



Final
ENVIRONMENTAL IMPACT REPORT
SCH No. 1989010088

**ORANGE COUNTY FAIR AND
EXPOSITION CENTER MASTER PLAN
VOLUME III - APPENDICES**

AUGUST 2003

**FINAL
ENVIRONMENTAL IMPACT REPORT**

ORANGE COUNTY FAIR AND EXPOSITION CENTER MASTER PLAN

STATE CLEARINGHOUSE NUMBER: 1989010088

Submitted to:

32ND DISTRICT AGRICULTURAL ASSOCIATION
RUBEN SMITH, PRESIDENT
BECKY BAILEY-FINDLEY, CEO/GENERAL MANAGER

88 Fair Drive
Costa Mesa, California 92626

Prepared by:

LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, California 92614
(949) 553-0666

LSA Project No. CCZ030

LSA

August 2003

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APPENDIX E

NOISE BACKGROUND DOCUMENTS AND DATA

**AGREEMENT BETWEEN THE 32ND DAA AND
THE CITY OF COSTA MESA**

Agreement

This Agreement is made and entered into this 18th day of August, 1980, by and between the 32nd District Agricultural Association ("the District") and the City of Costa Mesa ("the City").

This agreement is made with reference to the following facts:

- A. The District and the City are engaged in a legal dispute, a result of their differences in connection with the development of the Orange County Fairgrounds.
- B. It is in the best interest of the Parties as well as the community to resolve these differences.

In consideration of their mutual promises, the parties agree as follows:

Section 1. The 32nd District Agricultural Association agrees as follows:

- a. To voluntarily comply with selected portions of Title 13 (planning, zoning and development) of the City of Costa Mesa Municipal Code as outlined below with respect to all future development involving buildings undertaken by the District or its lessees, licensees, concessionaires or operators within the following areas which are shown on the General Master Plan of January, 1977, as amended by the Update and Review of the General Master Plan (preliminary), dated April 20, 1980:
 - i. Approximately 5 1/2 acre development area at the corner of Fairview Road and Arlington Drive.
 - ii. Approximately 9 acre development area at the corner of Fairview Road and Fair Drive.
 - iii. Approximately 7 acre development area at the corner of Fair Drive and Newport Boulevard.

The edition of Title 13 in effect at the date of this agreement is to apply to this provision and the selected sections are as follows:

- i. Chapter II, Article 2 definitions.
- ii. Chapter II, Article 14, Sec. 13-210 property development standards.
- iii. Chapter II, Article 16, additional development standards except that the City will not issue building permits for any work done on the Fairgrounds. Final occupancy will be regulated by the District and will not be authorized until receipt of written notice of compliance from the City.
- iv. Chapter V, Article 2, Parking.

- b. The District agrees that the applicable provisions of this agreement shall be incorporated into any agreements between the District and its lessees, licensees, concessionaires or operators.
- c. To dedicate to the City property required for the construction of City roads fronting on Fairgrounds property in conformance with the City Master Plan of Highways which is in effect at the date of this agreement.
- d. To complete all street improvement work in conformance with City standards to the center line of adjacent fronting streets, where street improvements have not already been made, as funds for said work become available to the District, which funds shall be fairly allocated for the phasing in of the street improvements on a schedule reasonably contemporaneous with construction phases. For purposes of this resolution, street improvements shall include the following:
 - i. Subgrade preparation.
 - ii. AC paving and base.
 - iii. Concrete curb, gutter and sidewalks.
 - iv. Streetlights.
 - v. Fire hydrants and connections to existing water mains.
 - vi. Street trees.
 - vii. Modification of existing automatic traffic signals at Fairview and Merrimac, Fair and Vanguard and Newport and Mesa, including a new traffic controller only at Fair and Vanguard.
 - viii. The District agrees to reimburse the City for the cost of a new automatic traffic signal at the new Main Entry to the Fairgrounds on Fair Drive. Unless otherwise agreed the reimbursement shall be on a ten-year amortization with interest at the same rate charged by the City for similar obligations.
 - ix. A subsurface storm drain on the south side of Arlington to the extent that it accommodates storm water that emanates on the Fairgrounds.
- e. To dedicate land and construct improvements required for right turn pockets in accordance with City of Costa Mesa requirements at Fairview and Merrimac and other locations which are not specifically identified in the City Master Plan of Highways but can be clearly demonstrated to be necessary by an independent traffic engineering study prepared by a traffic engineer which is acceptable to both the City and the District. Such dedication and construction shall be done on a schedule reasonably contemporaneous with the development generating the need.
- f. To undertake sound and traffic studies in connection with any development under the General Master Plan with potentially significant sound and/or traffic impact, to be done by consultants or staff acceptable to the City and the District. To implement reasonable mitigation measures to be agreed to by the parties. Sufficient noise mitigation measures will be taken to comply with Title 4, Division 6 (Noise Control) of the Orange County Code which, it is agreed, applies to activities on the Fairgrounds with the following modifications:
 - (i) In Sections 4-6-5(a) and 4-6-6(a) the time at which noise levels are lowered is changed from 10:00 p.m. to 11:00 p.m.

- (ii) In Section 4-6-5(a), only as applies to the activities of the annual Orange County Fair, the noise levels are changed as follows to conform to the Model Community Noise Control Ordinance, April 1977, prepared by the State of California, Department of Health, Office of Noise Control:

<u>Noise Zone</u>	<u>Noise Level</u>	<u>Time Period</u>
1 & 2 Family Residential	60 dB(A) 50 dB(A)	7 am - 11 pm 11 pm - 7 am
Multiple Dwelling Residential, Public Space, Commercial	60 dB(A) 55 dB(A)	7 am - 11 pm 11 pm - 7 am

- (iii) Sections 4-6-5(b) and 4-6-6(b) apply to the property of the District known as the Fairgrounds, notwithstanding that the property is within an incorporated area.
- (iv) Section 4-6-7(b) is deleted and deemed inapplicable.

The City agrees to support any reasonable request for a noise variance, if necessary, by Nederlander or Performing Arts Associates concerning the Amphitheatre operation considering the intrinsic nature and requirements of the activity involved, atmospheric conditions and other relevant data.

- g. To delete the planned commercial development from the northwest corner of the Fairgrounds. The District will attempt to substitute a museum of science and industry or similar activity. In the event the District is unsuccessful in a good faith attempt to substitute the museum of science and industry or similar activity, the District is not precluded by this Agreement from other development, including commercial, conducted in compliance with this Agreement.
- h. To complete construction of a new Fairgrounds vehicular entry at Fair Drive and Vanguard in 1980.
- i. To complete construction of a new Fairgrounds vehicular entry at Fairview and Merrimac.
- j. To limit permanent vehicular ingress to and egress from the Fairgrounds to the points identified on the attached Exhibit "A".
- k. To enforce Title 19 of the California Administrative Code which is the State Building Code which applies to all construction on the Fairgrounds and to utilize a State Building inspector to inspect all future building construction on the Fairgrounds.
- l. To install fire hydrants on the Fairgrounds in conformance with City of Costa Mesa Fire Department standards as the need arises from new construction.
- m. To pay City plan check and inspection fees for all work undertaken by the District or its contractors, within City right of way, and to require that its contractors post completion and faithful performance bonds for said work. To require the lessees, licensees, concessionaires or operators described in Section 1a. hereof to pay City plan check, inspection or other applicable fees, and to comply with bonding requirements.

Section 2. The City of Costa Mesa agrees as follows:

- a. With regard to the implementation of Present Development Improvements on the Fairgrounds, to establish a City policy which is publicly supportive of the 32nd District's attempt to upgrade the Fairgrounds as generally described in the Fairgrounds' Master Plan of January, 1977 and as amended by the Update and Review of the General Master Plan (Preliminary) dated April 20, 1980, and as amended by this agreement (the Master Plan). Present Development Improvements for purposes of Section 2 of this agreement shall include all of the following portions of the Master Plan as described below:

Work Completed:

Increment number one of Equestrian Center; Easterly 1/2 of Parking Lot C; Central storm drain; Mesa vehicular entry; Parking Lot A east of Vanguard; Vanguard vehicular entry; Electrical service and miscellaneous interface to amphitheatre site.

Construction Documentation or Bidding Stage:

Amphitheatre and associated facilities, parking, concessions and other accessory uses, including interface development and improvement to Memorial Gardens; Merrimac vehicular entry; Parking Lot F; Parking Lot E west of Vanguard; Parking Lot A west of Vanguard; Street improvements on Arlington between Fairview and Vanguard; The main vehicular entry.

- b. It is agreed that Civil Action No. 31-79-36 in the Superior Court for the County of Orange and the appeal pending in the Fourth Appellate District, Division Two as 4th Civil No. 21867 (The Litigation) will be dismissed on or before September 15, 1980. The City acknowledges by this agreement and the dismissal that the Present Development Improvements, including the amphitheatre, will be constructed in accordance with this agreement and the City agrees for the benefit of any lessee, licensee, concessionaire or operator of any portion of Present Development Improvements, including the amphitheatre, that it will not assert the same or similar claims raised in the litigation against such persons in connection with such development.

It is agreed that such dismissal and abandonment shall be with prejudice to the same or similar claims with respect to: (1) future development in the 3 corners described in Section 1, Paragraph a. and, (2) the present Development Improvements described in Section 2, Paragraph a., and without prejudice with respect to all other development. The dismissal is without prejudice regarding the applicability of the City's noise ordinance to the extent that the noise regulations of the Orange County Code as provided in Section 1, Paragraph f. are ever determined by a court to be inapplicable on the Fairgrounds.

The City and the District will request the Court Clerk to enter the dismissal accordingly.

- c. To advance the cost of an automatic traffic signal at the Fairgrounds/Civic Center entry on Fair Drive, subject to reimbursement as provided in Section 1d.

- d. To waive water acreage fees, advance energy fees and drainage fees for the development of the Fairgrounds except for those areas specifically identified in Section 1, Paragraph a of this agreement unless those areas are developed as parking lots.

CITY OF COSTA MESA,
A Municipal Corporation

By *Julene Schaefer*
MAYOR

ATTEST:

By *Eileen P. Phinney*
CITY CLERK

32ND DISTRICT AGRICULTURAL ASSOC.

By *Kenneth Johnson*
PRESIDENT

By *Kenneth R. Zell*
SECRETARY/TREASURER

APPROVED AS TO FORM:

By *Tom Wood*
CITY ATTORNEY,
City of Costa Mesa

By *Paul S. Morrison*
DEPUTY ATTORNEY GENERAL,
State of California

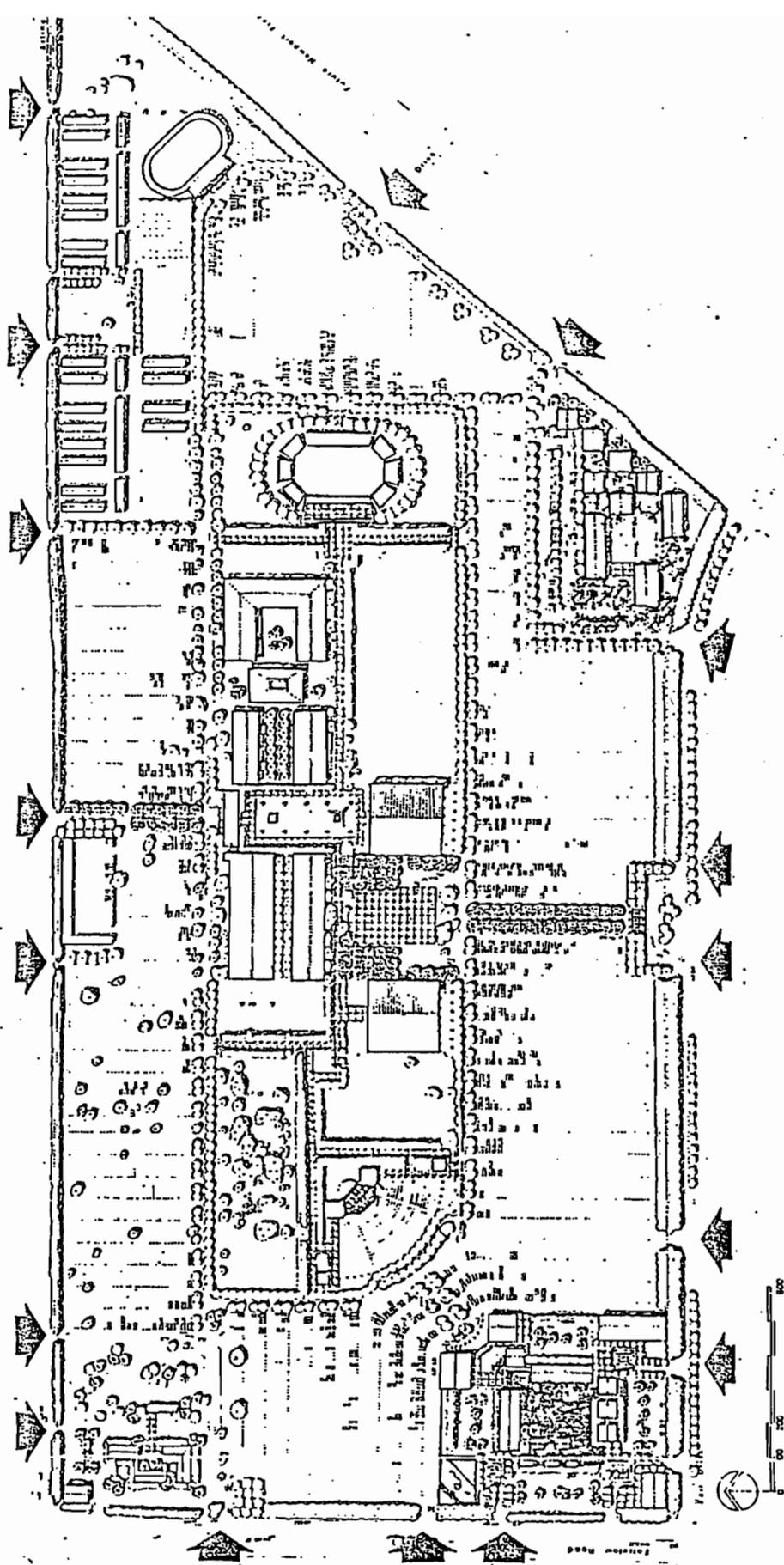


EXHIBIT 'A'



POINTS OF INGRESS AND EGRESS

1990 ORDER



FILED

AUG 02 1990

GARY I. GRAYVILLE, County Clerk
By DEPUTY

SUPERIOR COURT OF THE STATE OF CALIFORNIA
FOR THE COUNTY OF ORANGE

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CONCERNED CITIZENS FOR
COSTA MESA, INC., a
California corporation;
JUDITH A. BALDWIN and
LAURIE A. LUSK,

Plaintiffs,

v.

32ND DISTRICT AGRICULTURAL
ASSOCIATION, a Public Entity;
NED WEST, INC., a California
corporation; PACIFIC
AMPHITHEATRE, a partnership,
JAMES M. NEDERLANDER;
JAMES L. NEDERLANDER;
ROBERT NEDERLANDER;
NEDERLANDER REALTY COMPANY
OF ILLINOIS; NEIL PAPIANO;
SANTA ANA BROADWAY THEATRE
CORPORATION; and DOES 8
through 100, inclusive,

Defendants.

AND RELATED CROSS-ACTIONS.

AND CONSOLIDATED ACTIONS.

///

CASE NO. 42 07 28
and
CASE NO. 55 65 08

JUDGMENT

2085

IVERSON, YOAKUM, HANCO & HATCH
 LAW
 934 SOUTH GLENDALE
 17TH FLOOR
 LOS ANGELES, CALIFORNIA 90017
 TELEPHONE (213) 624-7444

1 IT IS ORDERED, ADJUDGED, AND DECREED as follows:

2 1. The First Cause of Action for Writ of Mandate in Case

3 No. 42 07 28 is denied, and the Petition for Writ of Mandate in

4 Case No. 55 65 08 is denied, as to all parties.

5 2. The motion for judgment pursuant to C.C.P. §631.8 as to

6 the nuisance cause of action in Case No. 420728 is granted as to

7 defendant 32nd District.

8 3. The motion for judgment is granted in favor of Neil

9 Papiano and Steven M. Redfearn as to all contempt charges filed

10 against them.

11 4. The following injunction is issued by the court:

12 The Ned West defendants, operators of the Pacific

13 Amphitheatre, and any and all successors in interest, including the

14 32nd District Agricultural Association, are ordered to refrain from

15 permitting sound emanating from the Pacific Amphitheatre to impact

16 plaintiff Lusk's property located at 947 Serra Way, Costa Mesa,

17 California, in a manner inconsistent with the following stair/stair

18 sound level standards:

Sound Level Standards

<u>Sound Level</u>	<u>Time Period</u>	<u>Day of Week</u>
55 dB(A)	07:00 a.m. - 10:30 p.m.	Sun. - Thur.
50 dB(A)	10:30 p.m. - 07:00 a.m.	Sun. - Thur.
55 dB(A)	07:00 a.m. - 11:00 p.m.	Fri. - Sat.
50 dB(A)	11:00 p.m. - 07:00 a.m.	Fri. - Sat.

19 The sound levels shall not exceed:

20

21 (1) The sound standard for a cumulative period of more than

22 thirty (30) minutes in any hour; or

23 (2) The sound standard plus five (5) dB(A) for a cumulative

24 period of more than fifteen (15) minutes in any hour; or

25 (3) The sound standard plus ten (10) dB(A) for a cumulative

26 period of more than five (5) minutes in any hour; or

- 1 (4) The sound standard plus fifteen (15) dB(A) for a
2 cumulative period of more than one (1) minute in any
3 hour; or
- 4 (5) The sound standard plus twenty (20) dB(A) for any period
5 of time.

6 In the event the ambient sound level exceeds any of the first
7 four (4) sound limit categories above, the cumulative period
8 applicable to said category shall be increased to reflect said
9 ambient sound level. In the event the ambient sound level exceeds
10 the fifth sound level limit category, the maximum allowable sound
11 level under said category shall be increased to reflect the maximum
12 ambient sound level.

13 No 5 dB(A) penalty for music or speech shall apply to the
14 Pacific Amphitheatre.

15 "Ambient sound level" shall mean the all-encompassing sound
16 level associated with a given environment, being a composite of
17 sounds from all sources, excluding the alleged offensive sound, at
18 the location and at the approximate time at which a comparison with
19 the alleged offensive sound is to be made.

20 "Cumulative period" shall mean an additive period of time
21 composed of individual time segments which may be continuous or
22 interrupted.

23 "Decibel (dB)" shall mean a unit which denotes the ratio
24 between two (2) quantities which are proportional to power: the
25 number of decibels corresponding to the ratio of two (2) amounts
26 of power to ten (10) times the logarithm to the base ten (10) of
27 this ratio.

28 "Sound level" shall mean the "A" weighted sound pressure level
in decibels obtained by using a sound level meter at slow response

IVYSON, YOKUM, J. HANCOCK
LAW
888 SOUTH GLENDALE AVE
E 7TH FLOOR
LOS ANGELES, CALIFORNIA 90017
TELEPHONE (213) 694-7444

1 with a reference pressure of twenty (20) micronewtons per square
2 meter. The unit of measurement shall be designated as dB(A).

3 "Sound pressure level" of a sound, in decibels, shall mean
4 twenty (20) times the logarithm to the base ten (10) of the ratio
5 of the pressure of the sound to a reference pressure, which
6 reference pressure shall be explicitly stated.

7 Measurements of sound levels by the ~~Marshal~~ ^{Orange County Health-Care Agency}
8 shall be done in accordance with the provisions of the Orange
9 County Noise Ordinance, Sections 4-6-1, et seq.

10 The court has determined that the Orange County Noise
11 Ordinance is not applicable to the Pacific Amphitheatre as a matter
12 of law. (See Court of Appeal decision in Ned West v. City of
13 Costa Mesa, Case No. 437733.)

14 5. The Order is intended to be solely prohibitory in nature
15 and does not require the Ned West defendants to expend any money
16 nor do anything affirmative to comply with this Order.

17 6. This Order is to be enforced only against the named Ned
18 West defendants, operators of the Pacific Amphitheatre, or their
19 successors in interest, including the 32nd District Agricultural
20 Association, and specifically is not issued against employees,
21 agents, performers, or any other persons not named in the Lusk
22 complaint. However, any notice of noncompliance with this Order
23 may be given telephonically, verbally, or in writing to any agents
24 or employees of the enjoined parties by the Orange County Marshal
25 or his designee.

26 7. The court orders the Orange County Health Care Agency to
27 monitor this court order at 947 Serra Way, Costa Mesa, California
28 (Lusk residence), and orders the Marshal to enforce the court

1 order. The cost of such monitoring shall be borne by the County
2 of Orange. The Marshal will notify the Pacific Amphitheatre of any
3 noncompliance and record the response, if any, to such
4 notification, and report same to the court. The Marshal is not
5 authorized to order the Pacific Amphitheatre to take any measures
6 with respect to this Order at this time, except upon further order,
7 written or verbal, by the court.

8 8. The court retains jurisdiction over this matter for an
9 indefinite period of time in order to take any act or make any
10 *and to receive evidence to determine the appropriate remedy or a hearing for*
11 further orders in abatement of the nuisance. A further hearing is
12 set for November 30, 1990, at 9:00 a.m., in Dept. 40 of the Orange
13 County Superior Court, whereupon the court will receive any report
14 from the Marshal concerning the levels of compliance or
15 noncompliance with this Order and consider the need for any further
16 order.

17 9. Bond No. 5024325, filed by plaintiff Lusk on June 2, 1987,
18 is exonerated.

19 DATED: Aug. 2, 1990


20 Judge of the Superior Court.

21 RICHARD J. BEACOM
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IVERSON, YOAKUM, PIANO & HATCH

LAW

888 SOUTH G. ST. SUITE 200

LOS ANGELES, CALIFORNIA 90017

TELEPHONE (213) 624-7444



JUDGE THOMAS'S STATEMENTS OF DECISION AND JUDGMENT



RECEIVED
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FILED
ORANGE COUNTY SUPERIOR COURT
JAN - 6 1999
ALAN SLATER, Executive Officer/ Clerk
J. Toulouse
BY J. TOULOUSE

**SUPERIOR COURT OF THE STATE OF CALIFORNIA
FOR THE COUNTY OF ORANGE**

32nd DISTRICT AGRICULTURAL
ASSOCIATION, an agency of the State of
California,

Plaintiff,

v.

