Vol/Sat: 0.02 0.02 0.00 0.11 0.11 0.11 0.05 0.08 0.00 0.00 0.30 0.30

Crit Moves: 30.2 30.2 0.0 30.2 30.2 30.2 79.8 79.8 0.0 0.0 79.8 79.8

Green Time: 0.09 0.09 0.00 0.42 0.42 0.42 0.08 0.12 0.00 0.00 0.42 0.42

Volume/Cap: 29.7 29.7 0.0 33.3 33.3 33.3 4.5 4.5 0.0 0.0 6.1 6.1

Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

User DelAdj: 29.7 29.7 0.0 33.3 33.3 33.3 4.5 4.5 0.0 0.0 6.1 6.1

AdjDel/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

LOS by Move: C C A C C C A A A A A A

HCM2kAVGQ: 1 1 0 5 5 5 0 2 0 0 7 7

Note: Queue reported is the number of cars per lane.

Traffic 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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Existing Plus Project
AM Peak
SD Courthouse Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #109 Broadway / State

Cycle (sec): 110 Critical Vol./Cap.(X): 0.276

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0

Optimal Cycle: 25 Level Of Service: A

Street Name: State St. Broadway

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected

Rights: Include Include Include Include

Min. Green: 7 10 10 0 0 0 0 7 10 10 0 10 10

Lanes: 0 0 1 0 0 0 0 0 0 0 1 0 1 0 1 0

Volume Module:

Base Vol: 0 0 0 64 258 34 48 499 305

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 0 64 258 34 48 499 305

Added Vol: 0 0 0 0 0 8 3 0 0 0 48

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 0 0 72 261 34 48 499 353

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91

PHF Volume: 0 0 0 79 286 37 53 547 387

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 0 0 0 79 286 37 53 547 387

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 0.93 0.93 0.55 0.89 0.89

Lanes: 0.00 1.00 0.00 0.00 0.00 0.00 1.00 1.77 0.23 1.00 1.17 0.83

Final Sat.: 0 1900 0 0 0 0 583 3140 409 1049 1983 1403

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.14 0.09 0.09 0.05 0.28 0.28

Crit Moves: 0.0 0.0 0.0 0.0 0.0 0.0 110.0 110.0 110.0 110.0 110.0

Green Time: 0.00 0.00 0.00 0.00 0.00 0.00 0.14 0.09 0.09 0.05 0.28 0.28

Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.1 0.0 0.0 0.0 0.0 0.0

Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

User DelAdj: 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0

AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0

LOS by Move: A A A A A A A A A A A A

HCM2kAVGQ: 0 0 0 0 0 0 0 0 0 0 0 0

Note: Queue reported is the number of cars per lane.

Traffic 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

APPENDIX D

Cumulative Conditions Growth Factor Calculation Worksheets

SAN DIEGO COURTHOUSE
Daily Traffic Volume Calculations

Roadway	Location	Class (# Lanes)		LOS E Capacity	Existing ADT	V/C	LOS	% Trips	Project Trips	Ex+P	V/C	LOS	Growth to 2013	Cum Volume	Ex+C	V/C	LOS	Ex+C+P	V/C	LOS	Change in V/C	LOS	Change per Year	Net from Existing	Per Year Growth	Growth Factor		
Broadway	Columbia Street to State St.	Major one-way (3)	25,000	11,690	0.47	B	10%	85.5	11,746	0.47	B	1.05	598	12,718	0.49	B	12,304	0.49	B	0.00	B	0.00	2%	5,340	287	2%	1.05	
	State Street to Union Street	Major one-way (3)	25,000	12,100	0.48	B	10%	85.5	12,186	0.49	B	1.04	531	12,631	0.51	B	12,718	0.51	B	0.00	B	0.00	1%	4,900	245	1%	1.04	
	Union Street to Front Street *	Major one-way (3)	25,000	13,574	0.54	B	23%	196.65	13,670	0.55	B	1.04	598	14,070	0.86	C	14,267	0.87	C	0.01	C	0.01	1%	5,500	567	1%	1.04	
	Front Street to First Avenue	Major one-way (3)	25,000	14,647	0.59	C	15%	128.25	14,975	0.60	C	1.05	604	15,651	0.83	C	15,778	0.83	C	0.01	C	0.01	2%	5,800	488	2%	1.05	
Ash Street	Columbia Street to State St.	Major one-way (3)	25,000	8,740	0.35	A	2%	17.1	8,757	0.35	A	1.08	758	9,469	0.38	A	9,516	0.38	A	0.00	A	0.00	3%	11,260	563	3%	1.09	
	State Street to Union Street	Major one-way (3)	25,000	8,622	0.34	A	25%	222.3	8,644	0.35	A	1.08	654	9,076	0.36	A	9,258	0.37	A	0.01	A	0.01	3%	11,500	878	3%	1.08	
	Union Street to Front Street*	Major one-way (3)	25,000	11,652	0.46	B	23%	196.65	11,658	0.47	B	1.05	696	12,157	0.49	B	12,354	0.49	B	0.01	B	0.01	2%	7,538	377	2%	1.06	
	Front Street to First Avenue	Major one-way (3)	25,000	12,830	0.51	B	15%	128.25	12,750	0.51	B	1.07	824	13,464	0.54	B	13,592	0.54	B	0.01	B	0.01	2%	9,370	459	2%	1.07	
A Street	Columbia Street to State St.	Local (2)	8,000	4,812	0.8	C	10%	85.5	4,898	0.81	C	1.00	418	5,230	0.85	D	5,215	0.86	D	0.01	D	0.01	3%	6,188	309	3%	1.09	
	State Street to Union Street	Local (2)	8,000	4,994	0.82	C	22%	186.1	5,162	0.85	D	1.00	420	5,414	0.89	D	5,392	0.70	D	0.02	D	0.02	3%	5,096	340	3%	1.08	
	Union Street to Front Street	Local (2)	8,000	3,538	0.44	C	15%	125.25	3,564	0.48	C	1.11	372	3,908	0.49	C	4,038	0.50	C	0.02	C	0.02	3%	7,454	373	3%	1.11	
	Columbia Street to State St.	Local one-way (2)	8,000	1,100	0.14	A	18%	153.9	1,254	0.16	A	1.12	134	1,234	0.15	A	1,388	0.17	A	0.02	A	0.02	4%	3,900	185	4%	1.12	
C Street	Neither Blvd. to India Street	Collector (4)	30,000	14,070	0.47	C	4%	34.2	14,104	0.47	C	1.08	1,151	15,221	0.51	C	15,258	0.51	C	0.00	C	0.00	3%	15,830	757	3%	1.08	
	Union Street to Front Street	Collector (4)	30,000	16,130	0.54	C	6%	61.3	16,181	0.54	C	1.07	1,058	17,228	0.57	C	17,279	0.58	C	0.00	C	0.00	2%	12,870	644	2%	1.07	
	Front Street to First Avenue	Collector (4)	30,000	20,754	0.69	D	6%	61.3	20,695	0.69	D	1.06	1,177	21,831	0.73	D	21,982	0.73	D	0.00	D	0.00	3%	12,870	644	3%	1.06	
	Ash Street to A Street	Local one-way (3)	10,000	2,190	0.22	A	2%	17.1	2,207	0.22	A	1.10	216	2,465	0.24	A	2,422	0.24	A	0.00	A	0.00	10	3,810	191	3%	1.10	
Broadway	B Street to C Street	Local one-way (3)	10,000	3,960	0.38	A	50%	427.9	4,238	0.42	B	1.01	29	3,859	0.38	A	4,259	0.43	B	0.04	B	0.04	0%	4,000	200	0%	1.01	
	C Street to Broadway	Local one-way (3)	10,000	3,221	0.32	A	7%	59.85	3,261	0.33	A	1.08	268	3,489	0.35	A	3,549	0.35	A	0.01	A	0.01	3%	3,779	189	3%	1.08	
	Ash Street to A Street	Major one-way (3)	25,000	16,025	0.54	C	8%	68.4	16,093	0.54	C	1.04	576	16,601	0.66	C	16,670	0.67	C	0.00	C	0.00	1%	4,975	249	1%	1.04	
	A Street to B Street	Major one-way (3)	25,000	14,532	0.59	C	8%	68.4	14,600	0.58	C	1.00	68	14,630	0.58	C	14,668	0.59	C	0.00	C	0.00	0%	5,000	468	23	0%	1.00
Front Street	Ash Street to A Street	Major one-way (3)	25,000	18,860	0.78	C	15%	125.25	19,068	0.80	D	1.01	152	20,022	0.80	D	20,150	0.81	D	0.01	D	0.01	6%	21,000	1,140	57	6%	1.01
	A Street to B Street	Major one-way (3)	25,000	15,949	0.63	C	8%	68.4	15,917	0.64	C	1.02	266	16,135	0.65	C	16,203	0.65	D	0.02	D	0.02	1%	2,151	198	1%	1.02	
TRIP GENERATION *				134 New Trips																								
				721 Redistributed Trips																								
				855 TOTAL																								