JAMES M. NEDERLANDER, an individual;
JAMES L. NEDERLANDER, an individual;
NEIL PAPIANO, an individual;
NEDERLANDER REALTY COMPANY OF
ILLINOIS, an Illinois corporation; ROBERT E.
NEDERLANDER, an individual; PACIFIC
AMPHITHEATRE PARTNERSHIP, a
California general partnership; NATIONWIDE
THEATRES CORPORATION, a California
corporation; THE NEDERLANDER
ORGANIZATION, a New Jersey corporation;
SUSAN ROSENBLUTH, an individual; and
DOES 1-100, inclusive,

Defendants.

Case No. 75 48 81

Assigned For All Purposes To
The Honorable Robert E. Thomas
Department 61

**[PROPOSED] JUDGMENT ON
PLAINTIFF'S EIGHTEENTH CAUSE
OF ACTION FOR DECLARATORY
RELIEF**

This action came on regularly for trial on April 13, 1998, in Department 61 of the Orange County Superior Court, the Hon. Robert E. Thomas presiding. Plaintiff 32nd District Agricultural Association ("Plaintiff") appeared through, and was represented by, attorneys Thomas R. Malcolm, Scott D. Bertzyk, Jeffrey A. LeVee and Mark D. Kemple of the law firm Jones, Day, Reavis & Pogue. Defendants Pacific Amphitheatre Partnership, Neil Papiano, James L. Nederlander, James

1 M. Nederlander, Robert E. Nederlander and Nederlander Realty of Illinois, Inc. appeared through,
2 and were represented by, attorneys William McD. Miller, III of the law firm Musick, Peeler &
3 Garrett, LLP, Adam F. Burke of the law firm Iverson, Yoakum, Papiano & Hatch, and Deborah M.
4 Nessel of the Law Office of Deborah M. Nessel. Defendant Nationwide Theatres Corporation
5 appeared through, and was represented by, attorney Leonard D. Venger, of the law firm Manatt,
6 Phelps & Phillips. Intervenors Laurie Lusk and Jeanne Brown ("Intervenors") appeared through, and
7 were represented by, attorney Richard L. Spix of the Law Firm of Richard L. Spix.

8 The Court has considered all the evidence presented by the parties on Plaintiff's Eighteenth
9 Cause of Action for Declaratory Relief, has read, heard and considered the arguments of counsel, and
10 has issued a Statement of Decision.

11 NOW, THEREFORE, IT IS ORDERED, ADJUDGED AND DECREED that:

12 (A) the following portions of Article V of the Contract of Sale (Trial Exhibit 203) are declared
13 to be illegal, invalid, void and unenforceable:

14 [Page 7, Line 20 - Page 8, Line 1] "In addition, the Purchaser also covenants that
15 from and after the Closing Date the sound levels emitted from any and all events
16 conducted at the Amphitheatre shall not exceed 92 dBA absolute maximum at the
17 current fixed mix board location ('mix board') in the Amphitheatre. In order to
18 achieve these results, one or more electronic limiting devices provided by the
Purchaser and approved by Seller will be installed and utilized at each and every event
presented at the Amphitheatre. Limiters shall be adjusted to allow 92 dBA for the
maximum output of the mix board before the event and shall remain in effect
throughout the event on all speakers.";

19 [Page 8, Lines 11-12] "at the mix board";

20 [Page 8, Lines 12-14] "and shall have access to the limiter(s) during pre show
21 installation, setting and testing of same to verify that the limiter(s) have been properly
installed, tested, and are functioning correctly";

22 [Page 8, Line 15] "or limiters";

23 [Page 8, Lines 16-17] "or when levels at the mix board exceed 92 dBA for any time
24 period";

25 [Page 8, Line 18] "the mix board, the limiter(s)";

26 and that

27 (B) Defendants' Assignment of the Sound Covenant (Trial Exhibit 224) to the plaintiffs in the
28 lawsuit Mark A. Jackson et al. v. Pacific Amphitheatre Partnership, and consolidated actions, Case

1 Nos. 62 81 37 - 62 81 61 (Orange County Superior Court) including Intervenors here, is declared to
2 be invalid, void and unenforceable in its entirety.

3 IT IS FURTHER ORDERED, ADJUDGED AND DECREED that Plaintiff shall have and
4 recover from Intervenors costs and disbursements (including attorneys' fees) in the amount of
5 \$ per memo Plaintiff shall file a memorandum of costs and file a motion to fix costs and fees as
6 required by Code of Civil Procedure section 1034 and California Rules of Court 870 and 870.2.

7
8 Dated: Jan. 6 December , 1998

ROBERT E. THOMAS

The Hon. Robert E. Thomas
Superior Court Judge

9
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11
12
13 Submitted by:

14 JONES, DAY, REAVIS & POGUE

15
16 By: Mark D. Kemple
Mark D. Kemple

17 Attorneys for Plaintiff
18 32ND DISTRICT AGRICULTURAL ASSOCIATION
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PROOF OF SERVICE
32nd District, etc. v. James M. Nederlander, etc., et al.
Orange County Superior Court Case No. 754881

STATE OF CALIFORNIA, COUNTY OF ORANGE

I am employed in the County of Orange, State of California. I am over the age of 18 and not a party to the within action; my business address is 5 Park Plaza, Suite 1100, Irvine, California 92614.

On January 11, 1999, I served the document(s) described as **NOTICE OF SIGNING OF STATEMENT OF DECISION AND ENTRY OF JUDGMENT** on the interested parties in this action by placing true copies thereof enclosed in sealed envelopes addressed as follows:

 X (BY MAIL) I placed the original X a true copy thereof enclosed in sealed envelope(s) to the addressee(s) as follows:

SEE ATTACHED SERVICE LIST

 (BY FACSIMILE) I served the original a true copy thereof by facsimile transmission to the telephone number(s) of the addressees as follows:

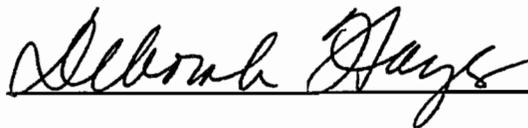
I am "readily familiar" with the firm's practice of collection and processing correspondence for mailing. Under that practice it would be deposited with the U.S. postal service on that same day with postage thereon fully prepaid at Irvine, California in the ordinary course of business. I am aware that on motion of the party served, service is presumed invalid if postal cancellation date or postage meter date is more than one day after date of deposit of mailing in affidavit.

Executed this 11th day January 1999, at Irvine, California.

 X (State) I declare under penalty of perjury under the laws of the State of California that the above is true and correct.

 (Federal) I declare that I am employed in the office of a member of the bar of this court at whose direction the service was made.

Deborah Hayes



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SERVICE LIST
32nd District, etc. v. James M. Nederlander, etc., et al.
Orange County Superior Court Case No. 754881

Adam Burke, Esq.
Iverson, Yoakum, Papiano & Hatch
624 South Grand Avenue
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Co-Counsel for Defendants James M., James L., and Robert Nederlander; Neil Papiano; Susan Rosenbluth; Nederlander Realty Company of Illinois; The Nederlander Organization; and Pacific Amphitheatre Partnership

William McD. Miller, III, Esq.
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Telephone: (213) 629-7600
Facsimile: (213) 624-1376

Counsel for Defendants James M., James L., and Robert Nederlander; Neil Papiano; Susan Rosenbluth; Nederlander Realty Company of Illinois; The Nederlander Organization; and Pacific Amphitheatre Partnership

Leonard D. Venger, Esq.
Manatt, Phelps & Phillips
11355 West Olympic Boulevard
Los Angeles, California 90064-1614
Telephone: (310) 312-4000
Facsimile: (310) 312-4224

Counsel for Defendant Nationwide Theatres Corporation

Richard L. Spix, Esq.
Law Offices of Richard L. Spix
160 Newport Center Drive, Suite 260
Newport Beach, California 92660
Telephone: (714) 640-5297
Facsimile: (714) 759-0708

Counsel for Proposed Intervenors Laurie Lusk and Jeanne Brown



RECEIVED
DEC 15 1998

1 Thomas R. Malcolm (Bar No. 39248)
2 Scott D. Bertzyk (Bar No. 116449)
3 Mark D. Kemple (Bar No. 145219)
4 JONES, DAY, REAVIS & POGUE
5 5 Park Plaza, Suite 1100
6 Irvine, California 92614-6232
7 Telephone: (714) 851-3939

8 Attorneys for Plaintiff
9 32nd DISTRICT AGRICULTURAL ASSOCIATION

FILED
ORANGE COUNTY SUPERIOR COURT
JAN - 6 1999
ALAN SLATER, Executive Officer/ Clerk
J. Toulouze
BY J. TOULOUZE

10
11 SUPERIOR COURT OF THE STATE OF CALIFORNIA
12 FOR THE COUNTY OF ORANGE

13 32nd DISTRICT AGRICULTURAL
14 ASSOCIATION, an agency of the State of
15 California,

16 Plaintiff,

17 v.

18 JAMES M. NEDERLANDER, an individual;
19 JAMES L. NEDERLANDER, an individual;
20 NEIL PAPIANO, an individual;
21 NEDERLANDER REALTY COMPANY OF
22 ILLINOIS, an Illinois corporation; ROBERT E.
23 NEDERLANDER, an individual; PACIFIC
24 AMPHITHEATRE PARTNERSHIP, a
25 California general partnership; NATIONWIDE
26 THEATRES CORPORATION, a California
27 corporation; THE NEDERLANDER
28 ORGANIZATION, a New Jersey corporation;
SUSAN ROSENBLUTH, an individual; and
DOES 1-100, inclusive,

Defendants.

Case No. 75 48 81

Assigned For All Purposes To
The Honorable Robert E. Thomas
Department 61

**[PROPOSED] STATEMENT OF
DECISION ON PLAINTIFF'S
EIGHTEENTH CAUSE OF ACTION
FOR DECLARATORY RELIEF, WITH
EXHIBITS A & B**

1 **I. INTRODUCTION**

2 This action arises from the sale of the Pacific Amphitheatre, a large outdoor commercial music
3 venue located in Costa Mesa, California, which, for the better part of the last 12 years, has been
4 embroiled in litigation over its noise impact on the surrounding neighborhood. From its construction
5 in 1983, through 1993, the Pacific Amphitheatre was owned and operated by Defendants,¹ many of
6 whom also own, operate and/or promote other music venues around the country, including the Greek
7 Theatre in Los Angeles and the Pond in Anaheim.

8 In August 1993, Defendants sold the Pacific Amphitheatre venue to plaintiff 32nd District
9 Agricultural Association (the "Fair"). The terms of that sale are memorialized in a written "Contract
10 of Sale." [Tr. Ex. 203.] Article V of the Contract of Sale is a "Sound Covenant" that provides in
11 pertinent part that noise at all post-sale events staged by the Fair shall not exceed: (i) "86 dBA Leq"
12 at the top of the berm of the Amphitheatre for any ten minute period; and (ii) "92 dBA absolute
13 maximum at the current fixed mix board location ('mix board') in the Amphitheatre." The Sound
14 Covenant further provides that:

15 "In order to achieve these results, one or more electronic limiting
16 devices provided by the Purchaser and approved by the Seller will be
17 installed and utilized at each and every event presented at the
18 Amphitheatre. Limiters shall be adjusted to allow 92 dBA for the
19 maximum output of the mix board before the event and shall remain
in effect throughout the event on all speakers. . . . A violation of this
covenant shall occur whenever there is an exceedance of the Permitted
Leq during any ten (10) minute interval or when levels at the mix
board exceed 92 dBA for any time period."

20 A copy of the entire Contract of Sale, without exhibits thereto, is attached as Exhibit A.

21 In addition, the Contract of Sale provides in Section 3.08 that Defendants would resolve to
22 the Fair's "reasonable satisfaction" a third party lawsuit filed against Defendants, Mark A. Jackson
23 et al. v. Pacific Amphitheatre Partnership, and consolidated actions, Case Nos. 62 81 37 - 62 81 61
24 (Orange County Superior Court) (the "Jackson lawsuit"). The Jackson lawsuit involved complaints
25

26 ¹ The Defendants to the Eighteenth Cause of Action are the Pacific Amphitheatre Partnership,
27 and its prior and present constituent partners: Neil Papiano; James L. Nederlander; James M.
28 Nederlander; Robert E. Nederlander; Nederlander Realty of Illinois, Inc.; and Nationwide Theatres
Corporation as successor-in-interest to former Pacific Amphitheatre Partnership partner Santa Ana
Broadway Theatres Corporation (collectively, "Defendants").

1 against Defendants (the Fair was not a party) by a certified class of neighbors (the "Jackson
2 Plaintiffs") whose residences surround the Pacific Amphitheatre regarding Defendants' pre-sale
3 management of the venue.

4 In October of 1995, the Fair filed this lawsuit alleging that Defendants procured the 92 dBA
5 absolute maximum mix board limiter restriction by fraud, falsely representing that the 92 dBA mix
6 board setting merely achieved the 86 dBA ten-minute average at the term of the Amphitheatre. The
7 Fair further alleged that the 92 restriction was so restrictive that it effectively rendered the Pacific
8 Amphitheatre useless as a concert venue, and was placed in the Contract of Sale by Defendants for
9 the purpose and with the effect of unreasonably restraining trade and the Fair's ability to compete, in
10 violation of California's Cartwright Act and Business and Professions Code section 16600.

11 The Fair further alleged that Defendants materially breached the Contract of Sale, and
12 specifically Section 3.08, when, contrary to the Fair's wishes, Defendants settled the Jackson lawsuit
13 by: (i) assigning standing to enforce that Sound Covenant to the thousands of Jackson Plaintiffs who
14 had been in litigation for years with Defendants over sound issues; and (ii) granting the Jackson
15 Plaintiffs veto power over any relaxation of the Sound Covenant negotiated between the Fair and
16 Defendants. The Fair sought compensatory damages, punitive damages and declaratory relief.

17 Pacific Amphitheatre neighbors Laurie Lusk and Jeanne Brown ("Intervenors") intervened
18 in May, 1996, asserting standing to: (i) enforce the 92 dBA absolute maximum mix board restriction;
19 and (ii) veto any relaxation of that standard by the original contracting parties. Intervenors were
20 represented in intervention and throughout this action by attorney Richard Spix, class counsel for the
21 Jackson Plaintiffs.²

22 This case was tried simultaneously to a jury and to the Court commencing on April 13, 1998.
23 The jury heard closing argument on June 2, 1998. On June 8, 1998, after the jury had reached a
24 verdict, but before the verdict was read, the Fair settled its claims for monetary relief with all
25

26 ² At the request of Intervenors and their counsel, the jury was instructed that: "Each and every
27 member of the class of persons who own or occupy any structure within a one mile radius of the
28 Pacific Amphitheatre are bound by the judgment of Jackson v. Pacific Amphitheatre, a partnership,
et al. That class is represented by named class representatives and class counsel, who enforce the
rights of all class members by way of a single action." [Tr. Trans. at 4996:26-4997:6.]

1 defendants, including the Defendants to the Eighteenth Cause of Action. However, the settlement
2 expressly preserved the Fair's right to proceed to judgment by the Court on its Eighteenth Cause of
3 Action for declaratory relief. Pursuant to its Eighteenth Cause of Action and Code of Civil Procedure
4 section 1060, the Fair seeks a judicial declaration from this Court that two distinct legal instruments
5 are invalid and unenforceable:

- 6 • the 92 mix board limiter setting in the Sound Covenant in the Contract of Sale; and
- 7 • Defendants' assignment of the Sound Covenant to the Jackson Plaintiffs.

8 The Court heard closing arguments on these claims on June 30, 1998.³ For the reasons set forth
9 below, the Court hereby grants the Fair the declaratory relief it seeks.

10 **II. THE 92 ABSOLUTE MAXIMUM MIX BOARD LIMITER PROVISION OF THE**
11 **CONTRACT OF SALE IS INVALID AND UNENFORCEABLE.**

12 The Fair seeks a Judicial Declaration that the 92 absolute maximum mix board limiter setting
13 is illegal, invalid and unenforceable, on three independent grounds: (i) it violates the Cartwright Act
14 (the state antitrust laws); (ii) it violates the public policy of this state embodied in Business and
15 Professions Code section 16600; and (iii) it was induced by fraud. In light of the Court's ruling on
16 the Fair's and first and second bases for relief, the Court need not reach or resolve the third basis.

17 **A. The 92 Absolute Maximum Mix Board Setting Violates The Cartwright Act.**

18 A plaintiff in a Cartwright Act claim must prove either: (i) an agreement for the purpose
19 of creating an unreasonable restraint of trade in the relevant market; or (ii) an agreement whose
20 effect is to unreasonably restrain trade in the relevant market.⁴ When proof is undertaken by the
21 latter means, once a plaintiff has met its initial burden, the burden shifts to the defendant to offer
22 evidence of the pro-competitive "redeeming virtues" of the restraint. 7 Phillip Areeda, Antitrust

24 ³ On June 9, 1998, the parties stipulated and the Court ruled that the evidentiary record on this
25 claim was closed. [Tr. Trans. at 5088:7-5095:8.]

26 ⁴ A violation of either of these prongs independently results in violation of the Cartwright Act.
27 See Bus. & Prof. Code § 16720; Corwin v. Los Angeles Newspaper Service Bureau, Inc., 22 Cal.
28 3d 202, 314 (1978) ("A contract, combination or conspiracy is an illegal restraint of trade if it
constitutes a *per se* violation of the statute or has as its purpose or effect an unreasonable restraint
of trade.") (emphasis added).

1 Law § 1502, at 371 (1986). Here, the Fair has established both methods of violating the
2 Cartwright Act. Therefore, the 92 dBA absolute maximum mix board limiter setting is illegal,
3 invalid and unenforceable.⁵

4 1. Purpose

5 There is ample evidence to establish Defendants' anti-competitive purpose. Commencing
6 with the earliest documents in the case, the Sound Covenant has been labeled a non-compete
7 clause. [See e.g., Tr. Exs. 102, 104, 117.] Defendants' internal documents confirm that Defendants
8 long had planned, upon its sale to a third party, to restrict competition from the Pacific Amphitheatre
9 with sound limits [e.g., Tr. Exs. 58, 121, 126, 131, 133, 134], and regarded the 92 limiter setting as
10 an insurance policy against commercial competition from the Fair with other venues Defendants
11 promoted. [Tr. Exs. 258 (Garcia memo re: surveillance of the Fair's sound tests), and 211 (Hodges
12 memo analyzing post-sale competition for Anaheim Pond and stating "there is no Pacific
13 Amphitheatre").]⁶ Further, when the Fair did attempt to compete, Defendants promptly acted on
14

15 ⁵ An unlawful contract provision is void, unenforceable and invalid. Keene v. Harling, 61 Cal.
16 2d 318 (1964). See also C.C. § 1599 ("Where a contract has several distinct objects, of which one
17 at least is lawful, and one at least is unlawful, in whole or in part, the contract is void as to the latter
18 and valid as to the rest."); 1 Witkin, Summary of California Law ("Witkin"), § 432 (9th ed. 1987)
(courts will enforce only those contractual provisions "where the interests of justice or the policy of
the law . . . would be furthered").

19 ⁶ As the Fair demonstrated at trial, while the Sound Covenant was being negotiated, Defendants
20 were in nearly constant contact concerning the Sound Covenant with Irvine Meadows Amphitheatre
21 Partnership, with whom Defendants were negotiating to promote a venue in competition with the
22 Pacific Amphitheatre, concerning acceptable terms for the Sound Covenant. Conversely, Defendants
23 had no meaningful contact with Mr. Spix and the Jackson Plaintiffs during negotiation of the Sound
24 Covenant. [E.g., Tr. Exs. 134, 135, 143, 144, 147, 165, 167, 168; see also Tr. Exs. 58, 134 (notes
25 of meetings with Irvine Meadows reflecting plan to saddle Amphitheatre with sound restrictions) and
26 Tr. Exs. 139, 140 (reflecting thoughts of Intervenor's counsel as to appropriate sound limits, which
27 did not mention mix board limits of any kind).] This evidence further demonstrates that the Sound
28 Covenant was driven by anti-competitive concerns, not by a desire to craft sound limits acceptable
to the neighbors. Significantly, there was no evidence to suggest that Defendants voiced any
objection to 17 free concerts the Fair staged during the 1994 Orange County Fair, even though each
of these concerts exceeded the 92 decibel mix board limit. Instead, Defendants began objecting only
after the Fair hired a professional promoter (SMG) and announced plans to compete commercially
with other venues operated by certain of the Defendants. [E.g., Tr. Exs. 246, 281.] This evidence
further demonstrates that the Sound Covenant was included in the Contract of Sale for an anti-
competitive purpose. To the extent Defendants' witnesses disclaimed an anti-competitive motive, the
Court does not find their testimony to be credible. Finally, the Court further notes that Defendants
did not even call to testify a number of witnesses on their witness list who authored documents
damaging to Defendants' position and/or participated in the events in question.

1 their anti-competitive purpose and threatened to sue for injunctive relief and monetary damages,
2 even though they already had purported to assign all their rights under the Sound Covenant to the
3 Jackson Plaintiffs. [Tr. Exs. 246, 277, 281.]

4 Based upon the foregoing and more, the Court finds that the Sound Covenant violates the
5 "purpose" prong of the Cartwright Act.

6 **2. Effect**

7 Common sense compels the conclusion that the elimination of the Pacific Amphitheatre has
8 had an anti-competitive effect not only on the Pacific Amphitheatre,⁷ but on the market. This
9 common sense conclusion is supported by the evidence of record. As the Fair's expert, Dr. Leitzinger
10 explained, regardless of whether the market is viewed as Orange County alone (as many of
11 Defendants' own documents suggest is the case) or as including Los Angeles County, the elimination
12 of the Pacific Amphitheatre as a competitor has had a demonstrated anti-competitive effect on the
13

14
15 ⁷ There is ample evidence of record to demonstrate that the 92 dBA absolute maximum mix
16 board limiter setting was so restrictive that it took the Pacific Amphitheatre and its owner out of the
17 competitive market. First, contemporaneous statements made after the Contract of Sale was signed,
18 but before this lawsuit was filed, confirm that the mix board limiter setting caused the Pacific
19 Amphitheatre to close. E.g., Tr. Ex. 229, Gordon Bricken, sound expert hired by the Fair ("It is
20 wholly impractical to enforce a 92 dBA maximum level at the mixing board."); Tr. Ex. 233, Mike
21 Stahl, sound expert for the management group hired by the Fair ("It is not possible to use this venue
22 with this limitation."); Tr. Ex. 254, Oden Fong, minister of Calvary Chapel who attempted to stage
23 Good Friday church services at the Pacific Amphitheatre ("These levels are just not possible for us
24 to work with."); Tr. Ex. 258, Mike Garcia, Nederlander manager of the Greek Theatre and
25 Defendants' former on-site manager of the Pacific Amphitheatre ("I have learned that two shows,
26 Julio Iglesias and Vicki Carr have been booked for September, which I am sure would impinge upon
27 the 92 dB requirement."); Tr. Ex. 276, Joel Ralph, executive of the third-party management company
28 hired by the Fair ("The sound restrictions that were included in the purchase of the facility from the
Nederlanders are so severe that it is almost impossible to run events without violating the 92 dBA
at the mix position."); Tr. Ex. 280, Chris Goldsmith, agent for the Robert Cray Band ("We have
concerns that these sound levels are impossible to achieve."); Tr. Ex. 281, Defendant Neil Papiano
("We will monitor the Robert Cray Band which, I believe, cannot possibly perform its act and honor
the agreement between my client and the Fair Board."); Tr. Ex. 331, Alex Hodges, Nederlander
booker ("There is no Pacific Amphitheatre."). Second, at trial, the Fair offered testimony of
numerous sound professionals who confirmed that the mix board restriction rendered the Pacific
Amphitheatre unable to compete. E.g., Tr. Trans. at 878-879 (deposition video excerpt at pp. 57:13-
58:8), Chris Taylor, sound engineer for Calvary Chapel ("To me in my experience that [92 dBA
restriction] is impossible. I would never advise anyone to use the facility given the restrictions. . . .
I've never had a situation in my career that I've had to work with anything that was even close to this
restrictive."); Tr. Trans. at 3120-3214, Gordon Bricken, sound expert; Tr. Trans. at 3220-3328, Mike
Stahl, sound expert. The Court notes that Defendants declined at trial to offer any testimony from
their own retained and designated sound expert, Marshall Long.

1 market. [Tr. Trans. at 2899-2953.]⁸ Moreover, Defendants have no credible evidence that there
2 were *any* pro-competitive benefits to the 92 decibel mix board limit. [Tr. Trans. at 4382:1-8 (Dr.
3 Safir, no opinion that there is *any* pro-competitive effect); compare Tr. Trans. at 2952:20-2953:15
4 (Dr. Leitzinger, *there is no* pro-competitive effect).] Thus, under a "rule of reason" effects analysis,
5 the 92 decibel mix board limit is an illegal restraint on trade, and is invalid and unenforceable.

6 3. The Defense Of *Pari Delicto* Is Inapplicable.

7 In response to this showing, Intervenors claim that the Fair was *in pari delicto* with
8 Defendants concerning the 92 mix board provision of the Contract of Sale and that, therefore, the
9 illegal provision must remain. The Court disagrees. First, as a factual matter, the testimony and
10 evidence establishes that the 92 mix board limiter setting was supplied by Defendants alone,⁹ and that
11 Defendants assured the Fair that the 92 setting simply achieved the 86 ten-minute Leq limit measured
12 at the top of the berm of the Amphitheatre.¹⁰ Although Intervenors argue that the Fair "should have
13 known" that the 92 limiter setting was more restrictive – and, therefore, the Fair was "*in pari delicto*"
14

15 ⁸ In an attempt to dilute the effect closure of the Pacific Amphitheatre had on the market –
16 including a \$9.00 / 40% increase in ticket prices in Orange County the season after the Contract of
17 Sale was signed [Tr. Trans. at 4396-99, 4470] – Defendants' expert, Andrew Safir, attempted to
18 broaden his "market" to include salsa clubs and soccer fields as well as locations as distant as Palm
19 Springs and Santa Barbara. Notably, Mr. Safir's market definition was contradicted by many of
20 Defendants' own documents. [See e.g., Tr. Exs. 8 ("Our control of this highly desirable market
21 should command a premium"), 12, 14, 20, 37 (Orange County "has long been considered a separate
22 market from the Los Angeles market by entertainment companies"), 79 (promotion letter sent to
23 talent agents by the Pacific Amphitheatre booking department contrasting the Pacific Amphitheatre
24 to "our competition" – Irvine Meadows Amphitheatre).] It also was contradicted by the testimony
25 of Defendants' employees. [E.g., Tr. Trans. at 1647:3-1649:26 (documents evaluating competition
26 relied on in regular course of business), and Tr. Trans. at 1650:6-1655:11 (Irvine Meadows is a
27 facility comparable to Pacific Amphitheatre; no facility comparable to Pacific Amphitheatre in Los
28 Angeles County; Avalon and Nederlanders controlled "90 percent of the popular music market";
bidding war with Irvine Meadows, etc.).] The Court does not find Dr. Safir's contrary testimony in
this regard to be persuasive or credible.

⁹ E.g., Tr. Ex. 162, 348, Tr. Trans. at 2450-2452, 2454:12-21 (Bartosik), 3332:8-3333:11
(Hyde). Indeed, the only reason the concept of a mix board limiter – and for that matter a berm limit
– ever arose in the first place was because Defendant Neil Papiano rejected as a "deal breaker" the
Fair's offer of two alternative existing neighborhood standards. [Tr. Ex. 142; Tr. Trans. at 1223.]

¹⁰ E.g., Tr. Trans. at 2460:11-2462 (Bartosik relied on language of sound covenant inserted by
Nederlanders: "In order to achieve these results. . . ."), 2457:23-2459:22 (Bartosik's conversation
with Rosenbluth), 3333:12-3334:16 (Hyde's conversation with Hatch), and the testimony of all
witnesses at the January 28 meeting (except Mr. Papiano) who testified that Papiano assured the Fair
that Defendants would provide the proper mix board setting to achieve 86 at the berm.

1 with Defendants – Intervenor fundamentally misconceive both: (i) the scope of application of *pari*
2 *delicto*; and (ii) the elements of the defense.

3 Scope. The defense of "*pari delicto*" is the defense of "unclean hands" by another name. 11
4 Witkin, § 8. Applied in the antitrust setting, the defense bars plaintiffs only from recovering damages
5 from competitors for anti-competitive acts.¹¹ In contrast:

6 "[i]t is settled that the equitable rule that 'he who comes to equity must come with
7 clean hands,' has no application where the failure to restrain an act because the parties
8 are *in pari delicto* would result in permitting an act declared by statute to be void or
9 against public policy."

10 Kofsky v. Smart & Final Iris Co., 131 Cal. App. 2d 530, 532 (1955) (emphasis added). In short,
11 "[t]he clean hands defense will not be recognized when to do so would be harmful to the public
12 interest." 11 Witkin § 13; Wasserman v. Sloss, 117 Cal. 425, 430 (1897) (*pari delicto* applies to
13 action for damages on illegal contract, but not to action for declaratory relief). Here, the Fair does
14 not seek damages; instead, it seeks a judicial declaration that the 92 restriction is illegal and a restraint
15 on trade. Thus, even were the defense otherwise applicable, Intervenor cannot invoke it to preserve
16 an illegal restriction.

17 Elements. Moreover, "unclean hands" or "*pari delicto*" requires a showing of "bad faith." 11
18 Witkin, § 8. In the context of a claim for antitrust damages, the defense requires a showing that the
19 plaintiff bears equal culpability for hatching the illegal scheme at issue. Absent equal culpability –
20 even where the plaintiff has *actual knowledge* of the illegal scheme – the defense does not apply. As
21 the Supreme Court has held in assessing application of *pari delicto* to claims for damages under the
22 Cartwright Act:

23 if a plaintiff does not bear equal responsibility for establishing the illegal scheme, or
24 if he is compelled by economic pressures to accept such an agreement, he cannot be
25 barred from recovering because he participated therein.

26
27 ¹¹ See e.g., Mailand v. Burckle, 20 Cal. 3d 367, 381 (1978); Columbia Nitrogen Corp. v.
28 Royster Co., 451 F.2d 3, 15-16 (4th Cir. 1971) (cited by Mailand) (where parties *in pari delicto*
"each is barred from seeking treble damages from the other").

1 Mailand, 20 Cal. 3d at 381 (emphasis added) (rejecting *pari delicto* defense). Indeed, as held in
2 Mailand, even *knowing* acquiescence does not form a basis for a defense of equal culpability. Id.¹²

3 In short, because it requires a showing of "bad faith," by definition, the defense of *pari delicto*
4 cannot lie where, as here, the sole supposed "wrongful" act is failing to appreciate the effect of the
5 restraint. There is no persuasive evidence -- let alone a preponderance of evidence -- to suggest that
6 the Fair signed the Contract of Sale both: (i) cognizant of the actual restrictive effect of the 92 setting;
7 and (ii) with an intent to eliminate itself entirely from the market. Rather, the evidence is
8 overwhelming that the Fair was misled into believing that the 92 setting simply achieved and ensured
9 the 86 dBA berm limitation through: (i) deceptive wording in the Sound Covenant itself; (ii) false
10 assurances by Defendants as to the effect of the 92 setting; and (iii) false assurances that Defendants
11 would book acts post-sale for the Fair. On these facts, *pari delicto* has no application.

12 B. The 92 Mix Board Limiter Setting Violates The Business and Professions Code
13 And Is Contrary To The Public Policy Of This State.

14 Independent of the Cartwright Act, the Fair is entitled to declaratory relief for the additional
15 and independent reason that the 92 absolute maximum mix board limiter setting violates Business and
16 Professions Code section 16600 and, therefore, is invalid as a matter of law and public policy.¹³
17 Business & Professions Code Section 16600 provides:

18 Except as provided in this chapter, every contract by which anyone is restrained from
19 engaging in a lawful profession, trade, or business of any kind is to that extent void.

20 (Emphasis added).

21
22 ¹² Rather, it is intent and equal participation in designing an unlawful scheme to restrain trade
23 through the challenged provision that must be shown. See also Perma-Life Mufflers, Inc. v.
24 International Parts Corp., 392 U.S. 134 (1968) (*pari delicto* defense to Sherman Act damage claim
25 held inapplicable even though plaintiff was fully aware of extent of restriction and even profited
26 thereby, where plaintiff accepted restraints because acquiescence was necessary to obtain an
otherwise attractive business opportunity), overruled on other grounds, Copperweld Corp. v.
Independence Tube Company, 467 U.S. 752 (1984). See also Columbia, supra, 451 F.2d at 15-16
(4th Cir. 1971); Premiere Electrical Construction Co. v. Miller-Davis Co., 422 F.2d 1132, 1138 (7th
Cir. 1970) (cited by Mailand).

27 ¹³ "Whether or not a contract in any given case is contrary to public policy is a question of law
28 to be determined from the circumstances of each particular case." Centeno v. Roseville Community
Hospital, 107 Cal. App. 3d 62, 71 (1979).

1 Significantly, Business & Professions Code section 16600: (i) is not subject to a "rule of
2 reason" analysis;¹⁴ and (ii) is not subject to a defense of *pari delicto*.¹⁵ "A simple reading of this
3 statute, giving the words their ordinary meaning, demonstrates that the California Legislature
4 intended section 16600 to apply to any sort of contract which contains a covenant restraining
5 competition." Scott, 732 F. Supp. at 1042 (emphasis added). In short, the statute must be read
6 broadly and strictly enforced as it embodies a strongly held public policy of the State of California.¹⁶

7 The only potential exception to the strict prohibition of Section 16600 against covenants in
8 restraint of trade given in connection with the sale of a business is found in Section 16601.¹⁷ Section

9
10 ¹⁴ See Bosley Medical Group v. Abramson, 161 Cal. App. 3d 284, 288 (1984) ("[T]he so-called
11 rule of reasonableness was rejected by this state in 1872."); Scott v. Snelling and Snelling, 732 F.
12 Supp. 1034, 1042 (N.D. Cal. 1990) ("California does not follow a 'rule of reason' to be applied in the
13 interpretation of covenants restraining competition under section 16600.") Rather, a "rule of reason"
14 analysis applies only to further limit the application of the exceptions to section 16600 – exceptions
15 found in sections 16601 and 16602 (discussed *infra*). Even where a covenant is given against the
16 seller of the goodwill of a business, or given in connection with the dissolution of a partnership, that
17 covenant is subject to *still further scrutiny* under a rule of reason analysis. See e.g., Campbell v. Bd.
18 of Trustees of Leland Stanford Junior University, 817 F.2d 499, 502 (9th Cir. 1987) ("clauses
19 authorized by section 16601 are enforceable only to the extent that it is reasonable and necessary in
20 terms of time, activity and territory to protect the buyer's interest") (applying California law); Howard
21 v. Babcock, 6 Cal. 4th 409, 416 (1993) ("'rule of reason' should apply to evaluate the non-
22 competition agreement under Business and Professions Code section 16602"). Absent application of
23 one of the exceptions, however, a covenant violative of section 16600 is void as a matter of law.
24 Scott, 732 F. Supp. at 1042; Bosley, 161 Cal. App. 3d at 288.

25 ¹⁵ Even where the parties knowingly bargain for such an agreement, public policy of the State
26 of California still deems such a restriction invalid. Bosley, 161 Cal. App. 3d at 288-290 ("sham"
27 attempts by parties to fit within exception to section 16600 deemed invalid; freedom of contract
28 subordinate to public policy); Ware v. Merrill Lynch, Pierce, Fenner & Smith, Inc., 24 Cal. App. 3d
35, 43 (1972), affirmed, 414 U.S. 117 (1973) (same); Swenson v. File, 3 Cal. 3d 389, 394 (1970)
("The rule making void contacts in restraint of trade is not based upon any consideration for the party
against whom the relief is sought, but upon considerations of sound public policy.") See e.g.,
Centeno, 17 Cal. App. 3d at 69, n. 2 ("agreements which enable the parties to control the market . . .
are unenforceable.").

¹⁶ Frame v. Merrill Lynch, Pierce, Fenner & Smith, Inc., 20 Cal. App. 3d 668, 673 (1971)
("Section 16600 does represent a 'strong public policy' of this state"); Morris v. Harris, 127 Cal. App.
2d 476, 478 (1954) ("[t]he statute makes no exception in favor of contracts only in partial restraint
of trade").

¹⁷ See Bosley, 161 Cal. App. 3d at 288 ("[a]t least since 1872, a non-competition agreement has
been void unless specifically authorized by Sections 16601 or 16602"); In re Crosby, 176 B.R. 189,
194 (9th Cir. BAP 1994), affirmed, 85 F.3d 634 (9th Cir. 1994) ("Under the California Business and
Professions Code, a covenant not to compete is completely invalid unless given in connection with
the sale of the goodwill of a business or the dissolution of a partnership.") Section 16602 involves
the dissolution of a partnership and has no application here. The only other exception to this statute

(continued...)

1 16601, however, does not salvage the 92 absolute maximum mix board limiter setting. Section 16601
2 permits, in certain instances, imposition of a restrictive covenant in connection with the sale of the
3 goodwill and all operating assets of a business. Significantly, however, the statute permits restriction
4 only of the party selling the "goodwill" to preserve the purchaser's interest in that intangible asset
5 from dissipation by the seller's post-sale conduct.¹⁸ Here, of course, the Fair is the purchaser of the
6 business and assets, not the seller. Thus, the restrictive mix board limit is running the wrong way in
7 terms of Section 16601. No statute allows a party to restrict the purchaser from competing in the
8 business acquired. That would amount to the destruction of the goodwill sold -- not its preservation --
9 and therefore would be a restraint on trade without any valid purpose in violation of public policy.

10 In short, the mix board limiter setting eliminates the Fair's ability to stage commercial concerts
11 at the Pacific Amphitheatre. As the sound experts (and even Defendant Papiano [Tr. Ex. 281]) have
12 stated, the mix board limit renders Pacific Amphitheatre unable to compete with Defendants, or, for
13 that matter, with anyone else. As such, the mix board limit is in direct violation of section 16600. For
14

15
16 (...continued)
17 is to preserve the trade secrets of an employer from use by a departing employee. Thus, "Section
18 16600 has specifically been held to invalidate employment contracts that prohibit an employee from
19 working for a competitor when the employment has terminated, unless necessary to protect the
employer's trade secrets." Metro Traffic Control v. Shadow Traffic, 22 Cal. App. 4th 853, 859 (1994)
(invalidating covenant not to compete pursuant to section 16600 where no exception was found to
apply). This exception also is not at issue here.

20 ¹⁸ As explained in Monogram Industries, Inc. v. SAR Industries, Inc., 64 Cal.App.3d 692
(1976), the Legislature intended section 16601:

21 to permit the purchaser of a business to protect himself or itself against competition
22 from the seller which competition would have the effect of reducing the value of the
property right which was acquired.

23 Id. at 701. The Court further explained:

24 [i]n the case of the sale of the goodwill of a business it is unfair for the seller to
25 engage in competition which diminishes the value of the asset he sold. In order to
26 protect the buyer from that type of 'unfair' competition, a covenant not to compete
will be enforced to the extent that it is reasonable and necessary in terms of time,
activity and territory to protect the buyer's interest.

27 Id. at 698; see also Hilb, Rogal & Hamilton Ins. v. Robb, 33 Cal. App. 4th 1812, 1825 (1995)
28 (primary goal of "section 16601 is to protect the buyer's interest in preserving the goodwill of the
acquired corporation").

1 this reason as well, the 92 absolute maximum mix board limiter setting is invalid, void and
2 unenforceable.

3 **III. DEFENDANTS' ASSIGNMENT OF THE SOUND COVENANT IS INVALID.**

4 The Fair also seeks a Judicial Declaration that, independent of the provision assigned,
5 Defendants' assignment of the Sound Covenant is itself invalid and unenforceable, on three
6 independent grounds: (i) the assignment was made in breach of the Contract of Sale; (ii) the
7 assignment itself constitutes a fraud by Defendants on the Fair; and (iii) the assignment is
8 unenforceable as a matter of law because it increases the burden on the obligor and constitutes the
9 assignment of a personal obligation. In light of the Court's ruling on the Fair's first basis for relief,
10 the Court does not reach or resolve the second or third bases.

11 **A. Intervenor's Standing Under The Assignment Is Subject To All Claims The Fair**
12 **Has Against Defendants, Including Defenses Based Upon Breach of Contract.**

13 It is hornbook law that "[t]he assignee 'stands in the shoes' of the assignor, taking his rights
14 and remedies, subject to *any defenses* which the *obligor* has against the assignor prior to notice of
15 the assignment."¹ Witkin, § 948. See also Civil Code § 1459 (assignee subject to "all equities and
16 defenses existing in favor of the maker [obligor] at the time of the endorsement"); C.C.P. § 368
17 (same). In short: "the assignee acquires no greater rights than his assignor and cannot recover upon
18 a claim vulnerable to a defense good against the assignor." Benson v. Andrews, 138 Cal. App. 2d
19 123, 132 (1955).¹⁹

20 **B. The Assignment Is Unenforceable Due To Defendants' Breach of Contract.**

21 Defendants warranted in Section 3.08 of the Contract of Sale that they would resolve the
22 Jackson lawsuit to the Fair's "reasonable satisfaction on or before the Closing Date." Witnesses for
23 both sides testified that a satisfactory resolution of the Jackson lawsuit was one of the fundamental
24 reasons the deal was struck; indeed, according to Defendants, this was the sole reason the Fair

25 _____
26 ¹⁹ See e.g., Music Acceptance Corp. v. Lofing, 32 Cal. App. 4th 610 (1995) (assignee subject
27 to obligor's defense of breach of contract against assignor); Credit Managers Ass'n v. National
28 Independent Business Alliance, 162 Cal. App. 3d 1166, 1170 (assignee subject to obligor's defense
of fraud against assignor); see also United States v. Klatt, 135 F. Supp. 648, 650 (S.D. Cal. 1955)
(assignee subject to obligor's defense of forgery against assignor) (applying California law).

1 entered into the Contract of Sale. [E.g. Tr. Trans. at 2231 (video excerpt of Papiano Deposition at
2 pp. 153-155).]²⁰

3 As the Fair proved at trial, Defendants' resolution of the Jackson lawsuit was not to the Fair's
4 "reasonable satisfaction." The evidence -- including the testimony from the Fair's witnesses and
5 Defendants' witnesses -- establishes that prior to the assignment, the Fair stated, and Defendants
6 knew, that assignment of the Sound Covenant to the Jackson Plaintiff would not be satisfactory to
7 the Fair.²¹ Notwithstanding this knowledge, Defendants assigned the Sound Covenant to the Jackson
8 Plaintiffs in material breach of their obligations to the Fair under the Contract of Sale. The
9 assignment, therefore, is invalid and unenforceable.

10 1. Intervenors' Argument That The Breach Has Caused No Damage Is
11 Without Merit.

12 Intervenors argue that the Fair has no evidence of damage as a result of Defendants' breach,
13 and therefore the Fair is not entitled to equitable relief. This contention fails both as a matter of law
14 and fact.

15 The Fair has suffered substantial damages as a result of this breach. As both contracting
16 parties' witnesses have testified, the Fair paid a substantial consideration for a promise that the
17 Jackson lawsuit be settled to the Fair's reasonable satisfaction,²² specifically stating that assignment
18 to the Jackson Plaintiffs of a right to sue under the Sound Covenant would not be satisfactory.
19 Rather than use the premium for its intended purpose, however, Defendants retained that premium,
20

21
22 ²⁰ Both sides' witnesses also testified that part of the monetary consideration paid by the Fair
23 was to ensure that this promise would be fulfilled by Defendants. Indeed, Defendants pegged this
24 "good neighbor premium" at \$5.53 million dollars. Tr. Trans. at 4362-63; see also Tr. Trans. at
1876:25-1878:2 (former Fair Director Larry Arnold, who negotiated the purchase price, places the
premium at least \$2.5 million).]

25 ²¹ Tr. Exs. 166 p. 3, 170, 172, 1367, 226; Tr. Trans. at 1255:2-1256:14, 1258:19-1261:9,
26 1298:10-21 (Hatch); Tr. Trans. at 2700:8-24 (Smith); Tr. Trans. at 2825:16-25; 2833:18-2835:14;
2836:10-2837:8 (Chrisman); Tr. Trans. at 3510:17-3511:14 (Bailey-Findley).

27 ²² Again, Defendants pegged this "good neighbor premium" at \$5.5 million dollars. [Tr. Trans.
28 at 4362-63.]

1 assigned standing to sue to the Jackson Plaintiffs, and the Fair now is embroiled in yet another lawsuit
2 with those neighbors -- precisely the result the Fair paid millions to ensure would not occur.