* Estimated Volume from SANDAG & Existing Count Data

APPENDIX E

Cumulative Conditions HCM Worksheets

EX+C AM Wed Apr 28, 2010 11:12:15 Page 1-1

 Existing Plus Cumulative Conditions
 AM Peak
 SD Courthouse Project

 Scenario Report

Scenario: EX+C AM
 Command: cum-am
 Volume: cum-am
 Geometry: ex
 Impact Fee: Default Impact Fee
 Trip Generation: none
 Trip Distribution: none
 Paths: Default Path
 Routes: Default Route
 Configuration: cum-am

EX+C AM Wed Apr 28, 2010 11:12:15 Page 2-1

 Existing Plus Cumulative Conditions
 AM Peak
 SD Courthouse Project

 Trip Distribution Report

Percent Of Trips project													
Zone	To Gates												
	1	2	3	4	5	6	7	10	11	13	16		
1	4.0	4.0	4.0	30.0	30.0	30.0	30.0	11.0	0.0	13.0	4.0		
2	4.0	4.0	4.0	30.0	30.0	30.0	30.0	11.0	0.0	13.0	4.0		
5	4.0	0.0	4.0	30.0	0.0	30.0	0.0	11.0	0.0	13.0	4.0		
Zone	To Gates												
	18	19	20										
1	0.0	4.0	4.0										
2	0.0	4.0	4.0										
5	0.0	4.0	0.0										

EX+C AM Wed Apr 28, 2010 11:12:15 Page 3-1

Existing Plus Cumulative Conditions
AM Peak

SD Courthouse Project

Intersection Volume Report
Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
101 Ash / Union	16	36	0	0	106	30	0	0	0	215	1502	73
102 Ash / Front	0	0	0	0	1146	345	0	0	0	504	1460	0
103 1st / A	0	702	145	0	0	0	319	339	0	0	0	0
104 B / State	37	119	39	0	0	0	81	38	0	0	165	185
105 B / Union	23	88	18	8	122	79	7	44	23	35	229	48
106 B / Front	0	0	0	40	1240	245	0	43	25	32	69	0
107 C / State	0	255	15	0	0	0	36	20	0	0	0	0
108 C / Union	0	170	43	14	164	0	2	21	12	0	0	0
109 Broadway / St	108	11	108	0	0	0	69	279	37	52	539	329
110 Broadway / Un	107	107	27	45	107	117	14	295	11	11	758	214

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Existing Plus Cumulative Conditions
AM Peak

SD Courthouse Project

Intersection Volume Report
Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
101 Ash / Union	16	36	0	0	106	30	0	0	0	215	1502	73
102 Ash / Front	0	0	0	0	1146	345	0	0	0	504	1460	0
103 1st / A	0	702	145	0	0	0	319	339	0	0	0	0
104 B / State	37	119	39	0	0	0	81	38	0	0	165	185
105 B / Union	23	88	18	8	122	79	7	44	23	35	229	48
106 B / Front	0	0	0	40	1240	245	0	43	25	32	69	0
107 C / State	0	255	15	0	0	0	36	20	0	0	0	0
108 C / Union	0	170	43	14	164	0	2	21	12	0	0	0
109 Broadway / St	108	11	108	0	0	0	69	279	37	52	539	329
110 Broadway / Un	107	107	27	45	107	117	14	295	11	11	758	214

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Existing Plus Cumulative Conditions
AM Peak
SD Courthouse Project
Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh A	V/ C 6.3 0.431	Future Del/ LOS Veh C	Change in V/ C + 0.000 D/V
#101 Ash / Union	20.4	0.620	C	20.4 0.620 + 0.000 D/V
#102 Ash / Front	17.3	0.354	B	17.3 0.354 + 0.000 D/V
#103 1st / A	9.6	0.433	A	9.6 0.433 + 0.000 V/C
#104 B / State	10.3	0.452	B	10.3 0.452 + 0.000 V/C
#105 B / Union	6.2	0.409	A	6.2 0.409 + 0.000 D/V
#106 B / Front	11.1	0.000	B	11.1 0.000 + 0.000 D/V
#107 C / State	10.6	0.000	B	10.6 0.000 + 0.000 D/V
#108 C / Union	11.6	0.429	B	11.6 0.429 + 0.000 D/V
#109 Broadway / State	15.8	0.515	B	15.8 0.515 + 0.000 D/V
#110 Broadway / Union				

Existing Plus Cumulative Conditions
AM Peak
SD Courthouse Project
Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #101 Ash / Union
Cycle Time (sec): 110
Loss Time (sec): 0 (Y+R=4.0 sec)
Optimal Cycle: 25
Level Of Service: A
Critical Vol./Cap.(X): 0.431
Average Delay (sec/veh): 6.3
Level Of Service: A

Street Name: Union St. Ash St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include

Min. Green: 7 10 0 0 10 10 0 0 0 0 0 0 7 10 10
Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 0 1 1 0

Volume Module:
Base Vol: 15 35 0 0 102 29 0 0 207 1444 70
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 16 36 0 0 106 30 0 0 215 1502 73
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99
PHF Volume: 16 37 0 0 107 30 0 0 217 1515 73
Reduced Vol: 0 0 0 0 107 30 0 0 217 1515 73
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 16 37 0 0 107 30 0 0 217 1515 73

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.94 0.94 1.00 1.00 0.97 0.97 1.00 1.00 0.89 0.89 0.89
Lanes: 0.30 0.70 0.00 0.00 0.78 0.22 0.00 0.00 0.00 0.36 2.52
Final Sat.: 538 1256 0 0 1435 408 0 0 609 4248 206

Capacity Analysis Module:
Vol/Sat: 0.03 0.03 0.00 0.00 0.07 0.07 0.00 0.00 0.00 0.36 0.36
Crit Moves: ****
Green Time: 19.0 19.0 0.0 0.0 19.0 19.0 0.0 0.0 0.0 91.0 91.0
Volume/Cap: 0.17 0.17 0.00 0.00 0.43 0.43 0.00 0.00 0.00 0.43 0.43
Delay/Veh: 39.0 39.0 0.0 0.0 41.6 41.6 0.0 0.0 0.0 2.6 2.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 39.0 39.0 0.0 0.0 41.6 41.6 0.0 0.0 0.0 2.6 2.6
LOS by Move: D D A A D D A A A A A A
HCM2KAVGQ: 2 2 0 0 4 4 0 0 0 6 6

Note: Queue reported is the number of cars per lane.

Existing Plus Cumulative Conditions
AM Peak
SD Courthouse Project

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #102 Ash / Front

Cycle (sec): 110 Critical Vol./Cap.(X): 0.620
 Loss time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 20.4
 Optimal Cycle: 60 Level Of Service: C

Street Name: Front St. Ash St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected Protected Protected
 Rights: Include Include Include Include Include Include

Min. Green: 0 0 0 0 0 10 10 0 0 0 0 0 7 10 0
 Lanes: 0 0 0 0 0 0 0 2 1 0 0 0 0 0 1 1 2 0 0

Volume Module:

Base Vol: 0 0 0 0 1102 332 0 0 0 485 1404 0
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 0 0 0 0 1146 345 0 0 0 504 1460 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
 PHF Volume: 0 0 0 0 1196 360 0 0 0 527 1524 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 0 1196 360 0 0 0 527 1524 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 0 1196 360 0 0 0 527 1524 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 0.00 2.31 0.69 0.00 0.00 0.00 1.03 2.97 0.00
 Final Sat.: 0 0 0 0 3847 1159 0 0 0 1706 4940 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.31 0.31 0.00 0.00 0.00 0.31 0.31 0.00
 Crit Moves: *****
 Green Time: 0.0 0.0 0.0 0.0 55.2 55.2 0.0 0.0 0.0 54.8 54.8 0.0
 Volume/Cap: 0.0 0.0 0.0 0.0 0.62 0.62 0.00 0.00 0.00 0.62 0.62 0.00
 Delay/Veh: 0.0 0.0 0.0 0.0 20.3 20.3 0.0 0.0 0.0 20.4 20.4 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 0.0 0.0 0.0 20.3 20.3 0.0 0.0 0.0 20.4 20.4 0.0
 LOS by Move: A A C C A A C C A C C A
 HCM2kAvgQ: 0 0 0 0 14 14 0 0 0 14 14 0

 Note: Queue reported is the number of cars per lane.