3 The breach damaged the Fair in other ways as well. Not only did Defendants' resolution of
4 the Jackson lawsuit assign enforcement standing to the very parties the Fair sought to avoid (a class
5 comprised of thousands of neighbors long engaged in litigation with Defendants concerning
6 Defendants' prior management of the venue), but also, it further vested those neighbors with absolute
7 control over the contracting parties' (Defendants' and the Fair's) sound agreement. Specifically,
8 Defendants' settlement of the Jackson lawsuit precluded the Fair and Defendants from relaxing the
9 92 mix board limiter setting unless those neighbors would so permit. [Tr. Ex. 217, ¶ 6.] Further still,
10 as this Court held previously, by purporting to assign standing to a class comprised of thousands of
11 neighbors, Defendants left the Fair without a number of well-recognized remedies it otherwise would
12 have had, such as rescission based on mutual mistake, unilateral mistake or failure of consideration.
13 See e.g., Balistreri v. Livestock Prod. Credit, 214 Cal. App. 3d 635, 642 (1989).

14 2. The Fair's Dissatisfaction Was "Reasonable".

15 Intervenor argue that the Fair could not "reasonably" be dissatisfied with Defendants'
16 assignment of the Sound Covenant to a class comprised of thousands of neighbors in settlement of
17 the Jackson lawsuit. Initially, in so arguing, Intervenor state only a portion of the resolution of the
18 Jackson lawsuit that is to the Fair's dissatisfaction. As noted above, Defendants' failure to resolve the
19 Jackson lawsuit to the Fair's reasonable satisfaction entailed not only: (i) an assignment of
20 enforcement standing to a class comprised of thousands of neighbors; but also (ii) a resolution that
21 precluded Defendants and the Fair from adjusting their contract to correct any incongruous
22 provisions; (iii) elimination of remedies otherwise available to the Fair under California law; and (iv)
23 Defendants' retention of millions of the Fair's dollars after the Fair had paid these sums to ensure that
24 these results would not occur. Intervenor nowhere claim that the Fair's dissatisfaction with these last
25 three items is "unreasonable."

26 Even as to that portion of the breach that Intervenor do address, Intervenor's arguments are
27 without merit. First, Intervenor argue that Section 12.01 of the Contract of Sale does not preclude
28 assignment by Defendants. However, the Fair is not asserting a breach of Section 12.01; instead, it

1 asserts a breach of Section 3.08, which obligates Defendants to resolve the Jackson lawsuit to the
2 Fair's "reasonable satisfaction." By entering into the stipulated Jackson judgment [Tr. Ex. 217] and
3 by assigning the Sound Covenant to the Jackson Plaintiffs [Tr. Ex. 224], Defendants increased the
4 burden on the Fair by extending its obligations and litigation exposure from one entity (none of whose
5 four partners live anywhere near the venue) to an entire class of individuals – the Jackson Plaintiffs –
6 each with individual standing to enforce the Sound Covenant. These would-be assignees are the same
7 individuals who have been battling over sound at the Pacific Amphitheatre for more than ten years.
8 See e.g., Davis v. Basalt Rock Co., 107 Cal. App. 2d 436 (1951) (in invalidating an assignment, court
9 notes: "it was never the intention of any of the parties that respondent should be burdened with
10 having to perform it with anyone other than the parties with whom it made it").

11 Second, by its terms and tenor, the Sound Covenant is a personal obligation never intended
12 to be passed on – individually no less – to a class comprised of thousands of neighbors. For
13 example, the Sound Covenant states in part that sound levels may be monitored by "a neutral,
14 disinterested third person (the "Monitor") selected by the mutual agreement of the Purchaser and
15 Seller . . ." [Tr. Ex. 203, p. 8 (emphasis added).] The Fair bargained for a simple selection process
16 with knowledgeable Defendants as its selection partner.²³ That bargain was frustrated by Defendants'
17 assignment of authority to a class comprised of thousands of neighbors surrounding the venue.²⁴

18
19 ²³ To underscore the point, the Contract provides that the Sound Covenant shall be binding upon
20 the Fair's assignees (i.e., future operators of the Pacific Amphitheatre), but does not provide that it
21 will be binding upon Defendants' assignees. [Tr. Ex. 203, p. 8.] This omission further demonstrates
22 the intent of the parties to make Defendants' obligations under the Sound Covenant obligations that
23 Defendants, not unknown assignees, would owe. And, as discussed above, both orally and in writing,
24 the Fair made clear that it was opposed to the Jackson Plaintiffs being made beneficiaries of the
25 Sound Covenant, again underscoring that the Fair intended that the obligations under the Sound
26 Covenant be personal to Defendants only.

27 ²⁴ Intervenor's argue that, by virtue of the assignment, the Fair actually benefitted by the
28 assignment, based on an assertion that, after assignment, the Fair supposedly has but one enforcer
with whom to deal (counsel for the neighbors), rather than the Pacific Amphitheatre Partnership with
its component partners. The evidence is to the contrary. Defendants' assignment was:

"to the members of the class. . . and to each of them, as they, from time to time, may
be considered as or deemed to be members of the class. The said members of the
class, or any of them . . . shall have the right under this assignment in their own name
or names to seek enforcement of the Sale Judgment and the Sound Covenant."

(continued...)

1 Thus, even setting aside considerations (ii) through (iv) above -- each of which render
2 Defendants' resolution of the Jackson lawsuit unsatisfactory -- the Fair had a reasonable objection to
3 assignment of enforcement rights to a class comprised of thousands of neighbors with whom it did
4 not contract. For all these reasons, the Fair's dissatisfaction with Defendants' resolution of the
5 Jackson lawsuit was reasonable.

6 3. Intervenors' Argument That The Fair Waived Section 3.08 Is Without
7 Merit.

8 Intervenors next argue that the Fair "waived" the requirement of the Contract of Sale that the
9 Jackson lawsuit be resolved to the Fair's reasonable satisfaction. In this regard, the burden is on the
10 party asserting a "waiver" to establish by clear and convincing evidence that the opposing party
11 intentionally has relinquished a known right.²⁵ Yet, Defendants and Intervenors failed to make *any*
12 *credible* evidentiary showing of waiver²⁶ and ignore all evidence that affirmatively refutes any such
13 suggestion. [See e.g., Tr. Ex. 1367.]

14 Further, Section 12.03 of the Contract of Sale provides in pertinent part that: "Neither this
15 Agreement nor any provision hereof may be waived . . . except by an instrument signed by the party
16 against whom the enforcement of such waiver . . . is sought, and then only to the extent set forth in
17 such instrument." [Tr. Ex. 203, Section 12.03.] It is undisputed that there is no writing signed by the
18 Fair that waives Section 3.08 of the Contract of Sale.²⁷ Accordingly, Defendants and Intervenors
19

20 (...continued)

21 [Tr. Ex. 224.] Indeed, the assignees of enforcement rights included "all persons . . . who may
22 hereafter reside within a one mile radius of the Pacific Amphitheatre." [Tr. Ex. 217, p. 7:1-2.]
Further, even after this assignment, Defendants continued to claim a right to enforce the Sound
Covenant. [E.g., Tr. Ex. 281.]

23 ²⁵ DRG/Beverly Hills, Ltd. v. Chopstix Dim Sum Cafe & Takeout III, Ltd., 30 Cal. App. 4th
24 54, 60 (1994) ("The burden . . . is on the party claiming a waiver of a known right to prove it by clear
25 and convincing evidence that does not leave the matter to speculation, and doubtful cases will be
decided against a waiver.")

26 ²⁶ There is no evidence, for example, that the Fair "renegotiated" the contract price having
supposedly "waived" what Defendants claim was the Fair's primary consideration for purchasing the
27 Amphitheatre.

28 ²⁷ The best that Intervenors can offer is truncated testimony from Mr. Bartosik taken out of
(continued...)

1 have failed to demonstrate waiver, let alone by clear and convincing evidence. See e.g., Marani v.
2 Jackson, 183 Cal. App. 3d 695, 704-705 (1986).

3 In short, Defendants materially breached the Contract of Sale when they settled the Jackson
4 lawsuit on terms contrary to the Fair's reasonable satisfaction. In appealing to a court of equity for
5 an injunction enforcing the Sound Covenant, Defendants would have to prove that they had done
6 equity. Simms v. County of Los Angeles, 35 Cal. 2d 303, 316 (1950), cert. denied, 340 U.S. 891
7 (1950). Likewise, to sue at law for breach of contract, Defendants would have to prove that they
8 were not in breach themselves. BAJI 10.85. Defendants have not made, and cannot make, that
9 showing. As Defendants' assignees, Intervenor's fare no better as a matter of law. Accordingly, the
10 assignment of the Sound Covenant is invalid, and cannot be enforced by Intervenor's.

11 In so ruling, the Court notes that this declaration in no way alters the bargain struck
12 between the Jackson Plaintiffs and Defendants in settlement of the Jackson lawsuit. In complete
13 and final satisfaction of their claims, the Jackson Plaintiffs bargained for and received: (i) payment
14 of \$275,000; (ii) a promise that Defendants would not reacquire ownership of the Pacific
15 Amphitheatre; (iii) tickets to various concerts; and (iv) a qualified "assignment" of all Defendants'
16 "rights" under the Sound Level Covenant found in the Contract of Sale between Defendants and
17 the Fair. [Tr. Ex. 217.] As for this fourth item of consideration, the Jackson Plaintiffs accepted
18 that "assignment" and the "rights" assigned "As Is" and without representation or warranty as to
19 their validity. In fact, both were expressly qualified:

20 Judgment: "Defendants shall assign to the members of the Class and to each of
21 them to the extent permitted by law . . . defendants' rights . . . relating
to the Sound Level Covenant" [Tr. Ex. 217];

22 Assignment: "The undersigned make no representations or warranties of any kind with
23 respect to the provisions of the Sound Level Covenant, or its effect, or its
enforceability against the 32nd District Agricultural Association, its assigns,

24
25 (...continued)

26 context [compare, Tr. Trans. at 2462:14-24:13, 2598:22-2599:9, 2600:13-2601:7] from which they
27 would imply some oral understanding that, by waiving Section 9.01(a)(iv) (the condition precedent),
28 the Fair waived Section 3.08 (the underlying representation and warranty). Intervenor's argument
defies common sense, the waiver provision of the Contract of Sale, and even the testimony of
Defendants' agents, who admitted that they had an ongoing obligation to the Fair to settle the Jackson
lawsuit. [E.g., Tr. Trans. at 761-762 (Green).]

1 transferees or successors in interest, or against any other person." [Tr. Ex.
2 224.]

3 The declaratory relief sought by the Fair raises no issue whatsoever concerning items (i) through (iii);
4 indeed, it does not even seek to alter the bargain between Defendants and the Jackson Plaintiffs
5 concerning item (iv) -- the purported assignment (a bargain to which the Fair was not a party).
6 Instead, the Fair simply seeks a judicial declaration regarding the two questions begged by the
7 stipulated judgment and qualified assignment between Defendants and the Jackson Plaintiffs: (i) Was
8 the assignment "permitted by law"? and (ii) If so, is the interest assigned valid and enforceable? As
9 discussed above, the answer to both these questions is "No."

10 **IV. INTERVENORS' REMAINING ARGUMENTS ARE UNAVAILING.**

11 Finally, Intervenor_s offer a series of arguments challenging the Fair's ability to obtain
12 declaratory relief generally. As discussed below, none of these arguments has merit.

13 **A. "Double Recovery Or "Election of Remedies"**

14 Intervenor_s argue that: (i) the Fair's settlement is such that declaratory relief would be
15 tantamount to double recovery; and (ii) by settling its damage claims with Defendants, the Fair
16 somehow has elected its remedy against Intervenor_s. These arguments fail for a number of reasons.

17 First, the concept of election of remedies does not come into play unless and until there is a
18 final judgment. Roullard v. Rosenberg Bros. & Co., 193 Cal. 360 (1924). Needless to say, a
19 settlement is not a final judgment. No final judgment has issued in this case.

20 Second, election of remedies comes into play only where the remedies are inconsistent. See
21 e.g., 3 Witkin, California Procedure, § 188 (4th ed. 1997) ("The doctrine of election presupposes that
22 a party pursuing both remedies is occupying inconsistent positions. It does not apply where he legally
23 may pursue both alternately or concurrently, and there are no facts to raise an estoppel."); Lortz v.
24 Connell, 273 Cal. App. 2d 286 (1969) (second action for damages not barred by first action for
25 declaratory relief, even though claims were based upon same set of facts). Here, declaratory relief is
26 not inconsistent with a claim for damages. Indeed, the point is made express by statute. See Cal. Civ.
27 Proc. Code § 1062 ("The remedies provided by this chapter are cumulative and shall not be construed
28 as restricting any remedy, provisional or otherwise, provided by law for the benefit of any party to

1 such action, and no judgment under this chapter shall preclude any party from obtaining additional
2 relief based upon the same facts.”) In short, declaratory relief is a complimentary, not an inconsistent,
3 remedy. Cf. Delgado v. Estate of Espinoza, 205 Cal. App. 3d 261, 265 (1988) (no election of
4 remedies where a statute provides that the remedies therein are cumulative).²⁸

5 Third, even if the settlement were an election of remedies (it is not), and even if declaratory
6 relief were an inconsistent remedy (it is not), the Fair would be barred only from pursuing such relief
7 against the settling Defendants. E.g., Whistler Corp. v. Ondulando Highlands Corp., 13 Cal. App. 3d
8 108 (1970) (election of remedy of rescission against one defendant did not preclude pursuit of tort
9 claims against remaining joint tortfeasors).

10 Fourth, even if Intervenor and Defendants were one and the same, the settlement still would
11 not bar declaratory relief unless the Fair expressly agreed to settle the entire case. E.g., Southern
12 Christian Leadership Conference of Greater Los Angeles v. Al Malaikan Auditorium, Co., 230 Cal.
13 App. 3d 207 (1991) (plaintiff settled injunction claim during suit for \$15,000 and continued to pursue
14 damage claim against settling party, held: settlement would not be a bar unless record showed plaintiff
15 intended to settle all claims). Here, the record establishes that the Fair did not intend to settle the
16 entire suit. Indeed, the settlement expressly carved out and preserved the Fair's right to seek
17 declaratory relief and Defendants and Intervenor all remain parties to the Eighteenth Cause of
18 Action.

19 Finally, the concept of double recovery presupposes that the Fair is seeking to recover
20 additional money beyond that necessary to make it whole.²⁹ Here, the Fair seeks declaratory relief,
21 not additional monetary compensation. Moreover, there plainly is an actual controversy over the
22 matters for which the Fair seeks declaratory relief – i.e., the disputes for which the Fair seeks
23 declaratory relief are alive and well and, unless resolved now, will resurface the first time the Fair

24
25 ²⁸ For this same reason, there is no “double dipping” or windfall to the Fair, as Intervenor
26 assert. Indeed, as a matter of law, the Fair would have been entitled both to proceed to verdict on its
27 damage claims against Defendants and also to obtain declaratory relief from this Court against those
28 same Defendants. Plainly, the Fair can proceed to judgment against Intervenor, who have given up
nothing.

²⁹ The Court notes that, without the declaratory relief given by this decision, the Fair will have
purchased an Amphitheatre that is useless for staging amplified concerts.

1 attempts to stage a concert. Thus, this Court or some other court will have to resolve the issues of
2 fraud, illegality, breach and validity of the assignment. The time to do so is now, after there has been
3 a full trial and a full record has been developed. In short, the only way the Fair will be made whole
4 is if this Court grants declaratory relief resolving these issues once and for all.

5 **B. Indivisibility**

6 Intervenor's argue -- without citation to a single authority that so holds -- that this Court
7 cannot invalidate the mix board limit because the "Sound Covenant is a material term in the Contract
8 of Sale that cannot be severed." Initially, the Contract simply does not say that, if one portion is
9 declared invalid, then the entire Contract must be thrown out. Rather, it merely says that, if one
10 section is found invalid, "application" of "the remaining provisions" is "affected thereby." [Tr. Ex.
11 203, § 12.10.] Moreover, the courts applying California law "take a very loose view of severability,
12 enforcing valid parts in apparently indivisible contracts where the interests of justice or the policy of
13 the law (as the Court conceives it) would be furthered." 1 Witkin, § 432.³⁰ Here, the interests of
14 justice and the public policies embodied in the Cartwright Act and Section 16600 of the Business &
15 Professions Code, justify the relief sought by the Fair. Finally, Intervenor's argument ignores the
16 point that the Fair is not asking this Court to strike the Sound Covenant from the Contract. Instead,
17 the Fair simply is asking the Court to declare that the mix board limit is illegal, invalid and
18 unenforceable.

19 **C. Public Policy**

20 Intervenor's assert that where a policy is designed to protect the public, equity may not be used
21 to defeat it. From this, they argue that, because they are members of the "public" and "benefit" from
22 the silence resulting from the 92 mix board restriction, the 92 mix board restriction is a "policy to
23 protect the public" that is immune from attack. However, the 92 mix board restriction is not a "policy
24 protecting the public," as that phrase is used in the cases and treatises. See generally 11 Witkin,

25 _____
26 ³⁰ E.g., Keene v. Harling, 61 Cal. 2d 318, 321 (1964) ("When the transaction is of such a nature
27 that the good part of consideration can be separated from that which is bad, the Courts will make the
28 distinction, for the law divides according to common reason; and having made that void that is against
the law, lets the rest stand"). See also C.C. § 1599 ("Where a contract has several distinct objects,
of which one at least is lawful, and one at least is unlawful, in whole or in part, the contract is void
as to the latter and valid as to the rest.")

1 § 183 (describing types of policies viewed as being for the public benefit). Rather, it simply is a
2 provision in a private agreement between the parties to the contract. Further, the only public policy
3 implicated by the Fair's declaratory relief claim is public policy that condemns contracts in restraint
4 of trade. E.g., Swenson v. File, 3 Cal. 3d 389, 394 (1970) ("The rule making void contracts in
5 restraint of trade is not based upon any consideration for the party against whom the relief is sought,
6 but upon considerations of sound public policy."). Denying the Fair declaratory relief would defeat
7 that important public policy.

8 **D. "Beneficiaries" Of The Contract**

9 Finally, Intervenor's argue that, regardless of the validity of Defendants' assignment of the
10 Sound Covenant, they still have the right to enforce the Sound Covenant because: (i) the Fair
11 supposedly has "admitted" that the neighbors were the intended third party beneficiaries of the Sound
12 Covenant; and (ii) the Sound Covenant supposedly is a "covenant running with the land" and they are
13 neighbors. As for the first point, there is no such admission.³¹ In fact, the undisputed evidence is that
14 the Fair consistently rejected all attempts to make the neighbors third party beneficiaries of the Sound
15 Covenant.

16 As for the second point, the Sound Covenant simply is not a covenant running with the land.
17 Covenants running with the land are strictly construed, and will not be found to exist unless they
18 come squarely within the four corners of an applicable statute. See e.g., Cal. Civil Code § 1461 ("The
19 only covenants which run with the land are those specified in this title, and those which are incidental
20 thereto."); Coulter v. Sausalito Bay Water Co., 122 Cal. App. 480, 494 (1932); McCaffrey v.
21 Preston, 154 Cal. App. 3d 422, 436 (1984).³² This is so even where, as here, the instrument at issue
22
23

24 ³¹ Intervenor's base their claim on testimony from the Fair's General Manager, Becky-Bailey
25 Findley, who simply agreed with the common sense proposition that "if it was quiet, the neighbors
26 get the benefit." [Tr. Trans. at 3558.] From this, Intervenor's would have this Court conclude that the
neighbors were "the admitted beneficiaries of the Sound Covenant."

27 ³² The cases cited by Intervenor's are in accord. See e.g., Oceanside Community Assn. v.
28 Oceanside Land Co., 147 Cal. App. 3d 166 (1983) (holding that covenants that run with the land are
those that meet the strict statutory requirements).

1 contains an express recital that the covenant "shall run with the land." E.g., Chandler v. Smith, 170
2 Cal. App. 2d 118 (1959).

3 Here, the Sound Covenant does not meet any of the statutory pigeon-holes for covenants
4 running with the land -- including, most notably, that it is not made for the direct benefit of any
5 appurtenant property. See generally Cal. Civil Code §§ 1461-1471.³³ Further, it is hornbook law that
6 "an illegal promise to restrict use of land is void." 4 Witkin, § 494. Thus, even if the requirements
7 for a covenant running with the land were satisfied -- and they are not -- the Sound Covenant, being
8 violative of the Cartwright Act and Business & Professions Code § 16600, would be void in any
9 event.

10 **V. CONCLUSION**

11 Accordingly, and for all these reasons, this Court hereby declares that: (i) those provisions of
12 Article V of the Contract of Sale imposing a 92 absolute maximum limit at the mix board are illegal,
13 void and unenforceable³⁴; and (ii) Defendants' assignment of the Sound Covenant to the Jackson
14 Plaintiffs is invalid and unenforceable. The Court finds further that the Fair is the prevailing party,
15 and is entitled to recover its costs and reasonable attorneys fees from Intervenors pursuant to
16 Section 12.11 of the Contract of Sale. Plaintiff shall file a memorandum of costs and a motion to fix
17 fees as required by Code of Civil Procedure section 1034 and California Rules of Court 870 and
18 870.2. See Milman v. Shukhat, 22 Cal. App. 4th 538, 543-545 (1994); Arden Group, Inc. v. Burk,
19 45 Cal. App. 4th 1409, 1415 (1996).

20 *Jaw.*
Dated: December 6, 1998

ROBERT E. THOMAS
The Hon. Robert E. Thomas
Superior Court Judge

23 ³³ For example, under Civil Code § 1468, virtually none of the elements are met in this case,
24 including that: (i) the neighboring properties benefitted are not particularly described; and (ii) the
25 agreement is not recorded. Indeed, the undisputed evidence is that, notwithstanding the contractual
26 recitals of a covenant running with the land, the Fair expressly refused to make any neighboring
27 property owner a third party beneficiary of the Sound Covenant. [E.g., Tr. Exs. 166 p. 3, 170, 172,
1367, 226; Tr. Trans. at 1255:2-1256:14, 1258:19-1261:9, 1298:10-21 (Hatch); Tr. Trans. at 2700:8-
24 (Smith); 2825:16-25; 2833:18-2835:14; 2836:10-2837:8 (Chrisman); Tr. Trans. at 3510:17-
3511:14 (Bailey-Findley).]

28 ³⁴ Attached hereto as Exhibit B is a copy of the Article V of the Contract of Sale. All
interlineated language is hereby declared unlawful, void, invalid and unenforceable.