Existing Plus Cumulative Conditions
AM Peak
SD Courthouse Project

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #103 1st / A

Cycle (sec): 110 Critical Vol./Cap.(X): 0.354
 Loss time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3
 Optimal Cycle: 35 Level Of Service: B

Street Name: 1st St. A St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected Protected Protected
 Rights: Include Include Include Include Include Include

Min. Green: 0 0 0 0 10 10 0 0 0 0 7 10 0 0 0 0
 Lanes: 0 0 0 0 0 0 0 2 1 0 0 0 0 0 0 0 0 0

Volume Module:

Base Vol: 0 669 138 0 0 0 304 323 0 0 0 0
 Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
 Initial Bse: 0 702 145 0 0 0 319 339 0 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
 PHF Volume: 0 735 152 0 0 0 334 355 0 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 735 152 0 0 0 334 355 0 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 735 152 0 0 0 334 355 0 0 0 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 0.89 0.89 1.00 1.00 1.00 0.84 0.84 1.00 1.00 1.00
 Lanes: 0.00 3.00 1.00 0.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00
 Final Sat.: 0 5052 1684 0 0 0 1603 3206 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.15 0.09 0.00 0.00 0.00 0.21 0.11 0.00 0.00 0.00
 Crit Moves: *****
 Green Time: 0.0 45.2 45.2 0.0 0.0 0.0 64.8 64.8 0.0 0.0 0.0
 Volume/Cap: 0.00 0.35 0.22 0.00 0.00 0.00 0.35 0.19 0.00 0.00 0.00
 Delay/Veh: 0.0 22.4 21.0 0.0 0.0 0.0 11.9 10.5 0.0 0.0 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 22.4 21.0 0.0 0.0 0.0 11.9 10.5 0.0 0.0 0.0
 LOS by Move: A C C A A A B B A A A A
 HCM2kAvgQ: 0 6 4 0 0 0 6 3 0 0 0 0

 Note: Queue reported is the number of cars per lane.

EX-C AM	Wed Apr 28, 2010 11:12:15	Page 10-1
Existing Plus Cumulative Conditions		
AM Peak		
SD Courthouse Project		
Level of Service Computation Report		
2000 HCM 4-Way Stop Method (Base Volume Alternative)		
Intersection #105 B / Union		
Cycle (sec):	100	Critical Vol./Cap.(X): 0.452
Loss time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh): 10.3
Optimal Cycle:	0	Level Of Service: B
Street Name: Union St. B St.		
Approach:	North Bound	East Bound
Movement:	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign
Rights:	Include	Include
Min. Green:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:	0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0	0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0
Volume Module:		
Base Vol:	23 88 18 8 122 79 7 44 23 35 229 48	
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	
Initial Bse:	23 88 18 8 122 79 7 44 23 35 229 48	
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	
PHF Adj:	0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96	
PHF Volume:	24 92 19 8 127 82 7 45 24 37 239 50	
Reduced Vol:	0 0 0 0 0 0 0 0 0 0 0 0	
Reduced Vol:	24 92 19 8 127 82 7 45 24 37 239 50	
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	
Final Volume:	24 92 19 8 127 82 7 45 24 37 239 50	
Saturation Flow Module:		
Adjustment:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	
Lanes:	0.18 0.68 0.14 0.04 0.58 0.38 0.09 0.60 0.31 0.11 0.74 0.15	
Final Sat:	116 446 91 27 407 264 62 391 204 81 528 111	
Capacity Analysis Module:		
Vol/Sat:	0.21 0.21 0.21 0.31 0.31 0.12 0.12 0.12 0.45 0.45 0.45 0.45	
Crit Moves:	9.3 9.3 9.3 9.8 9.8 9.8 8.6 8.6 8.6 11.4 11.4 11.4	
Delay/Veh:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	
AdjDel/Veh:	9.3 9.3 9.3 9.8 9.8 9.8 8.6 8.6 8.6 11.4 11.4 11.4	
LOS by Move:	A A A A A A A A A A A A	
ApproachDel:	9.3 9.3 9.8 8.6 8.6 8.6 11.4 11.4 11.4 11.4 11.4 11.4	
Delay Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	
ApprAdjDel:	9.3 9.3 9.8 8.6 8.6 8.6 11.4 11.4 11.4 11.4 11.4 11.4	
LOS by Appr:	A A A A A A A A A A A A	
AllwayAvgQ:	0.2 0.2 0.2 0.4 0.4 0.4 0.1 0.1 0.1 0.7 0.7 0.7	
Note: Queue reported is the number of cars per lane.		

EX-C AM	Wed Apr 28, 2010 11:12:15	Page 9-1
Existing Plus Cumulative Conditions		
AM Peak		
SD Courthouse Project		
Level of Service Computation Report		
2000 HCM 4-Way Stop Method (Base Volume Alternative)		
Intersection #104 B / State		
Cycle (sec):	100	Critical Vol./Cap.(X): 0.433
Loss time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh): 9.6
Optimal Cycle:	0	Level Of Service: A
Street Name: State St. B St.		
Approach:	North Bound	East Bound
Movement:	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign
Rights:	Include	Include
Min. Green:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:	0 1 1 1 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 1 0 0 0	0 0 1 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0
Volume Module:		
Base Vol:	34 110 36 0 0 0 75 35 0 0 153 171	
Growth Adj:	1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08	
Initial Bse:	37 119 39 0 0 0 81 38 0 0 165 185	
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	
PHF Adj:	0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97	
PHF Volume:	38 122 40 0 0 0 83 39 0 0 170 190	
Reduced Vol:	0 0 0 0 0 0 0 0 0 0 0 0	
Reduced Vol:	38 122 40 0 0 0 83 39 0 0 170 190	
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	
Final Volume:	38 122 40 0 0 0 83 39 0 0 170 190	
Saturation Flow Module:		
Adjustment:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	
Lanes:	0.57 1.93 0.60 0.00 0.00 0.00 0.68 0.32 0.00 0.00 0.47 0.53	
Final Sat:	334 1140 400 0 0 0 481 224 0 0 392 438	
Capacity Analysis Module:		
Vol/Sat:	0.11 0.11 0.10 0.10 0.10 0.10 0.17 0.17 0.17 0.17 0.43 0.43	
Crit Moves:	9.2 8.8 8.3 0.0 0.0 0.0 8.9 8.9 0.0 0.0 10.3 10.3	
Delay/Veh:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	
AdjDel/Veh:	9.2 8.8 8.3 0.0 0.0 0.0 8.9 8.9 0.0 0.0 10.3 10.3	
LOS by Move:	A A A A A A A A A A B B	
ApproachDel:	8.8 8.8 8.9 8.9 8.9 8.9 10.3 10.3 10.3 10.3 10.3 10.3	
Delay Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	
ApprAdjDel:	8.8 8.8 8.9 8.9 8.9 8.9 10.3 10.3 10.3 10.3 10.3 10.3	
LOS by Appr:	A A A A A A A A A A B B	
AllwayAvgQ:	0.1 0.1 0.1 0.0 0.0 0.0 0.2 0.2 0.2 0.2 0.7 0.7	
Note: Queue reported is the number of cars per lane.		