CALIFORNIA COURT OF APPEAL'S OPINION



COPY

NOT TO BE PUBLISHED

IN THE COURT OF APPEAL OF THE STATE OF CALIFORNIA

FOURTH APPELLATE DISTRICT

DIVISION THREE

COURT OF APPEAL-4TH DIST DIV 3
FILED

MAR 28 2002

Deputy Clerk _____

32ND DISTRICT AGRICULTURAL
ASSOCIATION,

Plaintiff and Respondent,

v.

JAMES M. NEDERLANDER et al.,

Defendants and Appellants.

G024999

(Super. Ct. No. 754881)

OPINION

Appeals from an order of the Superior Court of Orange County, Robert E. Thomas, Judge. Affirmed.

Musick, Peeler & Garrett, William McD. Miller, III, Cheryl A. Orr; Iverson, Yoakum, Papiano & Hatch, Mark A. Pearson and Adam F. Burke for Defendants and Appellants James M. Nederlander, James L. Nederlander, Neil Papiano, Nederlander Realty Company of Illinois, Robert E. Nederlander, Pacific Amphitheatre Partnership, Nederlander Organization, Inc., and Susan Rosenbluth.

Manatt, Phelps & Phillips, Leonard D. Venger; Musick, Peeler & Garrett and Cheryl A. Orr for Defendant and Appellant Nationwide Theatres Corporation.

Jones, Day, Reavis & Pogue, Thomas R. Malcolm, Scott D. Bertzyk and Mark D. Kemple for Plaintiff and Respondent.

* * *

The buyer and the sellers of an outdoor amphitheatre became embroiled in years of litigation over the terms of their contract of sale. After a jury trial, but before the verdict was read, the parties settled the bulk of the litigation. The attorneys stated the terms of the settlement on the record. Pursuant to the settlement agreement, the parties reserved two issues for resolution via a declaratory relief action. Dependent upon the outcome of that action, the sellers agreed they would not seek to enforce a certain "sound covenant" contained in the contract of sale. The judgment in the declaratory relief action triggered the conditions precedent to the sellers' waiver of enforcement rights. The parties then disagreed as to what the term "sound covenant" was intended to entail, and thus the scope of the waiver.

Certain of the sellers filed Code of Civil Procedure section 664.6 motions for interpretation of the settlement agreement. The court ruled in favor of the buyer. The sellers appeal. Inasmuch as substantial evidence supports the trial court's decision, we affirm.

I FACTS

Pacific Amphitheatre Partnership (Pacific Amphitheatre) owned an outdoor amphitheatre facility located in Costa Mesa, California. Residents living nearby filed a class action lawsuit against Pacific Amphitheatre (*Jackson v. Pacific Amphitheatre* (Super. Ct. Orange County, 1994, No. 628137)) pertaining to sound problems at the facility (the Jackson Litigation). In 1993, Pacific Amphitheatre agreed to sell the facility to the Thirty-Second District Agricultural Association (buyer), an agency of the State of California, for \$12,500,000.

Article V of the contract of sale contained a sound level covenant. Pursuant to that covenant, the buyer agreed the post-closing sound levels emitted from events at the amphitheatre would not exceed either "86 dBA Leq" (the 86 Limit), measured at the top of the berm of the amphitheatre, or "92 dBA absolute maximum" (the 92 Limit),

measured at the fixed mix board location in the amphitheatre. The agreement also required Pacific Amphitheatre to resolve certain pending litigation matters to the satisfaction of the buyer, before close of escrow.

After close of escrow, the buyer came to believe Pacific Amphitheatre and others had committed fraud and additional misdeeds in connection with the sale. The buyer filed suit against Pacific Amphitheatre, those of its partners (or their successors) that had executed the purchase and sale agreement, and certain related parties (collectively, sellers).¹ The first amended complaint contained 18 causes of action, including fraud, rescission, breach of the implied covenant of good faith and fair dealing, unfair business practices and declaratory relief.

In the first amended complaint, the buyer alleged that “[a] Nederlander partnership sold the Amphitheatre to [it] on the basis of false and misleading representations and shackled the Amphitheatre with sound restrictions so severe that the Amphitheatre is useless for virtually every type of event, even Easter church services.” More specifically, the buyer alleged the sellers’ representatives, who had superior knowledge and experience in the matter, had told the buyer that the 92 Limit “was not intended as a separate sound covenant, but merely . . . a convenient device to achieve . . .” the 86 Limit at the berm. The sellers’ representatives also purportedly represented that the buyer “could operate the Amphitheatre as a viable concert venue under these restrictions[,]” which were intended to achieve compliance with a permanent injunction pertaining to sound restrictions. The buyer further stated that the sellers’ representations were false, the amphitheatre could not be operated under the seller-imposed sound

¹ The defendants are Pacific Amphitheatre, James M. Nederlander, James L. Nederlander, Neil Papiano, Nederlander Realty Company of Illinois, Robert E. Nederlander, Nationwide Theatres Corporation (successor-in-interest to former Pacific Amphitheatre partner Santa Ana-Broadway Theatre Corporation), The Nederlander Organization, and Susan Rosenbluth.

restrictions, and the sound restrictions were unnecessary for compliance with the permanent injunction.

Finally, the buyer claimed the Jackson Litigation was one of the lawsuits the contract of sale required to be resolved in a manner satisfactory to the buyer. The buyer alleged that, during the negotiation of the agreement, one of the sellers' representatives had suggested that the "neighborhood citizenry" be identified as beneficiaries of the sound covenant, in order to settle the Jackson Litigation. However, the buyer had rejected that proposal. Nonetheless, in settlement of the Jackson Litigation, Pacific Amphitheatre and another assigned their interests in the sound covenant to the Jackson class members. Representatives of the Jackson class later intervened in the buyer's lawsuit.

Following eight weeks of trial and after the jury had reached a verdict but before that verdict had been read, the parties reached a settlement. The settlement agreement was orally placed on the record before the court. The parties agreed the 18th cause of action, for declaratory relief as to the validity of Article V of the contract of sale and the assignment thereof, would proceed to judgment. They also agreed that if the 92 Limit and the assignment of Article V were both held invalid, the sellers would not "attempt to enforce the sound covenant"

The portion of the suit pertaining to the 18th cause of action proceeded to trial. At the conclusion thereof, the court ruled the assignment of the sound covenant was invalid and the 92 Limit was an illegal restraint on trade. It also stated the contract of sale required the Jackson Litigation to be settled to the buyer's satisfaction and the buyer had not consented to the assignment of the sound covenant to the Jackson class.

This judgment triggered the waiver of enforcement rights provision of the settlement agreement. However, the parties found they disagreed as to the meaning of the waiver. The sellers' viewpoint was that they had retained the right to enforce the 86

Limit, whereas the buyer asserted that the sellers had agreed not to attempt to enforce either the 92 Limit or the 86 Limit.

Pursuant to Code of Civil Procedure section 664.6, certain of the sellers filed motions for interpretation of the settlement agreement, seeking confirmation that they had the right to enforce the 86 Limit. The court ruled that the two predicate findings required under the settlement agreement had been made, and the settlement agreement referred to enforcement of the entire sound covenant, not just the 92 Limit, and could not be rewritten. The sellers collectively filed two notices of appeal from the post-judgment minute order granting the motions for interpretation.²

II

DISCUSSION

A. *Standard of Review*

“A settlement agreement is a contract, and the legal principles which apply to contracts generally apply to settlement contracts. [Citation.]” (*Weddington Productions, Inc. v. Flick* (1998) 60 Cal.App.4th 793, 810-811.) Moreover, Code of Civil Procedure “[s]ection 664.6 provides only for enforcement of settlement *contracts*. Contracts are formed in the same way in both the settlement and the nonsettlement context. [Citation.]” (*Id.* at p. 815.)

The sellers claim the interpretation of the settlement agreement, as a contract, is a question of law this court should review de novo. They cite *Parsons v. Bristol Development Co.* (1965) 62 Cal.2d 861, 866 for the proposition the interpretation of a contract is subject to de novo review where the evidence is not disputed. But in this case, the evidence is disputed and the de novo standard of review does not apply.

² They also appeal from “all related orders and rulings,” including an order denying oral argument on the motion. However, they only brief the order ruling on the motion for interpretation of the settlement agreement. Therefore, their appeals from other orders and rulings are deemed abandoned. (*Tanner v. Tanner* (1997) 57 Cal.App.4th 419, 422, fn. 2.)

Moreover, the standard of review when a settlement agreement is the subject of a Code of Civil Procedure section 664.6 motion was explained in *Skulnick v. Roberts Express, Inc.* (1992) 2 Cal.App.4th 884. “A trial court, when ruling on a section 664.6 motion, acts as a trier of fact. [Citation.] Section 664.6’s ‘express authorization for trial courts to determine whether a settlement has occurred is an implicit authorization for the trial court to interpret the terms and conditions to settlement.’ [Citation.] The proper standard of review, therefore, is whether the trial court’s ruling [construing] the settlement . . . is supported by substantial evidence. [Citation.]” (*Id.* at p. 889.)

The application of the substantial evidence standard has been further explicated in this manner: “A disputed factual issue in the instant case flows from the test for determination of the terms of a contract: what would the parties’ objective manifestations of agreement and objective expressions of intent lead a reasonable person to believe they were agreeing to? [Citation.] The question on appeal thus resolves into whether the record contains substantial evidence which could lead a reasonable person to construe the agreement [as the trial court did]. [Citation.]” (*Winograd v. American Broadcasting Co.* (1998) 68 Cal.App.4th 624, 632.)

While the sellers resist the application of the substantial evidence standard of review, they argue that to the extent the standard is nonetheless applied this court must review the issue of the waiver of the right to enforce the 86 Limit while “bearing in mind the higher standard of proof required for a finding of waiver at the trial court level — clear and convincing evidence.” As the sellers point out, at the trial level, “the waiver of a known right must be shown by clear and convincing proof.” (*DRG/Beverly Hills, Ltd. v. Chopstix Dim Sum Cafe & Takeout III, Ltd.* (1994) 30 Cal.App.4th 54, 61.) When the clear and convincing burden of proof applies at the trial level, and the substantial evidence standard applies on appellate review, the task of the appellate court is expressed as follows: “[S]ince the [trial court’s] findings were subject to a heightened burden of proof, we must review the record in support of these findings in light of that burden. In

other words, we must inquire whether the record contains ‘substantial evidence to support a determination by clear and convincing evidence’ [Citation.]” (*Shade Foods, Inc. v. Innovative Products Sales & Marketing, Inc.* (2000) 78 Cal.App.4th 847, 891.) Thus, in the case before us, the trial court was required to find the waiver of the right to enforce the 86 Limit based on clear and convincing evidence, and our task is to determine whether the record contains substantial evidence to support that determination based on clear and convincing evidence. As we shall explain, it does.

In applying the substantial evidence test, we will be mindful, as the sellers urge, that “nothing in [Code of Civil Procedure] section 664.6 authorizes a judge to *create* the material terms of a settlement, as opposed to deciding what terms *the parties themselves* have previously agreed upon.” (*Weddington Productions, Inc. v. Flick, supra*, 60 Cal.App.4th at p. 810.) However, the sellers go too far in asserting this rule means that “settlement agreements are strictly construed.” To the contrary, there is a “strong policy favoring settlement of litigation” that applies in the section 664.6 motion context. (*In re Marriage of Assemi* (1994) 7 Cal.4th 896, 910.)

B. Objective Manifestations of Agreement/Intent

The attorneys for the parties orally placed the settlement agreement on the record before the court. They stated the 18th cause of action, for declaratory relief as to the validity of Article V of the contract of sale and the assignment thereof, would proceed to judgment. They further agreed “that in the event that the 92 in Article V of the contract of sale is found void, . . . and, that the assignment of Article V of the contract of sale is found void, . . . in the event of both of those findings then both the Nederlander defendants and Nationwide agree not to attempt to enforce the sound covenant against the [buyer].” Thus, the sellers objectively manifested an intent not to enforce “the sound covenant” under the specified conditions.

They now contend that by “sound covenant,” they only meant the 92 Limit, even though they did not say so at the time. The sellers place blame for the confusion on

the buyer, because the buyer's attorney is the one who articulated the wording on the record. Furthermore, they argue the language must be construed against the buyer, and cite Civil Code section 1654 which provides that "the language of a contract should be interpreted most strongly against the party who caused the uncertainty to exist."

In this case, however, there is no reason to lay blame for any ambiguity on the buyer. When the buyer's attorney finished putting the relevant language on the record, he specifically asked if he had correctly stated the agreement of the parties. In response, the attorney for Nationwide said, "You've correctly stated" The attorney for the Nederlanders indicated no disagreement with the reference to the "sound covenant." Rather, in emphasizing that her clients did not concede any invalidity, she stated it was "not a voluntary decision made by the Nederlander defendants with respect to the validity of the sound covenant or the assignment." In so doing, she repeated the use of the words "sound covenant" without clarification.

Altogether, five attorneys made statements on the record concerning the provision at issue, and not one disagreed with the use of the term "sound covenant." They are all responsible for its usage and there is no reason to construe the provision against the buyer.

It was the attorney for Nationwide, in fact, who first used the term "sound covenant" when the settlement was placed on the record. Moments before the disputed language was spoken, the attorney for Nationwide sought to clarify a point about the appealability of the judgment on the 18th cause of action. He stated, "With respect to the judgment that would not be appealed by the defendants, it is our understanding that although the judgment would be as between the plaintiff and defendants, that the intervenors will attempt to enforce the remaining part of the 18th cause of action; that is to enforce the sound covenant and the assignment." When he made reference to the intervenors and their future attempts to "enforce the sound covenant and the assignment," he clearly meant to refer to the entire sound covenant as contained in Article V, for that is

what was assigned to them. When the buyer's attorney repeated the use of the term "sound covenant" shortly thereafter, no one corrected his usage.

In any event, the words "sound covenant" appear to refer to contract of sale Article V, entitled "Purchaser's Sound Level Covenant." (Underscoring omitted.) Article V contains the buyer's covenant to the effect that sound levels at the amphitheatre shall not exceed certain limitations as expressed therein, i.e., the 86 Limit and the 92 Limit. The words "sound covenant" are not self-restricting. They do not eliminate the portion of the covenant pertaining to the 86 Limit.

In support of the interpretation that the term "sound covenant" was intended to include the 86 Limit, the buyer submitted several declarations as attachments to its opposition to the sellers' Code of Civil Procedure section 664.6 motions. In their respective declarations, two of the attorneys who had represented the buyer during the settlement negotiations stated they had "forcefully communicated" to the sellers that the buyer would insist as part of any settlement on a term that would put a halt to the sellers' ability to further disrupt the operation of the amphitheatre. One of the attorneys referred to it as taking the sellers "out of the sound equation." The other attorney further stated he had stressed in settlement negotiations that the waiver of enforcement rights as to the remaining 86 Limit, in the event of judicial invalidation of both the 92 Limit and the assignment of the sound covenant, "was essential, because the [buyer] was unwilling to do further business with [the sellers]." (Footnote omitted.) In other words, in order to ensure the sellers would have no further involvement with the operations of the amphitheatre following settlement, both the invalidation of the 92 Limit and the waiver of enforcement rights as to the 86 Limit were required. As these declarations show, without agreement as to the waiver of the right to enforce the 86 Limit, the buyer would not have settled. This evidence supports the court's determination that when the sellers waived their right to enforce the "sound covenant," they waived their right to enforce the 86 Limit.

Nonetheless, the sellers would have us believe that when they agreed to the waiver of the right to enforce the “sound covenant,” they intended to agree only to the portion of the sound covenant pertaining to the 92 Limit. This would hardly make sense, because the waiver would not come into play until after the 92 Limit had already been invalidated by judgment. Even so, certain of the sellers submitted declarations, attached to their Code of Civil Procedure section 664.6 motion, in support of their position. Three attorneys who had represented the sellers in the settlement negotiations declared that under no circumstance did they “intend to voluntarily waive” the sellers’ rights to enforce any portion of Article V of the contract of sale. They also stated they did not “understand” the disputed settlement language to effect a waiver of the sellers’ rights to enforce any portion of Article V and that they “understood” the disputed settlement language as being “exclusively a reference to the 92 [L]imit.” However, the declarations the sellers submitted contained mere conclusions rather than evidentiary facts, and were incompetent to counter the buyer’s evidence.

Furthermore, the sellers’ objective expressions of intent indicate they were agreeing to waive their enforcement right as to the entire Article V sound covenant, not just the 92 Limit. (*Winograd v. American Broadcasting Co.*, *supra*, 68 Cal.App.4th at p. 632 [objective expressions of intent control].) The agreement of the parties is determined from the reasonable meaning of their words and acts. (*Weddington Productions, Inc. v. Flick*, *supra*, 60 Cal.App.4th at p. 811.) It is not ascertained from their unexpressed intentions or understanding. (*Ibid.*) Here, the reasonable meaning of the sellers’ acts was that they agreed to waive their right to enforce the entire sound covenant. Any intention for the waiver to apply only to the 92 Limit was not expressed and, therefore, is not controlling.

The sellers’ argument that the parties had no “meeting of the minds” fails for the same reason. Their argument is founded on the rule that “[i]f there is no evidence establishing a manifestation of assent to the ‘same thing’ by both parties, then there is no

mutual consent to contract and no contract formation. [Citations.]” (*Weddington Productions, Inc. v. Flick, supra*, 60 Cal.App.4th at p. 811.) But here, the parties objectively manifested consent to the same thing — the sellers’ waiver of their right to enforce the entire sound covenant in the event of the court’s holding invalid both the 92 Limit and the assignment of the sound covenant.

The sellers further argue that the fact the parties were unable to put their agreement into a mutually agreeable written form after the hearing is additional evidence they never did reach agreement. But this fact is not determinative. As stated in *Kohn v. Jaymar-Ruby, Inc.* (1994) 23 Cal.App.4th 1530, 1534: “Appellant[s] contend[] that the several drafts of the proposed agreement, exchanged between the parties after the settlement [on the record], are evidence that they never reached a final settlement agreement. “When parties orally agree upon all the terms and conditions of an agreement with the mutual intention that it shall thereupon become binding, the mere fact that [they are unable to agree to] a formal written agreement to the same effect . . . does not alter the binding validity of the oral agreement. [Citation.]” [Citation.]’ [Citation.]”

Finally, we are not persuaded by the sellers’ argument that the court improperly added a material term to which they did not agree. (See *Weddington Productions, Inc. v. Flick, supra*, 60 Cal.App.4th at p. 810 [judge not authorized to create material settlement terms to which parties did not agree].) As shown above, the sellers agreed on the record not to attempt to enforce the “sound covenant.” The court added no new terms.

C. Jackson Litigation

The sellers contend the fact they understood the term “sound covenant” to mean only the 92 Limit was not undisclosed. Rather, they assert, it was evident to everyone because of certain constraints placed upon the sellers by their settlement agreement in the Jackson Litigation. Furthermore, they argue because the buyer had reason to know of these constraints and of the sellers’ intended meaning as compelled

thereby, the buyer is bound by that meaning. (See *Merced County Sheriff's Employee's Assn. v. County of Merced* (1987) 188 Cal.App.3d 662, 670 [under certain circumstances, the agreement of the parties is dictated by the meaning attached by one party if the other party had reason to know of it].)

The judgment in the Jackson Litigation required the defendants in that case, including Pacific Amphitheatre, to assign to the members of the Jackson class their rights under the contract of sale relating to the sound covenant. The judgment further provided that those defendants could “not agree to any modification of the Sound Level Covenant which [would] operate to relax the sound level standards . . . ,” but permitted them to agree to modify “the provisions of this Covenant . . . to insure appropriate implementation and enforcement”

Before the parties put on the record the portion of the settlement concerning the waiver of enforcement rights in the event of the invalidation of both the 92 Limit and the assignment, the buyer’s attorney stated: “The Nederlander defendants only stipulate to waive Article V of the contract of sale in whole or in part as permitted by law.” The sellers’ attorneys objected and stated: “Violation to Jackson, your honor.”

The sellers believe this exchange manifested their intention to waive enforcement rights only as to the 92 Limit. They now explain that “[t]he parties understood . . . that any voluntary relaxation by Sellers of the sound restrictions imposed upon the [buyer] could be construed as a violation of the Jackson Judgment and could result in further litigation between Sellers and the Jackson Plaintiffs.” What is key, as the sellers have stated, is that they could not agree to any “relaxation” of the sound “restrictions.” They objected to proposed language that could have been construed as their consent to relax the restrictions themselves. This is wholly distinguishable from their agreement to not attempt to enforce those restrictions. The Jackson judgment did not bar the sellers from altering enforcement mechanisms.

In other words, the sellers objected to a proposed agreement to “waive Article V of the contract of sale,” because this would have had the effect of nullifying both the 86 Limit and the 92 Limit, in violation of the Jackson judgment. Later in the same hearing, the sellers agreed “not to attempt to enforce the sound covenant.” This was something entirely different, having only to do with the sellers’ continued involvement with the amphitheatre. It left in place the 86 Limit, which the buyer believed would ensure compliance with the local noise ordinance.

There are two reasons why the parties would agree to leave the 86 Limit in place, while eliminating the sellers’ enforcement right. First, the buyer, a state agency, repeatedly agreed on the record it would continue to adhere to the 86 Limit, and indeed, it would be estopped to deny that it continues to be bound thereby. After years of acrimony, the settlement provided a method for promising continued compliance with the 86 Limit while finally severing the parties’ continued relationship.

Second, once the 92 Limit had been held invalid, the sellers had little reason to care about enforcement. As noted in the trial court’s statement of decision on the 18th cause of action, certain of the sellers “[owned, operated] and/or [promoted] other music venues around the country, including the Greek Theatre in Los Angeles and the Pond in Anaheim.” They “long had planned, upon its sale to a third party, to restrict competition from the Pacific Amphitheatre with sound limits [citations], and regarded the 92 limiter setting as an insurance policy against commercial competition from the [buyer] with other venues [the sellers] promoted. [Citations.]” (Footnote omitted.) The court also indicated that the 92 Limit and the 86 Limit, did not, as the sellers had falsely stated, achieve the same thing, but rather, the 92 Limit was more restrictive. Once the more restrictive, anti-competitive limit was eliminated, the sellers’ motivation for enforcing the sound covenant diminished.

D. Judicial Estoppel

Next, the sellers argue the buyer is judicially estopped from asserting the settlement agreement precludes the sellers' enforcement of the 86 Limit. (See *Jackson v. County of Los Angeles* (1997) 60 Cal.App.4th 171, 183 [a party who successfully asserts one position in a judicial proceeding is estopped from asserting an inconsistent position in a subsequent proceeding].) As they point out, after the settlement agreement was placed on the record, the buyer made numerous seemingly damning comments about the continued enforceability of the 86 Limit.

Most of the comments were made in the buyer's trial brief in support of the declaratory relief action. In the trial brief, the buyer stated that "[t]he relief sought [would] leave intact the 86 decibel berm limit, which all experts agree ensures compliance with the most restrictive limits of the stair-step Orange County Noise Ordinance" (Footnote omitted.) It further argued "[t]he relief sought also [would] provide the [buyer] with the benefit of its bargain. The [buyer] bargained for an 86 decibel berm limit . . . , not a rogue 92 decibel . . . limit" It reiterated, "Significantly, the 86 decibel berm limit will remain The [buyer] always has abided by that limit, will continue to do so, and can be held accountable if it does not." (Footnote omitted.)

The buyer also remarked: "It should be noted that invalidating the assignment will leave both the Nederlanders and the neighbors with a remedy with respect to the surviving 86 decibel berm limit. . . . [T]his Court can rest assured that: (i) [the sellers] will continue to enforce the Sound Covenant to protect their competitive interests in Orange County; and (ii) should [the sellers] not be sufficiently vigilant for Intervenor, Intervenor will invoke their rights under the Jackson judgment to force [the sellers] to act. (Of course, since the [buyer] never has violated the 86 decibel berm limit and has no intention of doing so in the future, this issue is entirely academic.)" (Emphasis omitted.)

The sellers see the quoted statements as clear admissions on the buyer's part that if both the 92 Limit and the assignment were held invalid, they would continue to have the right to enforce the 86 Limit. The sellers overlook two things. First, the buyer, as it asserted in its opposition to the sellers' motions, took the position that its trial brief was directed only to the evidence of record, which did not include the settlement agreement. Second, the buyer was asking the court to take two actions, i.e., to invalidate the assignment and to invalidate the 92 Limit. While it did, of course, hope the court would do both, this outcome was far from certain. The buyer had to argue each point separately.

In other words, it had to argue the assignment was invalid and it had to argue the 92 Limit was invalid. In arguing the assignment was invalid, the buyer told the court that if it so held, the sellers would continue to have the right to enforce the sound covenant. In arguing the assignment and the 92 Limit were both invalid, the buyer indicated that if the court so held, the 86 Limit would remain intact. We see no statement in that brief tantamount to an admission that if the assignment and the 92 Limit were both held invalid, the 86 Limit would remain intact *and* the sellers would have a continued right to enforce it. Apparently, the trial judge who sat through eight weeks of trial, was present when the settlement was placed on the record, and read the relevant briefs, saw it no differently.

Similar remarks made during argument in the trial on the declaratory relief cause of action are consistent with this interpretation. For example, the attorney for the intervenors stated his viewpoint as follows: "[A]pparently the [sellers] agreed in their settlement, that [they] should not be enforcing the limits against the [buyer] in terms of sound." Later, when the buyer's attorney presented his rebuttal argument, he stated: "I heard a reference by [the intervenors' attorney], the [sellers had] promised in the settlement not to enforce the 86 Limit against the [buyer]. Absolutely false." Taken out of context, the comments of the buyer's attorney may seem like an admission that the

sellers had preserved their right to enforce the 86 Limit. However, the intervenors' attorney made his comments in the context of arguing about the validity of the assignment and whether the property owners near the amphitheatre should have an enforcement right. Likewise, the responsive comments by the buyer's attorney were directed at only one issue — the enforceability of the sound covenant if the assignment were held invalid. They were not made in the context of arguing enforceability if both the assignment and the 92 Limit were held invalid.

The doctrine of judicial estoppel is designed to guard against litigants playing “fast and loose” with the courts. (*International Engine Parts, Inc. v. Feddersen & Co.* (1998) 64 Cal.App.4th 345, 350.) “[T]he primary purpose of the doctrine . . . is not to protect the litigants but to protect the integrity of the judiciary [Citation.]” (*Id.* at p. 351.) It is an equitable doctrine which a court may invoke in its discretion. (*Ibid.*) In this case, the trial judge was present when the settlement was placed on the record and could not have been misled by any of the buyer's comments concerning the significance of the settlement terms. Furthermore, it was within the court's discretion to apply or not apply the doctrine. The record fully supports its decision.

E. Clear and Convincing Evidence

The sellers insist there is no clear and convincing evidence to support the trial court's conclusion that they waived their right to enforce the entire sound covenant upon a court determination that both the 92 Limit and the assignment of Article V were invalid. We disagree.

On appeal, we “must review the whole record in the light most favorable to the judgment below to determine whether it discloses substantial evidence — that is, evidence which is reasonable, credible, and of solid value — such that a reasonable trier of fact could find [that (the sellers waived their right to enforce the 86 Limit) based on clear and convincing evidence].” [Citations.]” (*In re Angelia P.* (1981) 28 Cal.3d 908, 924.) Here, the sellers, on the record before the court, stated they would not “attempt to

enforce the sound covenant” under the specified conditions. This was clearly a waiver of their right to enforce the “sound covenant.” That term appeared to be a reference to the term “Purchaser’s Sound Level Covenant,” the title of Article V of the contract of sale. Article V encompassed both the 86 Limit and the 92 Limit. In addition, shortly before the disputed provision was placed on the record, the attorney for one of the sellers had used the term “sound covenant” to refer to the entirety of Article V as assigned to the Jackson class members. When the term was reiterated with reference to the waiver of enforcement rights, no one objected to the use of the term, or suggested any clarification. In fact, the attorneys for the sellers indicated the disputed provision was correctly expressed. The notion that the waiver of the right to enforce the “sound covenant” included a waiver of the right to enforce the 86 Limit is supported by the declarations of the buyer’s attorneys, to the effect that they told the sellers that the buyer would not settle without the waiver of the 86 Limit.

While the sellers tell us now that they did not mean for the term “sound covenant” to refer to the entirety of Article V, they did not say so at the time. The declarations of sellers’ attorneys concerning their undisclosed intentions and understandings were not competent evidence and, in any event, their undisclosed intentions and understandings do not control. Moreover, as we have already shown, the sellers’ arguments about judicial estoppel, the significance of the Jackson Litigation settlement agreement, and the inability of the parties to agree on a written version of the settlement agreement that had been placed on the record orally, are not persuasive.

This is not like the typical contract waiver case, where the trial court weighs the evidence concerning what the parties said or did to manifest a waiver long before they ever got to court. Here, the court did not have to weigh the evidence of deeds long since done and the credibility of the various parties as they each offered their differing versions of historical events. Rather, in this case, the waiver occurred in court, right before the judge’s eyes, and ears. The attorneys for the parties walked into court

and announced they had a settlement agreement. They then placed that agreement on the record. When asked to confirm that the agreement had been correctly stated, they said that it had. The agreement was so clearly stated as to convince a trial judge to dismiss a jury after eight weeks of trial, when a jury verdict was ready and waiting to be read.

Substantial evidence supports the trial court's determination, by clear and convincing evidence, that the parties intended the waiver of the right to enforce the "sound covenant" to include a waiver of enforcement rights as to each of the sound level restrictions contained within that covenant, i.e., both the 86 Limit and the 92 Limit.

III

DISPOSITION

The order is affirmed. The buyer shall recover its costs on appeal.

MOORE, J.

WE CONCUR:

SILLS, P. J.

ARONSON, J.

ORANGE COUNTY FAIR

FHWA TRAFFIC NOISE MODEL PRINTOUTS

EXISTING TYPICAL WEEKEND CONDITIONS

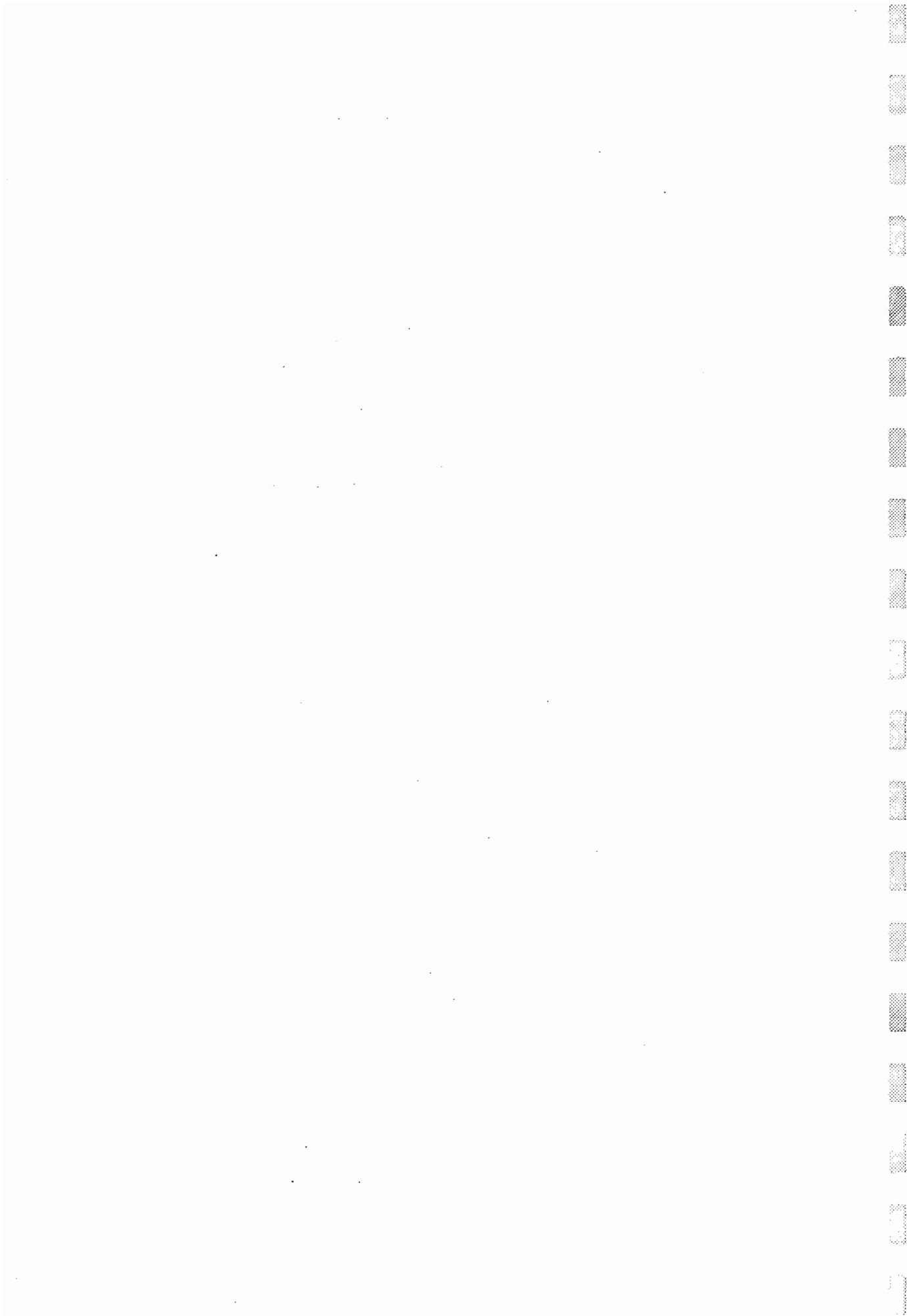


TABLE E TYPICAL 1
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN HARBOR BLVD AND FAIRVIEW RD
NOTES: EXISTING TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10032 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.39

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	78.1	161.9	345.8

TABLE E TYPICAL 2
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN FAIRVIEW RD AND VANGUARD WY
NOTES: EXISTING TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18583 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.07

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
57.3	114.7	242.7	520.8

TABLE E TYPICAL 3
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN VANGUARD WY AND NEWPORT BLVD
NOTES: EXISTING TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22007 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.81

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
63.0	127.8	271.4	582.8

TABLE E TYPICAL 4
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN NEWPORT BLVD AND ORANGE AVE
NOTES: EXISTING TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10060 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.91

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	74.9	160.9	346.3

TABLE E TYPICAL 5
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN ORANGE AVE AND SANTA ANA
NOTES: EXISTING TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6197 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.81

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	54.4	116.5	250.8

TABLE E TYPICAL 6
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN I-405 AND BAKER ST
NOTES: EXISTING TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 39775 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.81

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
109.1	224.8	479.4	1030.4

TABLE E TYPICAL 7
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN BAKER ST AND ADAMS AVE
NOTES: EXISTING TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 41854 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.03

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
112.5	232.4	495.9	1065.9

TABLE E TYPICAL 8
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN ADAMS AVE AND ARLINGTON DR
NOTES: EXISTING TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 27503 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.20

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
88.2	177.2	375.6	806.0

TABLE E TYPICAL 9
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN ARLINGTON DR AND FAIR DR
NOTES: EXISTING TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 25890 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.94

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
85.3	170.5	360.9	774.3

TABLE E TYPICAL 10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN FAIR DR AND WILSON ST
NOTES: EXISTING TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12697 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.85

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	109.8	226.2	482.4

TABLE E TYPICAL 11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN WILSON ST AND NEWPORT BLVD
NOTES: EXISTING TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9937 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	91.4	191.4	409.7

TABLE E TYPICAL 12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN BRISTOL ST AND MESA DR
NOTES: EXISTING TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6632 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	101.7	216.3

TABLE E TYPICAL 13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN MESA DR AND FAIR DR
NOTES: EXISTING TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5523 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	0.0	90.4	191.7

TABLE E TYPICAL 14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN FAIR DR AND VANGUARD WY
NOTES: EXISTING TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11557 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	69.6	146.0	312.6

TABLE E TYPICAL 15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN VANGUARD WY AND FAIRVIEW RD

NOTES: EXISTING TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9990 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	63.6	132.7	283.8

TABLE E TYPICAL 16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN BRISTOL ST AND MESA DR
NOTES: EXISTING TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 25927 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
53.9	115.6	248.6	535.4

TABLE E TYPICAL 17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN MESA DR AND FAIR DR

NOTES: EXISTING TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22575 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	105.4	226.8	488.3

TABLE E TYPICAL 18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN FAIR DR AND VANGUARD WY
NOTES: EXISTING TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9385 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.34

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	58.9	126.4	272.1

TABLE E TYPICAL 19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN VANGUARD WY AND FAIRVIEW RD

NOTES: EXISTING TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7538 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.39

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	51.0	109.3	235.1

TABLE E TYPICAL 20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN WILSON ST AND FAIR DR
NOTES: EXISTING TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 43751 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.22

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
115.5	239.2	510.7	1097.9

TABLE E TYPICAL 21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN FAIR DR AND ADAMS AVE
NOTES: EXISTING TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 43028 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
114.4	236.6	505.1	1085.7

TABLE E TYPICAL 22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN ADAMS AVE AND BAKER ST
NOTES: EXISTING TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 49230 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
128.0	260.1	552.7	1186.9

ORANGE COUNTY FAIR

FHWA TRAFFIC NOISE MODEL PRINTOUTS

EXISTING INTERIM EVENT



TABLE E INTERIM 1
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN HARBOR BLVD AND FAIRVIEW RD
NOTES: EXISTING INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10319 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.52

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	79.5	164.9	352.3

TABLE E INTERIM 2
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN FAIRVIEW RD AND VANGUARD WY
NOTES: EXISTING INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20419 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.48

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
60.4	121.8	258.3	554.4

TABLE E INTERIM 3
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN VANGUARD WY AND NEWPORT BLVD
NOTES: EXISTING INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22789 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
64.3	130.7	277.7	596.5

TABLE E INTERIM 4
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN NEWPORT BLVD AND ORANGE AVE
NOTES: EXISTING INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9221 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	70.7	151.8	326.8

TABLE E INTERIM 5
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN ORANGE AVE AND SANTA ANA
NOTES: EXISTING INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6165 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.78

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	54.2	116.1	249.9

TABLE E INTERIM 6
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: FAIRVIEW RD BETWEEN I-405 AND BAKER ST

NOTES: EXISTING INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 40065 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
109.6	225.9	481.7	1035.4

TABLE E INTERIM 7
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN BAKER ST AND ADAMS AVE
NOTES: EXISTING INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 40696 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.91

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
110.6	228.2	486.7	1046.2

TABLE E INTERIM 8
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN ADAMS AVE AND ARLINGTON DR
NOTES: EXISTING INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 30125 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.60

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
92.9	187.9	398.8	856.4

TABLE E INTERIM 9
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN ARLINGTON DR AND FAIR DR
NOTES: EXISTING INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 26770 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.09

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
86.9	174.2	368.9	791.7

TABLE E INTERIM 10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN FAIR DR AND WILSON ST
NOTES: EXISTING INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12473 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	108.6	223.6	476.8

TABLE E INTERIM 11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN WILSON ST AND NEWPORT BLVD
NOTES: EXISTING INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10009 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	91.8	192.3	411.7

TABLE E INTERIM 12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN BRISTOL ST AND MESA DR
NOTES: EXISTING INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6834 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.89

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	103.7	220.6

TABLE E INTERIM 13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN MESA DR AND FAIR DR
NOTES: EXISTING INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5681 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.08

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	0.0	92.0	195.3

TABLE E INTERIM 14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN FAIR DR AND VANGUARD WY
NOTES: EXISTING INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11487 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	69.4	145.4	311.3

TABLE E INTERIM 15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN VANGUARD WY AND FAIRVIEW RD

NOTES: EXISTING INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10173 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	64.3	134.3	287.2

TABLE E INTERIM 16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN BRISTOL ST AND MESA DR

NOTES: EXISTING INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 27986 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.08

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
56.7	121.6	261.6	563.4

TABLE E INTERIM 17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN MESA DR AND FAIR DR

NOTES: EXISTING INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22808 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.19

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	106.1	228.3	491.7

TABLE E INTERIM 18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN FAIR DR AND VANGUARD WY
NOTES: EXISTING INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10361 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	62.9	135.0	290.6

TABLE E INTERIM 19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN VANGUARD WY AND FAIRVIEW RD

NOTES: EXISTING INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7973 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.63

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	52.9	113.4	244.1

TABLE E INTERIM 20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN WILSON ST AND FAIR DR
NOTES: EXISTING INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 43761 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.22

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
115.6	239.3	510.8	1098.0

TABLE E INTERIM 21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN FAIR DR AND ADAMS AVE
NOTES: EXISTING INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 43450 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.19

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
115.1	238.1	508.3	1092.8

TABLE E INTERIM 22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN ADAMS AVE AND BAKER ST
NOTES: EXISTING INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 51358 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.33

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
131.2	267.3	568.4	1220.8

ORANGE COUNTY FAIR
FHWA TRAFFIC NOISE MODEL PRINTOUTS
EXISTING FAIR EVENT



TABLE E FAIR 1
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DRIVE BETWEEN HARBOR BLVD AND FAIRVIEW RD
NOTES: EXISTING FAIR EVENT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10268 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	79.2	164.4	351.2

TABLE E FAIR 2
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: FAIR DRIVE BETWEEN FAIRVIEW RD AND VANGUARD WY

NOTES: EXISTING FAIR EVENT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 26136 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.55

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
69.6	142.8	304.1	653.5

TABLE E FAIR 3
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DRIVE BETWEEN VANGUARD WY AND NEWPORT BLVD
NOTES: EXISTING FAIR EVENT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 24031 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.19

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
66.3	135.2	287.7	617.9

TABLE E FAIR 4
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DRIVE BETWEEN NEWPORT BLVD AND ORANGE AVE
NOTES: EXISTING FAIR EVENT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10976 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.29

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	79.3	170.5	367.0

TABLE E FAIR 5
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN ORANGE AVE AND SANTA ANA AVE
NOTES: EXISTING FAIR EVENT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9409 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.62

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	71.6	153.9	331.2

TABLE E FAIR 6
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN I-405 AND BAKER ST
NOTES: EXISTING FAIR EVENT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 46626 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
120.1	249.4	532.7	1145.4

TABLE E FAIR 7
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN BAKER ST AND ADAMS AVE
NOTES: EXISTING FAIR EVENT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 44348 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.28

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
116.5	241.3	515.3	1107.8

TABLE E FAIR 8
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN ADAMS AVE AND ARLINGTON DR
NOTES: EXISTING FAIR EVENT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 32930 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
97.7	199.0	423.0	908.6

TABLE E FAIR 9
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN ARLINGTON DR AND FAIR DR
NOTES: EXISTING FAIR EVENT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 29857 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.56

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
92.4	186.8	396.5	851.3

TABLE E FAIR 10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN FAIR DR AND WILSON ST
NOTES: EXISTING FAIR EVENT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13561 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.13

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
61.8	114.1	236.1	503.9

TABLE E FAIR 11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: FAIRVIEW RD BETWEEN WILSON ST AND NEWPORT BLVD

NOTES: EXISTING FAIR EVENT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10763 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.85

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	96.0	201.7	432.0

TABLE E FAIR 12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN BRISTOL ST AND MESA DR
NOTES: EXISTING FAIR EVENT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8258 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	56.7	117.2	250.1

- TABLE E FAIR 13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN MESA DR AND FAIR DR
NOTES: EXISTING FAIR EVENT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5664 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.07

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	0.0	91.9	194.9

TABLE E FAIR 14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN FAIR DR AND VANGUARD WY
NOTES: EXISTING FAIR EVENT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12128 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.38

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	71.8	150.7	322.8

TABLE E FAIR 15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN VANGUARD WY AND FAIRVIEW RD
NOTES: EXISTING FAIR EVENT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10391 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	65.2	136.2	291.3

TABLE E FAIR 16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN BRISTOL ST AND MESA DR
NOTES: EXISTING FAIR EVENT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28702 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.19

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
57.6	123.6	266.1	573.0

TABLE E FAIR 17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN MESA DR AND FAIR DR
NOTES: EXISTING FAIR EVENT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20761 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
	----	-----	-----

AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.79

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	99.7	214.5	461.8

TABLE E FAIR 18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN FAIR DR AND VANGUARD WY

NOTES: EXISTING FAIR EVENT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10202 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.70

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	62.3	133.6	287.6

TABLE E FAIR 19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN VANGUARD WY AND FAIR VIEW RD

NOTES: EXISTING FAIR EVENT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7848 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.56

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	52.4	112.2	241.5

TABLE E FAIR 20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN WILSON ST AND FAIR DR
NOTES: EXISTING FAIR EVENT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 43967 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.24