Existing Plus Cumulative Conditions
AM Peak
SD Courthouse Project

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #106 B / Front

Cycle (sec): 110 Critical Vol./Cap.(X): 0.409

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 6.2

Optimal Cycle: 31 Level of Service: A

Street Name: Front St. B St.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected Protected Protected

Rights: Include Include Include Include Include Include

Min. Green: 0 0 0 0 7 10 10 0 10 10 7 10 0

Lanes: 0 0 0 0 0 1 1 1 0 0 0 1 0 0 1 0 0 0

Volume Module:

Base Vol: 0 0 40 1240 245 0 43 25 32 69 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Base: 0 0 40 1240 245 0 43 25 32 69 0

User Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05

PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93

PHF Volume: 0 0 45 1408 278 0 49 28 36 78 0

Reduced Vol: 0 0 45 1408 278 0 49 28 36 78 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 0 0 45 1408 278 0 49 28 36 78 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Final Sat.: 0 0 132 4100 810 0 1141 664 555 1197 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.34 0.34 0.34 0.00 0.04 0.04 0.07 0.07 0.00

Crit Moves: 0.0 0.0 0.0 92.4 92.4 92.4 0.0 17.6 17.6 17.6 17.6 0.0

Green Time: 0.0 0.0 0.0 0.41 0.41 0.41 0.00 0.27 0.27 0.41 0.41 0.00

Volume/Cap: 0.00 0.00 0.00 0.41 0.41 0.41 0.00 0.27 0.27 0.41 0.41 0.00

Delay/Veh: 0.0 0.0 0.0 2.2 2.2 2.2 0.0 41.0 41.0 42.5 42.5 0.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 0.0 0.0 2.2 2.2 2.2 0.0 41.0 41.0 42.5 42.5 0.0

LOS by Move: A A A A A A D D D D A

HCM2kAVGQ: 0 0 0 5 5 5 0 2 2 4 4 0

Note: Queue reported is the number of cars per lane.

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Existing Plus Cumulative Conditions
AM Peak
SD Courthouse Project

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #107 C / State

Average Delay (sec/veh): 10.2 Worst Case Level of Service: B [1.1]

Street Name: State St. C St.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Rights: Include Include Include Include Include

Lanes: 0 0 2 1 0 0 0 0 0 0 1 0 0 0 0 0 0 0

Volume Module:

Base Vol: 0 238 14 0 0 0 34 19 0 0 0 0

Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07

Initial Base: 0 255 15 0 0 0 36 20 0 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88

PHF Volume: 0 291 17 0 0 0 42 23 0 0 0 0

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Final Volume: 0 291 17 0 0 0 42 23 0 0 0 0

Critical Gap Module:

Critical Gap: 6.5 6.2 6.2 6.2 6.2 6.2 4.1 4.1 4.1 4.1 4.1 4.1

FollowUpTm: 4.0 3.3 3.3 3.3 3.3 3.3 2.2 2.2 2.2 2.2 2.2 2.2

Capacity Module:

Conflict Vol: 106 12 106 106 106 106 0 0 0 0 0 0

Potent Cap: 788 1075 1075 1075 1075 1075 900 900 900 900 900 900

Move Cap: 750 1075 1075 1075 1075 1075 900 900 900 900 900 900

Volume/Cap: 0.39 0.02 0.02 0.02 0.02 0.02 0.05 0.05 0.05 0.05 0.05 0.05

Level of Service Module:

2Way95thQ: 11.5 11.5 11.5 11.5 11.5 11.5 0.1 0.1 0.1 0.1 0.1 0.1

Control Del: 11.5 11.5 11.5 11.5 11.5 11.5 9.2 9.2 9.2 9.2 9.2 9.2

LOS by Move: * B * * * * * A * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap: 786 786 786 786 786 786 0.1 0.1 0.1 0.1 0.1 0.1

Shared Queue: 10.4 10.4 10.4 10.4 10.4 10.4 9.2 9.2 9.2 9.2 9.2 9.2

Shrd ConDel: 11.1 11.1 11.1 11.1 11.1 11.1 9.2 9.2 9.2 9.2 9.2 9.2

Shared LOS: * B * * * * * A * * * * *

ApproachDel: 11.1 11.1 11.1 11.1 11.1 11.1 9.2 9.2 9.2 9.2 9.2 9.2

ApproachLOS: B B B B B B 9.2 9.2 9.2 9.2 9.2

Note: Queue reported is the number of cars per lane.

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EX+C AM                               Wed Apr 28, 2010 11:12:15                               Page 15-1
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Existing Plus Cumulative Conditions
AM Peak
SD Courthouse Project
-----
Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #110 Broadway / Union
*****
Cycle (sec):      110      Critical Vol./Cap.(X):      0.515
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):  15.8
Optimal Cycle:    30      Level Of Service:      B
*****
Street Name:      Union St.
Approach:          North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R  L - T - R  L - T - R  L - T - R
Control:          Permitted      Permitted      Permitted      Permitted
Rights:           Include        Include        Include        Include
-----
Min. Green:       7  10  10  7  10  10  7  10  10  7  10  10
Lanes:            0  0  1  0  0  0  0  1  0  0  1  0  1  0  1  0
-----
Volume Module:
Base Vol:         100  100  25  42  100  109  13  276  10  10  708  200
Growth Adj:       1.07  1.07  1.07  1.07  1.07  1.07  1.07  1.07  1.07  1.07  1.07  1.07
Initial Bse:      107  107  27  45  107  117  14  295  11  11  758  214
User Adj:         1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:          0.90  0.90  0.90  0.90  0.90  0.90  0.90  0.90  0.90  0.90  0.90  0.90
PHF Volume:       119  119  30  50  119  130  15  328  12  12  843  238
Reduced Vol:      0  0  0  0  0  0  0  0  0  0  0  0
PCE Adj:          1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:          1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Final Volume:     119  119  30  50  119  130  15  328  12  12  843  238
-----
Saturation Flow Module:
Sat/Lane:         1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900
Adjustment:       0.69  0.69  0.69  0.86  0.86  0.86  0.18  0.95  0.95  0.51  0.92  0.92
Lanes:            0.45  0.44  0.11  0.17  0.40  0.43  1.00  1.93  0.07  1.00  1.56  0.44
Final Sat.:       580  580  145  274  653  712  348  3466  126  960  2722  769
-----
Capacity Analysis Module:
Vol/Sat:          0.21  0.21  0.21  0.18  0.18  0.18  0.04  0.09  0.09  0.01  0.31  0.31
Crit Moves:       *****
Green Time:       43.9  43.9  43.9  66.1  66.1  66.1  66.1  66.1  66.1  66.1  66.1  66.1
Volume/Cap:       0.51  0.51  0.51  0.46  0.46  0.46  0.07  0.16  0.16  0.02  0.51  0.51
Delay/Veh:        25.9  25.9  25.9  24.8  24.8  24.8  9.3  9.7  9.7  8.9  12.9  12.9
User DelAdj:      1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh:       25.9  25.9  25.9  24.8  24.8  24.8  9.3  9.7  9.7  8.9  12.9  12.9
LOS by Move:      C  C  C  C  C  C  A  A  A  A  B  B
HCM2kAVGQ:        7  7  7  8  8  8  0  3  3  0  11  11
*****
Note: Queue reported is the number of cars per lane.
*****

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Existing Plus Cumulative Plus Project Conditions
SD Courthouse Study
AM Peak Period

Trip Generation Report
With Project / Less MB/FL Trips
Forecast for am project

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Trips Total	Total % Of Trips Total
1	Parking 1	34.00	Courthouse	0.84	0.16	29	5	34	11.8
1	Parking 1	180.00	MB/FL Reassign	0.90	0.10	162	18	180	62.7
	Zone 1 Subtotal					191	23	214	74.6
2	Parking 2	100.00	Trip Distribut	0.00	0.00	0	0	0	0.0
2	Parking 2	34.00	Courthouse	0.84	0.16	29	5	34	11.8
2	Parking 2	181.00	MB/FL Reassign	0.90	0.10	163	18	181	63.1
	Zone 2 Subtotal					192	23	215	74.9
5		-361.00	Madge Bradley	0.90	0.10	-325	-36	-361	-125.
5		219.00	New Office Use	0.90	0.10	197	22	219	76.3
	Zone 5 Subtotal					-128	-14	-142	-49.5

TOTAL 255 32 287 100.0

Existing Plus Cumulative Plus Project Conditions
SD Courthouse Study
AM Peak Period

Scenario Report

Scenario: EX+C+P AM
Command: proj-am
Volume: cum-am
Geometry: ex
Impact Fee: Default Impact Fee
Trip Generation: proj
Trip Distribution: zone4am
Paths: Default Path
Routes: Default Route
Configuration: proj-am

EX+C+P AM Wed Apr 28, 2010 11:17:59 Page 4-1
 Existing Plus Cumulative Plus Project Conditions
 SD Courthouse Study
 AM Peak Period
 Impact Analysis Report
 Level Of Service