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
115.9	240.0	512.4	1101.5

TABLE E FAIR 21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN FAIR DR AND ADAMS AVE
NOTES: EXISTING FAIR EVENT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 49479 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
124.5	259.2	554.1	1191.6

TABLE E FAIR 22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN ADAMS AVE AND BAKER ST
NOTES: EXISTING FAIR EVENT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 55677 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.68

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
137.5	281.6	599.6	1288.2

ORANGE COUNTY FAIR
AIR QUALITY CO HOT SPOT ANALYSIS
CALINE4 MODEL PRINTOUTS
EXISTING TYPICAL WEEKEND PLUS MASTER PLAN



TABLE E TYPICAL + MP 1
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN HARBOR BLVD AND FAIRVIEW RD
NOTES: EXISTING TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10032 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.39

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	78.1	161.9	345.8

TABLE E TYPICAL + MP 2
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN FAIRVIEW RD AND VANGUARD WY
NOTES: EXISTING TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18583 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.07

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
57.3	114.7	242.7	520.8

TABLE E TYPICAL + MP 3
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN VANGUARD WY AND NEWPORT BLVD
NOTES: EXISTING TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22007 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.81

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
63.0	127.8	271.4	582.8

TABLE E TYPICAL + MP 4
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN NEWPORT BLVD AND ORANGE AVE
NOTES: EXISTING TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10060 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.91

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	74.9	160.9	346.3

TABLE E TYPICAL + MP 5
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN ORANGE AVE AND SANTA ANA AVE
NOTES: EXISTING TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6197 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.81

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	54.4	116.5	250.8

TABLE E TYPICAL + MP 6
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN I-405 AND BAKER ST
NOTES: EXISTING TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 39775 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.81

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
109.1	224.8	479.4	1030.4

TABLE E TYPICAL + MP 7
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN BAKER ST AND ADAMS AVE
NOTES: EXISTING TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 41854 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.03

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
---	---	---	-----
112.5	232.4	495.9	1065.9

TABLE E TYPICAL + MP 8
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN ADAMS AVE AND ARLINGTON DR
NOTES: EXISTING TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 27503 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.20

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
88.2	177.2	375.6	806.0

TABLE E TYPICAL + MP 9
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: FAIRVIEW RD BETWEEN ARLINGTON DR AND FAIR DR

NOTES: EXISTING TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 25890 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.94

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
85.3	170.5	360.9	774.3

TABLE E TYPICAL + MP 10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN FAIR DR AND WILSON ST
NOTES: EXISTING TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12697 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.85

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	109.8	226.2	482.4

TABLE E TYPICAL + MP 11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: FAIRVIEW RD BETWEEN WILSON ST AND NEWPORT BLVD

NOTES: EXISTING TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9937 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	91.4	191.4	409.7

TABLE E TYPICAL + MP 12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN BRISTOL ST AND MESA DR

NOTES: EXISTING TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6632 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18

SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	0.0	101.7	216.3

TABLE E TYPICAL + MP 13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN MESA DR AND FAIR DR

NOTES: EXISTING TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5523 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	90.4	191.7

TABLE E TYPICAL + MP 14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN FAIR DR AND VANGUARD WY

NOTES: EXISTING TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11557 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	69.6	146.0	312.6

TABLE E TYPICAL + MP 15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN VANGUARD WY AND FAIRVIEW RD

NOTES: EXISTING TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9990 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	63.6	132.7	283.8

TABLE E TYPICAL + MP 16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN BRISTOL ST AND MESA DR

NOTES: EXISTING TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 25927 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
53.9	115.6	248.6	535.4

TABLE E TYPICAL + MP 17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN MESA DR AND FAIR DR

NOTES: EXISTING TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22575 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	105.4	226.8	488.3

TABLE E TYPICAL + MP 18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN FAIR DR AND VANGUARD WY
NOTES: EXISTING TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9385 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.34

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	58.9	126.4	272.1

TABLE E TYPICAL + MP 19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN VANGUARD WY AND FAIRVIEW RD

NOTES: EXISTING TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7538 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.39

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	51.0	109.3	235.1

TABLE E TYPICAL + MP 20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: HARBOR BLVD BETWEEN WILSON ST AND FAIR DR

NOTES: EXISTING TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 43751 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36

SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.22

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
115.5	239.2	510.7	1097.9

TABLE E TYPICAL + MP 21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN FAIR DR AND ADAMS AVE
NOTES: EXISTING TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 43028 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
---	-----	-----	-----
114.4	236.6	505.1	1085.7

TABLE E TYPICAL + MP 22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN ADAMS AVE AND BAKER ST
NOTES: EXISTING TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 49230 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
128.0	260.1	552.7	1186.9

ORANGE COUNTY FAIR
FHWA TRAFFIC NOISE MODEL PRINTOUTS
EXISTING INTERIM EVENT PLUS MASTER PLAN



TABLE E INTERIM + MP 1
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN HARBOR BLVD AND FAIRVIEW RD
NOTES: EXISTING INTERIM + MASTER PLAN

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10382 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.54

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	79.8	165.6	353.8

TABLE E INTERIM + MP 2
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN FAIRVIEW RD AND VANGUARD WY
NOTES: EXISTING INTERIM + MASTER PLAN

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20815 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.56

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
61.1	123.3	261.6	561.6

TABLE E INTERIM + MP 3
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN VANGUARD WY AND NEWPORT BLVD
NOTES: EXISTING INTERIM + MASTER PLAN

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 23090 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.01

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
64.8	131.8	280.2	601.7

TABLE E INTERIM + MP 4
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN NEWPORT BLVD AND ORANGE AVE
NOTES: EXISTING INTERIM + MASTER PLAN

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9253 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.55

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	70.8	152.2	327.5

TABLE E INTERIM + MP 5
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN ORANGE AVE AND SANTA ANA AVE
NOTES: EXISTING INTERIM + MASTER PLAN

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6197 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.81

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	54.4	116.5	250.8

TABLE E INTERIM 6
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW DR BETWEEN I-405 AND BAKER ST
NOTES: EXISTING INTERIM + MASTER PLAN

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 40730 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.91

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
110.7	228.3	487.0	1046.8

TABLE E INTERIM + MP 7
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: FAIRVIEW RD BETWEEN BAKER ST AND ADAMS AVE

NOTES: EXISTING INTERIM + MASTER PLAN

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 41361 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.98

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
111.7	230.6	492.0	1057.5

TABLE E INTERIM + MP 8
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN ADAMS AVE AND ARLINGTON DR
NOTES: EXISTING INTERIM + MASTER PLAN

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 30790 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.69

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
94.0	190.5	404.6	868.9

TABLE E INTERIM + MP 9
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN ARLINGTON DR AND FAIR DR
NOTES: EXISTING INTERIM + MASTER PLAN

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 27198 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.16

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
---	---	---	---
87.7	176.0	372.8	800.1

TABLE E INTERIM + MP 10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN FAIR DR AND WILSON ST
NOTES: EXISTING INTERIM + MASTER PLAN

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12679 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	109.7	226.0	482.0

TABLE E INTERIM + MP 11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN WILSON ST AND NEWPORT BLVD
NOTES: EXISTING INTERIM + MASTER PLAN

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10215 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.62

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	92.9	194.9	417.3

TABLE E INTERIM + MP 12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN BRISTOL ST AND MESA DR

NOTES: EXISTING INTERIM + MASTER PLAN

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7214 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.12

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	107.4	228.7

TABLE E INTERIM + MP 13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN MESA DR AND FAIR DR
NOTES: EXISTING INTERIM + MASTER PLAN

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6061 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.36

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	95.9	203.8

TABLE E INTERIM + MP 14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN FAIR DR AND VANGUARD WY
NOTES: EXISTING INTERIM + MASTER PLAN

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11487 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	69.4	145.4	311.3

TABLE E INTERIM + MP 15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN VANGUARD WY AND FAIRVIEW RD

NOTES: EXISTING INTERIM + MASTER PLAN

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10173 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	64.3	134.3	287.2

TABLE E INTERIM + MP 16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN BRISTOL ST AND MESA DR
NOTES: EXISTING INTERIM + MASTER PLAN

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28366 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
57.2	122.7	264.0	568.5

TABLE E INTERIM + MP 17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN MESA DR AND FAIR DR

NOTES: EXISTING INTERIM + MASTER PLAN

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 23347 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.30

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	107.8	231.9	499.4

TABLE E INTERIM + MP 18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN FAIR DR AND VANGUARD WY
NOTES: EXISTING INTERIM + MASTER PLAN

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10361 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	62.9	135.0	290.6

TABLE E INTERIM + MP 19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN VANGUARD WY AND FAIRVIEW RD

NOTES: EXISTING INTERIM + MASTER PLAN

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7973 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.63

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	52.9	113.4	244.1

TABLE E INTERIM + MP 20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN WILSON ST AND FAIR DR
NOTES: EXISTING INTERIM + MASTER PLAN

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 43793 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.22

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
115.6	239.4	511.0	1098.6

TABLE E INTERIM + MP 21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN FAIR DR AND ADAMS AVE
NOTES: EXISTING INTERIM + MASTER PLAN

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 43513 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.20

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
115.2	238.4	508.8	1093.9

TABLE E INTERIM + MP 22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN ADAMS AVE AND BAKER ST
NOTES: EXISTING INTERIM + MASTER PLAN

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 51390 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.33

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
131.2	267.4	568.6	1221.3

ORANGE COUNTY FAIR

FHWA TRAFFIC NOISE MODEL PRINTOUTS

EXISTING INTERIM EVENT PLUS MASTER PLAN PLUS CONCERT



TABLE E INTERIM + MP + CON 1
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: FAIR DR BETWEEN HARBOR BLVD AND FAIRVIEW RD

NOTES: EXISTING INTERIM + MATER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10817 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.72

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	81.8	170.1	363.5

TABLE E INTERIM + MP + CON 2
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN FAIRVIEW RD AND VANGUARD WY
NOTES: EXISTING INTERIM + MATER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 23529 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.10

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
65.5	133.4	283.7	609.3

TABLE E INTERIM + MP + CON 3
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN VANGUARD WY AND NEWPORT BLVD
NOTES: EXISTING INTERIM + MATER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 25152 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.39

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
68.1	139.3	296.5	637.0

TABLE E INTERIM + MP + CON 4
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: FAIR DR BETWEEN NEWPORT BLVD AND ORANGE AVE

NOTES: EXISTING INTERIM + MATER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9470 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.65

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	71.9	154.5	332.6

TABLE E INTERIM + MP + CON 5
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: FAIR DR BETWEEN ORANGE AVE AND SANTA ANA AVE

NOTES: EXISTING INTERIM + MATER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6414 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	55.6	119.2	256.6

TABLE E INTERIM + MP + CON 6
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN I-405 AND BAKER ST
NOTES: EXISTING INTERIM + MATER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 45289 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.37

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
118.0	244.7	522.5	1123.4

TABLE E INTERIM + MP + CON 7
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: FAIRVIEW RD BETWEEN BAKER ST AND ADAMS AVE

NOTES: EXISTING INTERIM + MATER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 45920 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.43

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
119.0	246.9	527.3	1133.8

TABLE E INTERIM + MP + CON 8
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: FAIRVIEW RD BETWEEN ADAMS AVE AND ARLINGTON DR

NOTES: EXISTING INTERIM + MATER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 35349 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.29

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
101.8	208.3	443.4	952.5

TABLE E INTERIM + MP + CON 9
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: FAIRVIEW RD BETWEEN ARLINGTON DR AND FAIR DR

NOTES: EXISTING INTERIM + MATER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 30128 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.60

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
92.9	187.9	398.9	856.4

TABLE E INTERIM + MP + CON 10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: FAIRVIEW RD BETWEEN FAIR DR AND WILSON ST

NOTES: EXISTING INTERIM + MATER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14090 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.30

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
62.9	116.8	242.0	516.8

TABLE E INTERIM + MP + CON 11
 FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: FAIRVIEW RD BETWEEN WILSON ST AND NEWPORT BLVD

NOTES: EXISTING INTERIM + MATER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11626 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.19

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	100.8	212.2	454.8

TABLE E INTERIM + MP + CON 12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN BRISTOL ST AND MESA DR

NOTES: EXISTING INTERIM + MATER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9819 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.46

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	63.0	131.2	280.5

TABLE E INTERIM + MP + CON 13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN MESA DR AND FAIR DR

NOTES: EXISTING INTERIM + MATER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8666 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.92

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	58.4	120.9	258.2

TABLE E INTERIM + MP + CON 14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN FAIR DR AND VANGUARD WY

NOTES: EXISTING INTERIM + MATER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11487 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	69.4	145.4	311.3

TABLE E INTERIM + MP + CON 15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN VANGUARD WY AND FAIRVIEW RD

NOTES: EXISTING INTERIM + MATER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10173 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	64.3	134.3	287.2

TABLE E INTERIM + MP + CON 16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN BRISTOL ST AND MESA DR
NOTES: EXISTING INTERIM + MATER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 30971 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.52

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
60.6	130.1	279.9	602.8

TABLE E INTERIM + MP + CON 17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN MESA DR AND FAIR DR

NOTES: EXISTING INTERIM + MATER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 27037 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.93

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
55.4	118.8	255.7	550.6

TABLE E INTERIM + MP + CON 18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN FAIR DR AND VANGUARD WY
NOTES: EXISTING INTERIM + MATER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10361 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	62.9	135.0	290.6

TABLE E INTERIM + MP + CON 19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN VANGUARD WY AND FAIRVIEW RD

NOTES: EXISTING INTERIM + MATER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7973 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.63

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	52.9	113.4	244.1

TABLE E INTERIM + MP + CON 20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: HARBOR BLVD BETWEEN WILSON ST AND FAIR DR

NOTES: EXISTING INTERIM + MATER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 44010 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.25

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
116.0	240.1	512.7	1102.2

TABLE E INTERIM + MP + CON 21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN FAIR DR AND ADAMS AVE
NOTES: EXISTING INTERIM + MATER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 43948 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.24

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
115.9	239.9	512.2	1101.1

TABLE E INTERIM + MP + CON 22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: HARBOR BLVD BETWEEN ADAMS AVE AND BAKER ST

NOTES: EXISTING INTERIM + MATER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 51607 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48

SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.35

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
131.5	268.1	570.2	1224.7

ORANGE COUNTY FAIR

FHWA TRAFFIC NOISE MODEL PRINTOUTS

EXISTING FAIR EVENT PLUS MASTER PLAN

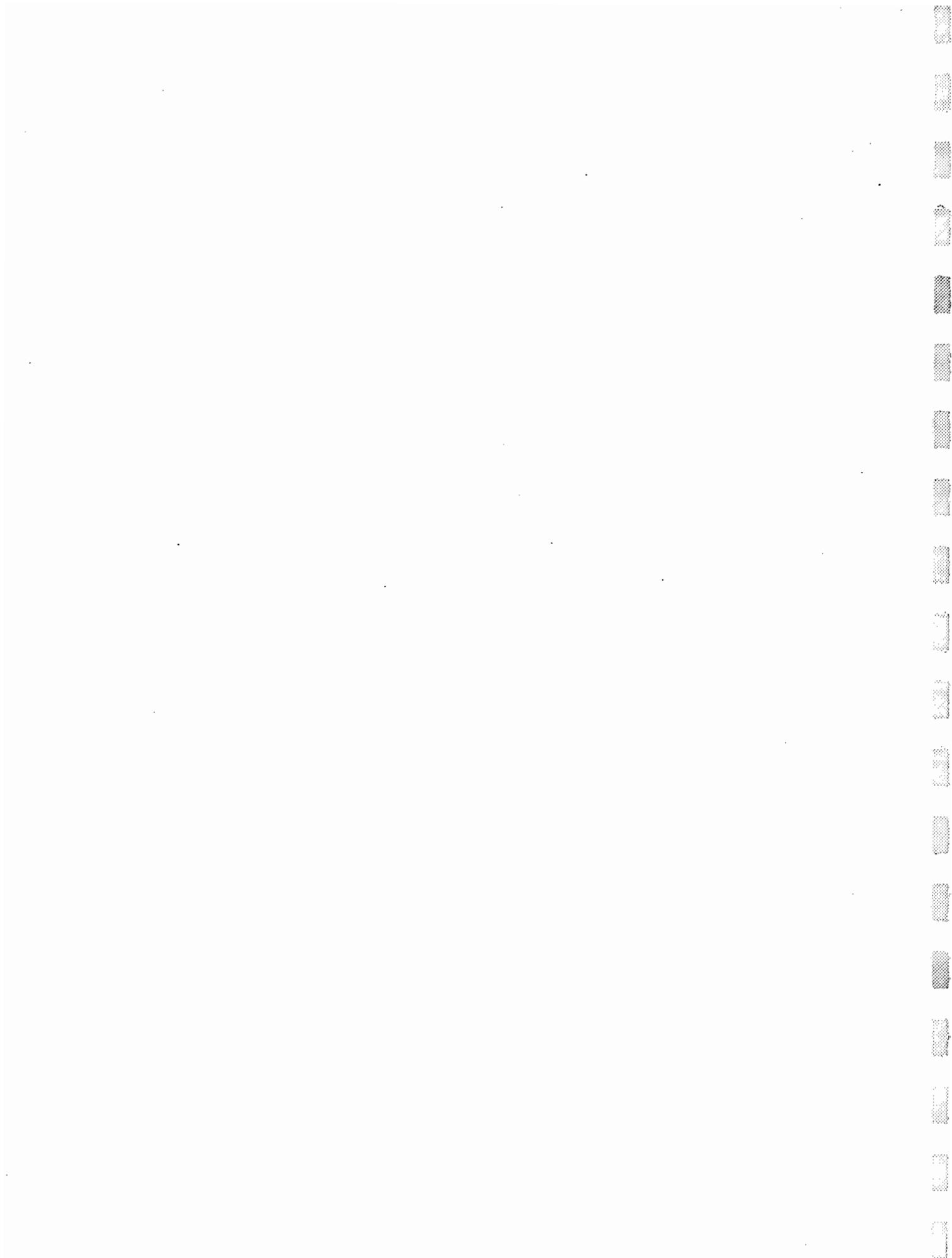


TABLE E FAIR + MP 1
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DRIVE BETWEEN HARBOR BLVD AND FAIRVIEW RD
NOTES: EXISTING FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10361 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	79.7	165.4	353.3

TABLE E FAIR + MP 2
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN FAIRVIEW RD AND VANGUARD WY
NOTES: EXISTING FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 26716 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.65

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
70.5	144.8	308.6	663.1

TABLE E FAIR + MP 3
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN VANGUARD WY AND NEWPORT BLVD
NOTES: EXISTING FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 24587 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.29

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
67.2	137.2	292.0	627.4

TABLE E FAIR + MP 4
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN NEWPORT BLVD AND ORANGE AVE
NOTES: EXISTING FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11022 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.31

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	79.5	170.9	368.0

TABLE E FAIR + MP 5
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN ORANGE AVE AND SANTA ANA AVE
NOTES: EXISTING FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9455 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.64

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	71.9	154.4	332.3

TABLE E FAIR + MP 6
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN I-405 AND BAKER ST
NOTES: EXISTING FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 47600 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
121.6	252.7	540.1	1161.3

TABLE E FAIR + MP 7
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN BAKER ST AND ADAMS AVE
NOTES: EXISTING FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 45322 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.37

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
118.0	244.8	522.8	1124.0

TABLE E FAIR + MP 8
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN ADAMS AVE AND ARLINGTON DR
NOTES: EXISTING FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 33904 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.11

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
99.4	202.7	431.3	926.4

TABLE E FAIR + MP 9
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: FAIRVIEW RD BETWEEN ARLINGTON DR AND FAIR DR

NOTES: EXISTING FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 30483 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT ----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.65

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
93.5	189.3	402.0	863.1

TABLE E FAIR + MP 10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN FAIR DR AND WILSON ST
NOTES: EXISTING FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13862 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.23

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
62.4	115.7	239.5	511.2

TABLE E FAIR + MP 11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN WILSON ST AND NEWPORT BLVD
NOTES: EXISTING FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11064 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.97

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	97.7	205.4	440.0

TABLE E FAIR + MP 12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN BRISTOL ST AND MESA DR

NOTES: EXISTING FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8814 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	59.0	122.3	261.1

TABLE E FAIR + MP 13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN MESA DR AND FAIR DR

NOTES: EXISTING FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6220 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.48

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	0.0	97.6	207.3

TABLE E FAIR + MP 14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN FAIR DR AND VANGUARD WY
NOTES: EXISTING FAIR + MASTER PLAN CONDITIONS.