Intersection	Base Del/Veh LOS	Future Del/Veh LOS	Change in
#101 Ash / Union	A 6.3 0.440	A 6.4 0.483	+ 0.052 D/V
#102 Ash / Front	C 20.6 0.632	C 21.3 0.668	+ 0.696 D/V
#103 1st / A	B 17.4 0.361	B 17.8 0.370	+ 0.389 D/V
#104 B / State	A 9.7 0.437	B 10.8 0.532	+ 0.095 V/C
#105 B / Union	B 10.4 0.456	B 11.9 0.565	+ 0.109 V/C
#106 B / Front	A 6.2 0.417	A 6.2 0.431	- 0.015 D/V
#107 C / State	B 11.1 0.000	C 23.1 0.000	+ 11.996 D/V
#108 C / Union	B 10.6 0.000	B 10.9 0.000	+ 0.258 D/V
#109 Broadway / State	B 11.7 0.438	B 11.4 0.455	- 0.330 D/V
#110 Broadway / Union	B 15.9 0.525	B 17.3 0.578	+ 1.348 D/V

EX+C+P AM Wed Apr 28, 2010 11:17:59 Page 3-1
 Existing Plus Cumulative Plus Project Conditions
 SD Courthouse Study
 AM Peak Period
 Trip Distribution Report

Zone	1	2	3	4	5	6	7	10	11	13	16
1	4.0	4.0	4.0	30.0	30.0	30.0	30.0	11.0	0.0	13.0	4.0
2	4.0	4.0	4.0	30.0	30.0	30.0	30.0	11.0	0.0	13.0	4.0
5	4.0	0.0	4.0	30.0	0.0	30.0	0.0	11.0	0.0	13.0	4.0
Zone	To Gates 18	To Gates 19	To Gates 20								
1	0.0	4.0	4.0								
2	0.0	4.0	4.0								
5	0.0	4.0	0.0								

EX-C+P AM Wed Apr 28, 2010 11:17:59 Page 5-1

Existing Plus Cumulative Plus Project Conditions
SD Courthouse Study
AM Peak PeriodLevel of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #101 Ash / UnionCycle (sec): 110 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 6.4
Optimal Cycle: 28 Level Of Service: AStreet Name: Union St. Ash St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - RControl: Permitted Permitted Permitted Permitted
Rights: Include Include Include IncludeMin. Green: 7 10 0 0 10 10 0 0 0 0 0 7 10 10
Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 0 1 1 0

Volume Module:

Base Vol: 15 35 0 0 102 29 0 0 0 207 1444 70
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 16 36 0 0 106 30 0 0 0 215 1502 73
Added Vol: 2 2 0 0 10 0 0 0 0 113 58 -1
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 18 38 0 0 116 30 0 0 0 328 1560 72
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99
PHF Volume: 18 39 0 0 117 30 0 0 0 331 1574 72
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 18 39 0 0 117 30 0 0 0 331 1574 72
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 18 39 0 0 117 30 0 0 0 331 1574 72

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.93 0.93 1.00 1.00 0.95 0.95 1.00 1.00 0.86 0.86 0.86
Lanes: 0.31 0.69 0.00 0.00 0.79 0.21 0.00 0.00 0.50 2.39 0.11
Final Sat.: 555 1212 0 0 1437 373 0 0 0 825 3921 160

Capacity Analysis Module:

Vol/Sat: 0.03 0.03 0.00 0.00 0.08 0.08 0.00 0.00 0.40 0.40 0.40
Crit Moves: 0.03 0.03 0.00 0.00 0.08 0.08 0.00 0.00 0.40 0.40 0.40Green Time: 18.6 18.6 0.0 0.0 18.6 18.6 0.0 0.0 91.4 91.4 91.4
Volume/Cap: 0.19 0.19 0.00 0.00 0.48 0.48 0.00 0.00 0.48 0.48 0.48
Delay/Veh: 39.6 39.6 0.0 0.0 42.6 42.6 0.0 0.0 2.7 2.7 2.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 39.6 39.6 0.0 0.0 42.6 42.6 0.0 0.0 2.7 2.7 2.7
LOS by Move: D D A A D D A A A A A A
HCM2kAVGQ: 2 2 0 0 5 5 0 0 7 7 7

Note: Queue reported is the number of cars per lane.

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EX-C+P AM Wed Apr 28, 2010 11:17:59 Page 6-1

Existing Plus Cumulative Plus Project Conditions
SD Courthouse Study
AM Peak PeriodLevel of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #102 Ash / FrontCycle (sec): 110 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: 69 Level Of Service: CStreet Name: Front St. Ash St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - RControl: Protected Protected Protected Protected
Rights: Include Include Include IncludeMin. Green: 0 0 0 0 0 10 10 0 0 0 0 7 10 0
Lanes: 0 0 0 0 0 0 2 1 0 0 0 0 1 2 0 0

Volume Module:

Base Vol: 0 0 0 0 1102 332 0 0 0 485 1404 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 0 0 0 0 1146 345 0 0 0 504 1460 0
Added Vol: 0 0 0 0 -10 86 0 0 0 27 84 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 1136 431 0 0 0 531 1544 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 0 0 0 0 1186 450 0 0 0 555 1612 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 1186 450 0 0 0 555 1612 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 1186 450 0 0 0 555 1612 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 0.86 0.86 1.00 1.00 0.86 0.86 0.86
Lanes: 0.00 0.00 0.00 0.00 2.17 0.83 0.00 0.00 0.00 1.02 2.98
Final Sat.: 0 0 0 0 3533 1341 0 0 0 1669 4851 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.34 0.34 0.00 0.00 0.00 0.33 0.33
Crit Moves: 0.00 0.00 0.00 0.00 55.3 55.3 0.0 0.0 0.0 54.7 54.7Green Time: 0.0 0.0 0.0 0.0 55.3 55.3 0.0 0.0 0.0 54.7 54.7
Volume/Cap: 0.00 0.00 0.00 0.00 0.67 0.67 0.00 0.00 0.00 0.67 0.67
Delay/Veh: 0.0 0.0 0.0 0.0 21.2 21.2 0.0 0.0 0.0 21.3 21.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 21.2 21.2 0.0 0.0 0.0 21.3 21.3
LOS by Move: A A A A C C A A C C A
HCM2kAVGQ: 0 0 0 0 16 16 0 0 0 16 16

Note: Queue reported is the number of cars per lane.

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Existing Plus Cumulative Plus Project Conditions
SD Courthouse Study
AM Peak Period

Note: Queue reported is the number of cars per lane.

Intersection #105 B / Union

Cycle (sec): 100 Critical Vol./Cap.(X): 0.565
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 0 Level Of Service: B

Street Name: Union St. B St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0
Volume Module:
Base Vol: 23 88 18 8 122 79 7 44 23 35 229 48
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 23 88 18 8 122 79 7 44 23 35 229 48
Added Vol: 0 37 0 0 7 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 23 125 18 8 129 87 7 51 29 35 287 48
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 24 130 19 8 135 91 7 53 30 37 300 50
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 24 130 19 8 135 91 7 53 30 37 300 50
PCF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 24 130 19 8 135 91 7 53 30 37 300 50
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.14 0.75 0.11 0.03 0.58 0.39 0.08 0.59 0.33 0.09 0.78 0.13
Final Sat.: 85 459 66 23 373 252 49 356 202 65 530 89
Capacity Analysis Module:
Vol/Sat: 0.28 0.28 0.28 0.36 0.36 0.15 0.15 0.15 0.56 0.56 0.56 0.56
Crit Moves: ****
Delay/Veh: 10.4 10.4 10.4 10.8 10.8 9.2 9.2 9.2 13.9 13.9 13.9 13.9
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 10.4 10.4 10.4 10.8 10.8 9.2 9.2 9.2 13.9 13.9 13.9 13.9
LOS by Move: B B B B B A A A A B B B
ApproachDel: 10.4
Delay Adj: 1.00
ApprAdjDel: 10.4
LOS by Appr: B
AllwayAvgQ: 0.3 0.3 0.3 0.5 0.5 0.5 0.1 0.1 0.1 0.1 1.1 1.1

Existing Plus Cumulative Plus Project Conditions
SD Courthouse Study
AM Peak Period

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #105 B / Union

Cycle (sec): 100 Critical Vol./Cap.(X): 0.565
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 0 Level Of Service: B

Street Name: Union St. B St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0
Volume Module:
Base Vol: 23 88 18 8 122 79 7 44 23 35 229 48
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 23 88 18 8 122 79 7 44 23 35 229 48
Added Vol: 0 37 0 0 7 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 23 125 18 8 129 87 7 51 29 35 287 48
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 24 130 19 8 135 91 7 53 30 37 300 50
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 24 130 19 8 135 91 7 53 30 37 300 50
PCF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 24 130 19 8 135 91 7 53 30 37 300 50
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.14 0.75 0.11 0.03 0.58 0.39 0.08 0.59 0.33 0.09 0.78 0.13
Final Sat.: 85 459 66 23 373 252 49 356 202 65 530 89
Capacity Analysis Module:
Vol/Sat: 0.28 0.28 0.28 0.36 0.36 0.15 0.15 0.15 0.56 0.56 0.56 0.56
Crit Moves: ****
Delay/Veh: 10.4 10.4 10.4 10.8 10.8 9.2 9.2 9.2 13.9 13.9 13.9 13.9
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 10.4 10.4 10.4 10.8 10.8 9.2 9.2 9.2 13.9 13.9 13.9 13.9
LOS by Move: B B B B B A A A A B B B
ApproachDel: 10.4
Delay Adj: 1.00
ApprAdjDel: 10.4
LOS by Appr: B
AllwayAvgQ: 0.3 0.3 0.3 0.5 0.5 0.5 0.1 0.1 0.1 0.1 1.1 1.1

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Existing Plus Cumulative Plus Project Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #106 B / Front
Cycle (sec): 110 Critical Vol./Cap.(X): 0.431
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 6.2
Optimal Cycle: 33 Level Of Service: A

Street Name: Front St. B St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Permitted Permitted Permitted Permitted
Rights: Include Include Include Include Include Include Include Include

Min. Green: 0 0 0 0 7 10 10 0 0 0 0 10 10 10 7 10 0
Lanes: 0 0 0 0 0 1 1 1 0 0 0 0 1 0 0 1 0 0

Volume Module:
Base Vol: 0 0 0 0 40 1240 245 0 43 25 32 69 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 40 1240 245 0 43 25 32 69 0
Added Vol: 0 0 0 0 -2 58 0 7 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 40 1238 303 0 50 25 32 69 0
User Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 0 0 0 0 45 1405 344 0 57 28 36 78 0
Reduced Vol: 0 0 0 0 45 1405 344 0 57 28 36 78 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 45 1405 344 0 57 28 36 78 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.86 0.86 0.86 1.00 0.94 0.94 0.91 0.91 1.00
Lanes: 0.00 0.00 0.00 0.08 2.35 0.57 0.00 0.67 0.33 0.32 0.68 0.00
Final Sat.: 0 0 0 0 124 3850 942 0 1185 593 548 1182 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.37 0.37 0.37 0.00 0.05 0.05 0.07 0.07 0.00
Crit Moves: ****
Green Time: 0.0 0.0 0.0 93.1 93.1 93.1 0.0 16.9 16.9 16.9 16.9 0.0
Volume/Cap: 0.00 0.00 0.00 0.43 0.43 0.43 0.00 0.31 0.31 0.43 0.43 0.00
Delay/Veh: 0.0 0.0 0.0 2.1 2.1 2.1 0.0 42.0 42.0 43.3 43.3 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 2.1 2.1 2.1 0.0 42.0 42.0 43.3 43.3 0.0
LOS by Move: A A A A A A A D D D D A
HCM2kAvgQ: 0 0 0 6 6 6 0 3 3 4 4 0

Note: Queue reported is the number of cars per lane.

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Existing Plus Cumulative Plus Project Conditions
SD Courthouse Study
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Note: Queue reported is the number of cars per lane.

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Existing Plus Cumulative Plus Project Conditions
SD Courthouse Study
AM Peak Period

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #107 C / State
Average Delay (sec/veh): 17.9 Worst Case Level Of Service: C [23.1]
Street Name: North Bound South Bound East Bound West Bound
Approach: L - T - R L - T - R L - T - R L - T - R
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include

Lanes: 0 0 2 1 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 0 238 14 0 0 0 0 34 19 0 0 0 0 0 0 0
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 0 255 15 0 0 0 0 36 20 0 0 0 0 0 0 0
Added Vol: 0 56 0 0 0 0 0 136 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 311 15 0 0 0 0 172 20 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 0 355 17 0 0 0 0 197 23 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 355 17 0 0 0 0 197 23 0 0 0 0 0 0

Critical Gap Module:
Critical Gap: 6.5 6.2 6.2 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1
FollowUpTime: 4.0 3.3 3.3 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2
Capacity Module:
Conflict Vol: 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12
Potential Cap.: 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12
Move Cap.: 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12
Volume/Cap.: 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12
Level Of Service Module:
2Way95thQ: 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12
Control Del: 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12
LOS by Move: 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12
Movement: 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12
Shared Cap.: 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12
Shared Queue: 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12
Shrd ConDel: 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12
Shared LOS: 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12
ApproachDel: 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12
ApproachLOS: 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12 417 12
Note: Queue reported is the number of cars per lane.

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Existing Plus Cumulative Plus Project Conditions
SD Courthouse Study
AM Peak Period

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #108 C / Union
Average Delay (sec/veh): 10.1 Worst Case Level Of Service: B [10.9]
Street Name: North Bound South Bound East Bound West Bound
Approach: L - T - R L - T - R L - T - R L - T - R
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include

Lanes: 0 0 0 1 0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 0 159 40 13 153 0 2 20 11 0 0 0 0 0 0
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 0 170 43 14 164 0 2 21 12 0 0 0 0 0
Added Vol: 0 37 0 0 12 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 207 43 14 176 0 2 21 12 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 0 229 47 15 194 0 2 24 13 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 229 47 15 194 0 2 24 13 0 0 0 0 0

Critical Gap Module:
Critical Gap: 6.5 6.2 7.1 6.5 6.5 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1
FollowUpTime: 4.0 3.3 3.5 4.0 4.0 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2
Capacity Module:
Conflict Vol: 35 18 131 41 41 41 41 41 41 41 41 41 41 41
Potential Cap.: 35 18 131 41 41 41 41 41 41 41 41 41 41 41
Move Cap.: 35 18 131 41 41 41 41 41 41 41 41 41 41 41
Volume/Cap.: 35 18 131 41 41 41 41 41 41 41 41 41 41 41
Level Of Service Module:
2Way95thQ: 35 18 131 41 41 41 41 41 41 41 41 41 41 41
Control Del: 35 18 131 41 41 41 41 41 41 41 41 41 41 41
LOS by Move: 35 18 131 41 41 41 41 41 41 41 41 41 41 41
Movement: 35 18 131 41 41 41 41 41 41 41 41 41 41 41
Shared Cap.: 35 18 131 41 41 41 41 41 41 41 41 41 41 41
Shared Queue: 35 18 131 41 41 41 41 41 41 41 41 41 41 41
Shrd ConDel: 35 18 131 41 41 41 41 41 41 41 41 41 41 41
Shared LOS: 35 18 131 41 41 41 41 41 41 41 41 41 41 41
ApproachDel: 35 18 131 41 41 41 41 41 41 41 41 41 41 41
ApproachLOS: 35 18 131 41 41 41 41 41 41 41 41 41 41 41
Note: Queue reported is the number of cars per lane.

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Existing Plus Cumulative Plus Project Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #109 Broadway / State
Cycle (sec): 110 Critical Vol./Cap. (X): 0.455
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 34 Level Of Service: B

Street Name: State St. Broadway
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include

Min. Green: 7 10 10 0 0 0 0 7 10 0 0 10 10
Lanes: 0 0 1 0 0 0 0 0 0 0 1 0 1 0 1 0
Volume Module:
Base Vol: 100 10 100 0 0 64 258 34 48 499 305
Growth Adj: 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08
Initial Bse: 108 11 108 0 0 69 279 37 52 539 329
Added Vol: 0 0 0 0 0 3 0 0 0 0 48
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 108 11 108 0 0 77 282 37 52 539 377
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 118 12 118 0 0 85 309 40 57 591 414
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 118 12 118 0 0 85 309 40 57 591 414

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.86 0.86 0.86 1.00 1.00 0.22 0.92 0.92 0.50 0.87 0.87
Lanes: 0.48 0.05 0.47 0.00 0.00 0.00 1.00 1.77 0.23 1.00 1.18 0.82
Final Sat.: 777 78 777 0 0 421 3077 401 948 1952 1367
Capacity Analysis Module:
Vol/Sat: 0.15 0.15 0.15 0.00 0.00 0.00 0.20 0.10 0.10 0.06 0.30 0.30
Crit Moves: ****
Green Time: 36.8 36.8 36.8 0.0 0.0 0.0 73.2 73.2 73.2 73.2 73.2
Volume/Cap: 0.46 0.46 0.46 0.00 0.00 0.00 0.30 0.15 0.15 0.09 0.46 0.46
Delay/Veh: 29.3 29.3 29.3 0.0 0.0 0.0 8.3 6.9 6.9 6.6 9.0 9.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 29.3 29.3 29.3 0.0 0.0 0.0 8.3 6.9 6.9 6.6 9.0 9.0
LOS by Move: C C A A A A A A A A A A
HCM2kAvqG: 7 7 7 0 0 0 2 2 2 1 9 9
Note: Queue reported is the number of cars per lane.

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Existing Plus Cumulative Plus Project Conditions
SD Courthouse Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #110 Broadway / Union
Cycle (sec): 110 Critical Vol./Cap. (X): 0.578
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 34 Level Of Service: B

Street Name: Union St. Broadway
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10
Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 1 0 1 0
Volume Module:
Base Vol: 100 100 25 42 100 109 13 276 10 10 708 200
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 107 107 27 45 107 117 14 295 11 11 758 214
Added Vol: 25 8 0 5 4 3 8 -5 0 0 21 21
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 132 115 27 50 111 120 22 290 11 11 779 235
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 147 128 30 56 123 133 24 323 12 12 866 261
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 147 128 30 56 123 133 24 323 12 12 866 261

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.65 0.65 0.65 0.84 0.84 0.84 0.16 0.93 0.93 0.49 0.90 0.90
Lanes: 0.48 0.42 0.10 0.18 0.39 0.43 1.00 1.93 0.07 1.00 1.54 0.46
Final Sat.: 592 516 120 283 628 677 298 3395 125 935 2622 792
Capacity Analysis Module:
Vol/Sat: 0.25 0.25 0.25 0.20 0.20 0.20 0.08 0.10 0.10 0.01 0.33 0.33
Crit Moves: ****
Green Time: 47.2 47.2 47.2 47.2 47.2 47.2 62.8 62.8 62.8 62.8 62.8
Volume/Cap: 0.58 0.58 0.58 0.46 0.46 0.46 0.14 0.17 0.17 0.02 0.58 0.58
Delay/Veh: 25.5 25.5 25.5 22.8 22.8 22.8 11.4 11.2 11.2 10.3 15.5 15.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 25.5 25.5 25.5 22.8 22.8 22.8 11.4 11.2 11.2 10.3 15.5 15.5
LOS by Move: C C C C C C B B B B B B
HCM2kAvqG: 8 8 8 8 8 8 1 3 3 0 13 13
Note: Queue reported is the number of cars per lane.

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 Project Trips Report
 am project

Node Intersection	Northbound		Southbound		Eastbound		Westbound	
	L	T	L	T	L	T	L	T
Zone #1: Parking 1								
101 Ash / Union	2	1	0	0	0	0	0	115
102 Ash / Front	0	0	0	0	0	0	0	57
103 1st / A	0	0	0	0	0	7	0	0
104 B / State	0	0	0	0	0	0	0	0
105 B / Union	0	53	0	0	0	0	0	0
106 B / Front	0	0	0	0	0	0	0	0
107 C / State	0	0	0	0	0	0	0	0
108 C / Union	0	53	0	0	0	0	0	0
109 Broadway / St	0	0	0	0	0	8	0	1
110 Broadway / Un	0	25	0	3	1	8	0	0
Zone #2: Parking 2								
101 Ash / Union	0	1	0	0	0	0	0	58
102 Ash / Front	0	0	0	0	0	0	29	29
103 1st / A	0	3	0	0	0	3	0	0
104 B / State	1	10	12	0	0	0	0	65
105 B / Union	0	0	0	0	2	8	0	58
106 B / Front	0	0	0	0	0	58	0	0
107 C / State	0	56	0	0	0	136	0	0
108 C / Union	0	0	0	0	0	0	0	0
109 Broadway / St	0	0	0	0	0	0	0	0
110 Broadway / Un	25	0	0	3	3	2	0	0
Zone #5:								
101 Ash / Union	0	0	0	0	0	0	0	-1
102 Ash / Front	0	0	0	-38	0	0	-2	-2
103 1st / A	0	0	-19	0	0	-70	0	0
104 B / State	0	0	0	0	0	0	0	0
105 B / Union	0	-17	0	0	0	0	0	0
106 B / Front	0	0	0	-2	0	0	0	0
107 C / State	0	0	0	0	0	0	0	0
108 C / Union	0	-17	0	0	0	0	0	0
109 Broadway / St	0	0	0	0	0	-5	0	-1
110 Broadway / Un	0	-17	0	0	0	-5	0	-1

APPENDIX I

MITIGATION MONITORING AND REPORTING PLAN (MMRP)

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INTRODUCTION

Section 15097 of the California Environmental Quality Act (CEQA) requires all State and local agencies to establish monitoring or reporting programs for Projects approved by a public agency whenever approval involves the adoption of either a “mitigated negative declaration” or specified environmental findings related to environmental impact reports.

The Administrative Office of the Courts (AOC) will implement the Project in compliance with standard conditions and requirements for State or Federal regulations or laws that are independent of CEQA compliance. The standard conditions and requirements serve to prevent specific impacts. Typical standard conditions and requirements include compliance with the provisions of the California Building Code (CBC), National Pollutant Discharge Elimination System (NPDES) permit system, Public Resources Code (PRC) Section 5097 for discovery of unexpectedly encountered human remains, and San Diego Air Pollution Control District’s (SDAPCD) Rules.

The AOC’s plans for the Project also include Project design features—specific design elements that the AOC has incorporated into the Project’s construction and operation to prevent the occurrence of potential environmental effects or reduce the significance of potential environmental effects. The Project design features are actions that conform to the California Trial Court Facilities Standards’ specifications. For example, the parties implementing the proposed Project will use best management practices and technologies aimed to limit the use of natural resources as well as the Project’s operating cost over the life of the building. Because the AOC is incorporating the Project design features into the Project, the design features do not constitute mitigation measures as defined by CEQA.

The AOC’s proposed courthouse design will conform to the specifications of the California Trial Court Facilities Standards, including the standard that the AOC shall design and construct Court buildings using proven best practices and technology with careful use of natural resources. To implement this standard, the Project’s Project Manager will include specifications that design efforts and construction operations implement best management practices and other measures throughout the construction phase to avoid or minimize potential impacts. These Project design features, best management practices, and other measures will include the following:

- **General Measures:**
 - Designate a contact person for public interaction; and,
 - Distribute a monthly newsletter or public notices to inform the nearby community of upcoming construction work and potential effects on occupants of surrounding buildings, traffic, and pedestrian circulation patterns.
- **Storm Water, Water Quality, and Soil Erosion Management Measures:**
 - Prior to the start of construction activities, the AOC will ensure that the construction contractor prepares a Storm Water Pollution Prevention Plan (SWPPP) and secures the San Diego Regional Water Quality Control Board's approval of the plan. Additionally, the AOC will prepare a Storm Water Pollution Prevention Plan and Water Quality Technical Report, consistent with legal requirements;
 - The construction contractor will incorporate best management practices consistent with the SWPPP;
 - For any construction activities occurring during the rainy season, the construction contractor will implement erosion measures that may include mulching, geotextiles and mats, earth dikes and drainage swales, temporary drains, silt fence, straw bale barriers, sandbag barriers, brush or rock filters, sediment traps, velocity dissipation devices, or other measures; and,
 - Whenever possible, the construction contractor will perform grading activities outside the normal rainy season to minimize the potential for increased surface runoff and the associated potential for soil erosion.
- **Air Quality Management Measures:**
 - When conditions may promote generation of dust, apply water or a stabilizing agent to exposed surfaces in sufficient quantity at least two times per day to prevent generation of dust plumes;
 - Moisten or cover excavated soil piles to avoid fugitive dust emissions;
 - Discontinue construction activities that generate substantial blowing dust on unpaved surfaces during windy conditions;

- Install and use a wheel-washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project site;
 - Cover dump trucks hauling soil, sand, and other loose materials with tarps or other enclosures to reduce fugitive dust emissions;
 - Ensure that all grading, excavating, and construction equipment is properly maintained;
 - Construction personnel will turn off equipment when equipment is not in use;
 - All vehicles and compressors will utilize exhaust mufflers and engine enclosure covers (as designed by the manufacturer) at all times; and,
 - When feasible, construction operations will use electric construction power in lieu of diesel-powered generators to provide adequate power for man/material hoisting, cranes, and general construction operations.
- **Noise and Vibration Measures:**
 - Designate a Project contact person to communicate with the San Diego community and interested stakeholders regarding construction activities;
 - Inform the San Diego community and interested stakeholders through the use of a monthly newsletter that identifies the construction schedule and upcoming construction activities;
 - As part of the public outreach efforts, designate a “noise coordinator” for the Project to meet with interested stakeholders and respond to complaints concerning construction noise;
 - Equip construction equipment with the best available noise attenuation device, such as mufflers or noise attenuation shields;
 - Install sound barriers (such as plywood barriers or noise attenuation blankets) around of the perimeter of the Project site along Union Street and portions of State Street, opposite the W Hotel and the adjacent single-story commercial building; and,

- When feasible, use electric construction power in lieu of diesel-powered generators to provide adequate power for man/material hoisting, cranes, and general construction operations.

The intent of this Mitigation Monitoring and Reporting Plan is to prescribe and enforce a means for properly and successfully implementing the mitigation measures to reduce or avoid significant environmental impacts. Mitigation measures identified in this Mitigation Monitoring and Reporting Plan are included in the Environmental Impact Report prepared for the proposed Project.

AOC representatives will use this Mitigation Monitoring and Reporting Plan to ensure compliance with mitigation measures during Project implementation. Table 1, below, provides a summary of all mitigation measures and monitoring activities that will be required and conducted for the Project. Table 1 also identifies the responsible monitoring agency and implementation phase.

Table 1
Mitigation Measures and Implementation Requirements

Mitigation Measure		Monitoring Action	Monitoring Party	Implementation Phase
Aesthetics and Visual Resources				
(AES-1b)	To prevent the new courthouse from generating high-velocity groundborne winds, the AOC shall include building features that will intercept winds moving down the building's face toward the ground and prevent substantial wind impacts on pedestrians.	Incorporate design measures into Project's contract specifications	AOC Project manager	During preparation of contract specifications
Cultural and Historic Resources				
(CR-1)	The AOC will require its developer to retain a qualified archaeologist who shall inform all excavation operations personnel of the Project's cultural resource mitigation measures prior to any earth-disturbing activities and provide instruction to recognize archaeological artifacts, features, or deposits. Personnel working on the Project will not collect archaeological resources. The qualified archaeologist will be present for pre-construction meetings and any Project-related excavations of the uppermost 15 feet of soils on the site when the AOC begins its construction operations. If construction operations discover resources in the uppermost 15 feet of soil and the resources extend below 15 feet, the archaeologist may evaluate the resources that are located below the uppermost 15 feet of soil. If construction personnel encounter soil conditions or other indicators which suggest that resources may be located below 15 feet, the AOC's qualified archaeologist will evaluate the unusual soil conditions and any resources.	Incorporate cultural resources protection measures into Project's contract specifications	AOC Project manager	During preparation of contract specifications
		Document incorporation of cultural resources protection measures into Project's contract specifications to AOC's environmental analyst	AOC Project manager	Prior to completion of contract specifications
		Ensure that applicable measures are implemented	AOC construction inspector	During construction

Mitigation Measure		Monitoring Action	Monitoring Party	Implementation Phase
	personnel will follow if personnel discover cultural resources during excavation operations and the documentation that the qualified archaeologist shall prepare for the monitoring effort. If the archaeologist requires assistance from a Native American monitor to evaluate potential Native American-related cultural resources, the AOC will support such assistance.			
(CR-1) cont'd	If construction operation personnel discover buried cultural resources such as chipped or ground stone or building foundations during ground-disturbing activities, excavation workers shall stop operations in that area and within 100 feet of the find until the consulting archaeologist can assess the significance of the find. The archaeologist will evaluate the discovery, determine its significance, and provide proper management recommendations. Management actions may include scientific analysis and professional museum curation. Within three months of the completion of cultural resources monitoring activities, the qualified archaeologist shall summarize the resources in a report prepared to current professional standards.	If an archaeological monitor prepares management recommendations for a discovered resource, the monitor shall document completion of the management recommendations to the AOC's Project manager, construction inspector, and environmental analyst	AOC Project manager, construction inspector, and environmental analyst	During construction
Geology, Soils, and Seismicity				
(GEO-1)	The AOC will require its developer to retain a qualified paleontologist who shall inform all construction excavation operations personnel of the Project's paleontological resource mitigation measures prior to any earth-disturbing	Incorporate paleontological resources protection measures into Project's contract specifications	AOC Project manager	During preparation of contract specifications

Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
activities and provide instruction to recognize paleontological artifacts, features, or deposits. Personnel working on the Project will not collect paleontological resources. The qualified paleontologist will be present for pre-construction meetings and any Project-related excavations in undisturbed marine sediments of the upper Pleistocene Bay Point Formation and/or middle Pleistocene "upper Broadway" and "lower Broadway" formations, as well as where over-excavation of any thin veneer of younger alluvial sediments with Pleistocene marine sediments in the subsurface. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain or yield fossil resources. Prior to construction, the qualified paleontologist shall submit a paleontological resources management plan to the AOC that outlines the procedures that the AOC and construction personnel will follow if personnel discover paleontological resources during excavation operations. Monitoring of excavation and trenching activities shall occur in areas that the qualified paleontologist or paleontological monitor determines are likely to yield paleontological resources. If construction operations personnel discover buried paleontological resources during ground-disturbing activities, excavation workers shall stop operations in that area and within 100 feet of the find until the consulting paleontologist can assess the significance of the find. The paleontologist will evaluate the discovery, determine its significance, and provide proper management	Document incorporation of paleontological resources protection measures into Project's contract specifications to AOC's environmental analyst	AOC Project manager	Prior to completion of contract specifications
	Ensure that applicable measures are implemented	AOC construction inspector	During construction
	If the paleontological resources monitor prepares management recommendations for a discovered resource, the monitor shall document completion of the management recommendations to the AOC's Project manager, construction inspector, and environmental analyst	AOC Project manager, construction inspector, and environmental analyst	During construction

Mitigation Measure		Monitoring Action	Monitoring Party	Implementation Phase
	recommendations. Management actions may include scientific analysis and professional museum curation. The qualified paleontologist shall summarize the resources in a report prepared to current professional standards.			
Hazards and Hazardous Materials				
(HAZ-1)	Prior to grading or construction on the Project site, the AOC shall excavate the area approximately 20 feet west of Monitoring Well 1 evidence of an underground storage tank. If an underground storage tank is found, the AOC shall remove the tank under permit and inspection of the County of San Diego Department of Environmental Health, Underground Storage Tank Program.	Incorporate hazardous materials measures into Project's contract specifications	AOC Project manager, AOC construction manager	During preparation of contract specifications
		Document incorporation of hazardous materials measures into Project's contract specifications to AOC's environmental analyst	AOC Project manager	Prior to completion of contract specifications
		Ensure that applicable measures are enforced during excavation	AOC construction inspector	During excavation
Noise				
(NOI-1)	Prior to site mobilization, the following shall be demonstrated to the AOC and noted on construction bid documents:	Incorporate noise measures into Project's contract specifications and construction bid documents	AOC Project manager	During preparation of contract specifications and construction bid documents

Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
All construction equipment shall have properly operating and maintained mufflers and other State-required noise attenuation devices; The AOC's construction contractor shall post notices, legible at a distance of 50 feet, at the Project construction site. All notices shall indicate the dates and duration of construction activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints; The AOC's construction contractor shall designate a Noise Disturbance Coordinator and make the coordinator responsible for responding to any local complaints about construction noise. When a complaint is received, the Noise Disturbance Coordinator shall immediately determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall implement reasonable measures to resolve the complaint; and, Where feasible during construction, the construction contractor shall place stationary construction equipment in locations where the emitted noise is away from sensitive noise receivers.	Document incorporation of noise reduction measures into Project's contract specifications and construction bid documents to AOC's environmental analyst Ensure that applicable measures are enforced during excavation	AOC Project manager AOC construction inspector	Prior to completion of contract specifications and construction bid documents During construction