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12128 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.38

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	71.8	150.7	322.8

TABLE E FAIR + MP 15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN VANGUARD WY AND FAIRVIEW RD

NOTES: EXISTING FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10391 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	65.2	136.2	291.3

TABLE E FAIR + MP 16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN BRISTOL ST AND MESA DR

NOTES: EXISTING FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 29258 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6

SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.28

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
58.4	125.2	269.5	580.4

TABLE E FAIR + MP 17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN MESA DR AND FAIR DR

NOTES: EXISTING FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 21549 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	102.2	219.9	473.4

TABLE E FAIR + MP 18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN FAIR DR AND VANGUARD WY
NOTES: EXISTING FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10202 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.70

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	62.3	133.6	287.6

TABLE E FAIR + MP 19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN VANGUARD WY AND FAIRVIEW RD

NOTES: EXISTING FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7848 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.56

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	52.4	112.2	241.5

TABLE E FAIR + MP 20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN WILSON ST AND FAIR DR
NOTES: EXISTING FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 44013 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.25

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
116.0	240.2	512.7	1102.2

TABLE E FAIR + MP 21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: HARBOR BLVD BETWEEN FAIR DR AND ADAMS AVE

NOTES: EXISTING FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 49572 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
124.6	259.5	554.8	1193.1

TABLE E FAIR + MP 22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN ADAMS AVE AND BAKER ST
NOTES: EXISTING FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 55723 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.68

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
137.5	281.7	599.9	1288.9

ORANGE COUNTY FAIR
FHWA TRAFFIC NOISE MODEL PRINTOUTS
CUMULATIVE TYPICAL WEEKEND



TABLE C TYPICAL 1
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN HARBOR BLVD AND FAIRVIEW RD
NOTES: CUMULATIVE TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11647 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.04

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	85.6	178.5	381.8

TABLE C TYPICAL 2
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN FAIRVIEW RD AND VANGUARD WY
NOTES: CUMULATIVE TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20550 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.51

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
60.6	122.3	259.4	556.8

TABLE C TYPICAL 3
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN VANGUARD WY AND NEWPORT BLVD
NOTES: CUMULATIVE TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 23974 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.18

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
66.2	135.0	287.2	617.0

TABLE C TYPICAL 4
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN NEWPORT BLVD AND ORANGE AVE
NOTES: CUMULATIVE TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10597 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	77.5	166.5	358.5

TABLE C TYPICAL 5
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN ORANGE AVE AND SANTA ANA AVE
NOTES: CUMULATIVE TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6734 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	57.4	123.2	265.0

TABLE C TYPICAL 6
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN I-405 AND BAKER ST
NOTES: CUMULATIVE TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 42637 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.11

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
113.8	235.2	502.0	1079.2

TABLE C TYPICAL 7
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN BAKER ST AND ADAMS AVE
NOTES: CUMULATIVE TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 43812 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.23

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
115.6	239.4	511.2	1098.9

TABLE C TYPICAL 8
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN ADAMS AVE AND ARLINGTON DR
NOTES: CUMULATIVE TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28532 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.36

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
90.1	181.5	384.8	826.0

TABLE C TYPICAL 9
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: FAIRVIEW RD BETWEEN ARLINGTON DR AND FAIR DR

NOTES: CUMULATIVE TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 26605 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT. FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.06

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
86.6	173.5	367.4	788.4

TABLE C TYPICAL 10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN FAIR DR AND WILSON ST
NOTES: CUMULATIVE TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13321 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.06

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	112.9	233.4	498.0

TABLE C TYPICAL 11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: FAIRVIEW RD BETWEEN WILSON ST AND NEWPORT BLVD

NOTES: CUMULATIVE TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10470 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.73

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	94.4	198.1	424.2

TABLE C TYPICAL 12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN BRISTOL ST AND MESA DR
NOTES: CUMULATIVE TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6995 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	105.2	224.1

TABLE C TYPICAL 13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN MESA DR AND FAIR DR

NOTES: CUMULATIVE TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5886 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.24

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	0.0	94.2	199.9

TABLE C TYPICAL 14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN FAIR DR AND VANGUARD WY
NOTES: CUMULATIVE TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11557 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	69.6	146.0	312.6

TABLE C TYPICAL 15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN VANGUARD WY AND FAIRVIEW
NOTES: CUMULATIVE TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9990 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	63.6	132.7	283.8

TABLE C TYPICAL 16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN BRISTOL ST AND MESA DR
NOTES: CUMULATIVE TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 26290 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.81

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
54.4	116.6	250.9	540.4

TABLE C TYPICAL 17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN MESA DR AND FAIR DR
NOTES: CUMULATIVE TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22938 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.22

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	106.5	229.2	493.6

TABLE C TYPICAL 18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN FAIR DR AND VANGUARD WY
NOTES: CUMULATIVE TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9385 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.34

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	58.9	126.4	272.1

TABLE C TYPICAL 19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN VANGUARD WY AND FAIRVIEW RD

NOTES: CUMULATIVE TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7538 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.39

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	51.0	109.3	235.1

TABLE C TYPICAL 20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN WILSON ST AND FAIR DR
NOTES: CUMULATIVE TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 50031 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.80

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
125.3	261.1	558.2	1200.4

TABLE C TYPICAL 21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN FAIR DR AND ADAMS AVE
NOTES: CUMULATIVE TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 50923 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.88

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
126.7	264.1	564.8	1214.7

TABLE C TYPICAL 22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN ADAMS AVE AND BAKER ST
NOTES: CUMULATIVE TYPICAL CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 58705 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.91

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
141.8	291.4	621.0	1334.4

ORANGE COUNTY FAIR
FHWA TRAFFIC NOISE MODEL PRINTOUTS
CUMULATIVE INTERIM EVENT



TABLE C INTERIM 1
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIR DR BETWEEN HARBOR BLVD AND FAIRVIEW RD
NOTES: CUMULATIVE INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11934 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	86.9	181.4	388.0

TABLE C INTERIM 2
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIR DR BETWEEN FAIRVIEW RD AND VANGUARD WY
NOTES: CUMULATIVE INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22386 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.88

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
63.6	129.2	274.5	589.4

TABLE C INTERIM 3
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIR DR BETWEEN VANGUARD WY AND NEWPORT BLVD
NOTES: CUMULATIVE INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 24756 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY EVENING NIGHT

	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.32

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
67.4	137.8	293.4	630.3

TABLE C INTERIM 4
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIR DR BETWEEN NEWPORT BLVD AND ORANGE AVE
NOTES: CUMULATIVE INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9758 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.78

70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	73.4	157.6	339.3

TABLE C INTERIM 5
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIR DR BETWEEN ORANGE AVE AND SANTA ANA AVE
NOTES: CUMULATIVE INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6702 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	57.2	122.8	264.2

TABLE C INTERIM 6
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN I-405 AND BAKER ST
NOTES: CUMULATIVE INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 42927 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
114.2	236.3	504.3	1084.0

TABLE C INTERIM 7
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN BAKER ST AND ADAMS AVE
NOTES: CUMULATIVE INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 42654 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.11

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
113.8	235.3	502.2	1079.5

TABLE C INTERIM 8
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN ADAMS AVE AND ARLINGTON DR
NOTES: CUMULATIVE INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 31154 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
94.7	192.0	407.8	875.7

TABLE C INTERIM 9
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN ARLINGTON DR AND FAIR DR
NOTES: CUMULATIVE INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 27485 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.20

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
88.2	177.2	375.4	805.7

TABLE C INTERIM 10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN FAIR DR AND WILSON ST
NOTES: CUMULATIVE INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13097 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.98

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	111.8	230.8	492.5

TABLE C INTERIM 11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN WILSON ST AND NEWPORT BLVD
NOTES: CUMULATIVE INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10542 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	94.8	199.0	426.1

TABLE C INTERIM 12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN BRISTOL ST AND MESA DR
NOTES: CUMULATIVE INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7197 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.11

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	107.2	228.3

TABLE C INTERIM 13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN MESA DR AND FAIR DR

NOTES: CUMULATIVE INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6044 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.35

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	0.0	95.8	203.4

TABLE C INTERIM 14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN FAIR DR AND VANGUARD WY
NOTES: CUMULATIVE INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11487 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	69.4	145.4	311.3

TABLE C INTERIM 15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN VANGUARD WY AND FAIRVIEW RD

NOTES: CUMULATIVE INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10173 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	64.3	134.3	287.2

TABLE C INTERIM 16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN BRISTOL ST AND MESA DR
NOTES: CUMULATIVE INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28349 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
57.2	122.6	263.9	568.3

TABLE C INTERIM 17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN MESA DR AND FAIR DR
NOTES: CUMULATIVE INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 23171 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY EVENING NIGHT

	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.26

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	107.3	230.7	496.9

TABLE C INTERIM 18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN FAIR DR AND VANGUARD WY

NOTES: CUMULATIVE INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10361 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	62.9	135.0	290.6

TABLE C INTERIM 19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN VANGUARD WY AND FAIRVIEW RD

NOTES: CUMULATIVE INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7973 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.63

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	52.9	113.4	244.1

TABLE C INTERIM 20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN WILSON ST AND FAIR DR
NOTES: CUMULATIVE INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 50041 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.80

70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
125.4	261.1	558.3	1200.6

TABLE C INTERIM 21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN FAIR DR AND ADAMS AVE
NOTES: CUMULATIVE INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 51345 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.92

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
127.3	265.6	567.9	1221.4

TABLE C INTERIM 22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN ADAMS AVE AND BAKER ST
NOTES: CUMULATIVE INTERIM CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 60833 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.06

70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
144.8	298.2	635.8	1366.5

ORANGE COUNTY FAIR
FHWA TRAFFIC NOISE MODEL PRINTOUTS
CUMULATIVE FAIR EVENT



TABLE C FAIR 1
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN HARBOR BLVD AND FAIRVIEW RD
NOTES: CUMULATIVE FAIR CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11883 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.13

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	86.6	180.9	386.9

TABLE C FAIR 2
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN FAIRVIEW RD AND VANGUARD WY
NOTES: CUMULATIVE FAIR CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28103 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.87

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
72.7	149.7	319.1	685.8

TABLE C FAIR 3
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN VANGUARD WY AND NEWPORT BLVD
NOTES: CUMULATIVE FAIR CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 25998 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
69.4	142.3	303.0	651.2

TABLE C FAIR 4
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN NEWPORT BLVD AND ORANGE AVE
NOTES: CUMULATIVE FAIR CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11513 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	81.9	176.0	378.9

TABLE C FAIR 5
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIR DR BETWEEN ORANGE AVE AND SANTA ANA AVE
NOTES: CUMULATIVE FAIR CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9946 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.86

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	74.3	159.6	343.7

TABLE C FAIR 6
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN I-405 AND BAKER ST
NOTES: CUMULATIVE FAIR CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 49488 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
124.5	259.3	554.2	1191.7

TABLE C FAIR 7
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN BAKER ST AND ADAMS AVE
NOTES: CUMULATIVE FAIR CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 46306 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.47

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
119.6	248.2	530.3	1140.2

TABLE C FAIR 8
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN ADAMS AVE AND ARLINGTON DR
NOTES: CUMULATIVE FAIR CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 33959 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.12

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
99.5	203.0	431.7	927.4

TABLE C FAIR 9
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN ARLINGTON DR AND FAIR DR
NOTES: CUMULATIVE FAIR CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 30572 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.66

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
93.6	189.7	402.8	864.8

TABLE C FAIR 10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN FAIR DR AND WILSON ST
NOTES: CUMULATIVE FAIR CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14185 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.33

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
63.1	117.3	243.1	519.1

TABLE C FAIR 11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN WILSON ST AND NEWPORT BLVD
NOTES: CUMULATIVE FAIR CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11296 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
	---	-----	-----

AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.06

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	99.0	208.2	446.1

TABLE C FAIR 12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN BRISTOL ST AND MESA DR
NOTES: CUMULATIVE FAIR CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8621 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.89

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	58.2	120.5	257.3

TABLE C FAIR 13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN MESA DR AND FAIR DR
NOTES: CUMULATIVE FAIR CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6027 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.34

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	0.0	95.6	203.0

TABLE C FAIR 14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN FAIR DR AND VANGUARD WY
NOTES: CUMULATIVE FAIR CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12128 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.38

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	71.8	150.7	322.8

TABLE C FAIR 15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN VANGUARD WY AND FAIRVIEW RD
NOTES: CUMULATIVE FAIR CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10391 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	65.2	136.2	291.3

TABLE C FAIR 16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN BRISTOL ST AND MESA DR
NOTES: CUMULATIVE FAIR CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 29065 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.25

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
58.1	124.7	268.3	577.8

TABLE C FAIR 17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN MESA DR AND FAIR DR
NOTES: CUMULATIVE FAIR CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 21124 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.86

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	100.9	217.0	467.2

TABLE C FAIR 18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN FAIR DR AND VANGUARD WY
NOTES: CUMULATIVE FAIR CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10202 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.70

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	62.3	133.6	287.6

TABLE C FAIR 19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN VANGUARD WY AND FAIRVIEW RD

NOTES: CUMULATIVE FAIR CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7848 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.56

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	52.4	112.2	241.5

TABLE C FAIR 20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN WILSON ST AND FAIR DR
NOTES: CUMULATIVE FAIR CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 50247 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.82

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
125.7	261.8	559.8	1203.9

TABLE C FAIR 21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN FAIR DR AND ADAMS AVE
NOTES: CUMULATIVE FAIR CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 57374 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.40

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
136.4	285.6	611.4	1315.1

TABLE C FAIR 22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/4/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN ADAMS AVE AND BAKER ST
NOTES: CUMULATIVE FAIR CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 65152 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.36

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
150.9	311.8	665.4	1430.3

ORANGE COUNTY FAIR
FHWA TRAFFIC NOISE MODEL PRINTOUTS
CUMULATIVE TYPICAL WEEKEND PLUS MASTER PLAN



TABLE C TYPICAL + MP 1
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: FAIR DR BETWEEN HARBOR BLVD AND FAIRVIEW RD

NOTES: CUMULATIVE TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11647 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.04

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	85.6	178.5	381.8

TABLE C TYPICAL + MP 2
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIR DR BETWEEN FAIRVIEW RD AND VANGUARD WY
NOTES: CUMULATIVE TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20550 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.51

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
60.6	122.3	259.4	556.8

TABLE C TYPICAL + MP 3
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: FAIR DR BETWEEN VANGUARD WY AND NEWPORT BLVD

NOTES: CUMULATIVE TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 23974 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.18

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
66.2	135.0	287.2	617.0

TABLE C TYPICAL + MP 4
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIR DR BETWEEN NEWPORT BLVD AND ORANGE AVE
NOTES: CUMULATIVE TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10597 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	77.5	166.5	358.5

TABLE C TYPICAL + MP 5
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: FAIR DR BETWEEN ORANGE AVE AND SANTA ANA AVE

NOTES: CUMULATIVE TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6734 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	57.4	123.2	265.0

TABLE C TYPICAL + MP 6
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN I-405 AND BAKER ST
NOTES: CUMULATIVE TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 42637 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.11

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
113.8	235.2	502.0	1079.2

TABLE C TYPICAL 7
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: FAIRVIEW RD BETWEEN BAKER ST AND ADAMS AVE

NOTES: CUMULATIVE TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 43812 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
	---	-----	-----

AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.23

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
115.6	239.4	511.2	1098.9

TABLE C TYPICAL + MP 8
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN ADAMS AVE AND ARLINGTON DR
NOTES: CUMULATIVE TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28532 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.36

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
90.1	181.5	384.8	826.0

TABLE C TYPICAL + MP 9
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: FAIRVIEW RD BETWEEN ARLINGTON DR AND FAIR DR

NOTES: CUMULATIVE TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 26605 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.06 .

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
86.6	173.5	367.4	788.4

TABLE C TYPICAL + MP 10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN FAIR DR AND WILSON ST
NOTES: CUMULATIVE TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13321 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.06

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	112.9	233.4	498.0

TABLE C TYPICAL + MP 11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: FAIRVIEW RD BETWEEN WILSON ST AND NEWPORT BLVD

NOTES: CUMULATIVE TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10470 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.73

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	94.4	198.1	424.2

TABLE C TYPICAL + MP 12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN BRISTOL ST AND MESA DR

NOTES: CUMULATIVE TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6995 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	105.2	224.1

TABLE C TYPICAL + MP 13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN MESA DR AND FAIR DR

NOTES: CUMULATIVE TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5886 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.24

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	94.2	199.9

TABLE C TYPICAL + MP 14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN FAIR DR AND VANGUARD WY
NOTES: CUMULATIVE TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11557 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	69.6	146.0	312.6

TABLE C TYPICAL + MP 15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN VANGUARD WY AND FAIRVIEW RD

NOTES: CUMULATIVE TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9990 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY EVENING NIGHT

	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	63.6	132.7	283.8

TABLE C TYPICAL + MP 16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN BRISTOL ST AND MESA DR
NOTES: CUMULATIVE TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 26290 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.81

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
54.4	116.6	250.9	540.4

TABLE C TYPICAL + MP 17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN MESA DR AND FAIR DR

NOTES: CUMULATIVE TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22938 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.22

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	106.5	229.2	493.6

TABLE C TYPICAL + MP 18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN FAIR DR AND VANGUARD WY
NOTES: CUMULATIVE TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9385 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.34

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	58.9	126.4	272.1

TABLE C TYPICAL + MP 19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN VANGUARD WY AND FAIRVIEW RD

NOTES: CUMULATIVE TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7538 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.39

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	51.0	109.3	235.1

TABLE C TYPICAL + MP 20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN WILSON ST AND FAIR DR
NOTES: CUMULATIVE TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 50031 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.80

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
125.3	261.1	558.2	1200.4

TABLE C TYPICAL + MP 21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN FAIR DR AND ADAMS AVE
NOTES: CUMULATIVE TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 50923 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.88

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
126.7	264.1	564.8	1214.7

TABLE C TYPICAL + MP 22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN ADAMS AVE AND BAKER ST
NOTES: CUMULATIVE TYPICAL + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 58705 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.91

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
141.8	291.4	621.0	1334.4

ORANGE COUNTY FAIR
FHWA TRAFFIC NOISE MODEL PRINTOUTS
CUMULATIVE INTERIM EVENT PLUS MASTER PLAN



TABLE C INTERIM + MP 1
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: FAIR DR BETWEEN HARBOR BLVD AND FAIRVIEW RD

NOTES: CUMULATIVE INTERIM + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11998 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	87.1	182.0	389.4

TABLE C INTERIM + MP 2
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIR DR BETWEEN FAIRVIEW RD AND VANGUARD WY
NOTES: CUMULATIVE INTERIM + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22782 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
64.3	130.7	277.7	596.4

TABLE C INTERIM + MP 3
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIR DR BETWEEN VANGUARD WY AND NEWPORT BLVD
NOTES: CUMULATIVE INTERIM + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 25136 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.38

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
68.0	139.2	296.4	636.7

TABLE C INTERIM + MP 4
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIR DR BETWEEN NEWPORT BLVD AND ORANGE AVE
NOTES: CUMULATIVE INTERIM + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9790 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.79

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	73.5	158.0	340.1

TABLE C INTERIM + MP 5
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: FAIR DR BETWEEN ORANGE AVE AND SANTA ANA AVE

NOTES: CUMULATIVE INTERIM + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6734 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	57.4	123.2	265.0

TABLE C INTERIM + MP 6
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN I-405 AND BAKER ST
NOTES: CUMULATIVE INTERIM + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 43592 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.20

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
115.3	238.7	509.4	1095.2

TABLE C INTERIM + MP 7
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN BAKER ST AND ADAMS AVE
NOTES: CUMULATIVE INTERIM + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 43319 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.18

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
114.9	237.7	507.3	1090.6

TABLE C INTERIM + MP 8
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: FAIRVIEW RD BETWEEN ADAMS AVE AND ARLINGTON DR

NOTES: CUMULATIVE INTERIM + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 31819 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
95.8	194.6	413.5	888.1

TABLE C INTERIM + MP 9
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: FAIRVIEW RD BETWEEN ARLINGTON DR AND FAIR DR

NOTES: CUMULATIVE INTERIM + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 27913 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.27

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
89.0	178.9	379.2	814.0

TABLE C INTERIM + MP 10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN FAIR DR AND WILSON ST
NOTES: CUMULATIVE INTERIM + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13303 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.05

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	112.9	233.2	497.6

TABLE C INTERIM + MP 11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: FAIRVIEW RD BETWEEN WILSON ST AND NEWPORT BLVD

NOTES: CUMULATIVE INTERIM + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10748 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	95.9	201.5	431.6

TABLE C INTERIM + MP 12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN BRISTOL ST AND MESA DR

NOTES: CUMULATIVE INTERIM + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7577 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.33

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	53.9	110.8	236.2

TABLE C INTERIM + MP 13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN MESA DR AND FAIR DR

NOTES: CUMULATIVE INTERIM + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6424 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.62

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	0.0	99.6	211.8

TABLE C INTERIM + MP 14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN FAIR DR AND VANGUARD WY

NOTES: CUMULATIVE INTERIM + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11487 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	69.4	145.4	311.3

TABLE C INTERIM + MP 15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN VANGUARD WY AND FAIRVIEW RD

NOTES: CUMULATIVE INTERIM + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10173 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	64.3	134.3	287.2

TABLE C INTERIM + MP 16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN BRISTOL ST AND MESA DR
NOTES: CUMULATIVE INTERIM + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28729 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.20

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
57.7	123.7	266.2	573.3

TABLE C INTERIM + MP 17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN MESA DR AND FAIR DR

NOTES: CUMULATIVE INTERIM + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 23710 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.36

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
50.8	108.9	234.3	504.5

TABLE C INTERIM + MP 18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN FAIR DR AND VANGUARD WY

NOTES: CUMULATIVE INTERIM + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10361 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
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0.0	62.9	135.0	290.6

TABLE C INTERIM + MP 19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN VANGUARD WY AND FAIRVIEW RD

NOTES: CUMULATIVE INTERIM + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7973 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.63

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	52.9	113.4	244.1

TABLE C INTERIM + MP 20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN WILSON ST AND FAIR DR
NOTES: CUMULATIVE INTERIM + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 50072 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.81

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
125.4	261.2	558.5	1201.1

TABLE C INTERIM + MP 21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN FAIR DR AND ADAMS AVE
NOTES: CUMULATIVE INTERIM + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 51408 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.92

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
127.4	265.8	568.4	1222.3

TABLE C INTERIM + MP 22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN ADAMS AVE AND BAKER ST
NOTES: CUMULATIVE INTERIM + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 60865 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.06

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
144.9	298.3	636.0	1366.9

ORANGE COUNTY FAIR

FHWA TRAFFIC NOISE MODEL PRINTOUTS

CUMULATIVE INTERIM EVENT PLUS MASTER PLAN PLUS CONCERT

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TABLE C INTERIM + MP + CON 1
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: FAIR DR BETWEEN HARBOR BLVD AND FAIRVIEW RD

NOTES: CUMULATIVE INTERIM + MASTER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12432 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.33

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	89.1	186.3	398.7

TABLE C INTERIM + MP + CON 2
 FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
 ROADWAY SEGMENT: FAIR DR BETWEEN FAIRVIEW RD AND VANGUARD WY
 NOTES: CUMULATIVE INTERIM + MASTER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 25496 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.45

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
68.6	140.5	299.2	642.8

TABLE C INTERIM + MP + CON 3
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: FAIR DR BETWEEN VANGUARD WY AND NEWPORT BLVD

NOTES: CUMULATIVE INTERIM + MASTER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 27741 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.81

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
72.1	148.4	316.4	679.9

TABLE C INTERIM + MP + CON 4
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIR DR BETWEEN NEWPORT BLVD AND ORANGE AVE
NOTES: CUMULATIVE INTERIM + MASTER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10007 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.89

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	74.6	160.3	345.1

TABLE C INTERIM + MP + CON 5
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIR DR BETWEEN ORANGE AVE AND SANTA ANA AVE
NOTES: CUMULATIVE INTERIM + MASTER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6951 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.30

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	58.6	125.8	270.7

TABLE C INTERIM + MP + CON 6
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN I-405 AND BAKER ST
NOTES: CUMULATIVE INTERIM + MASTER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 48151 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.64

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
122.4	254.7	544.2	1170.2

TABLE C INTERIM + MP + CON 7
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: FAIRVIEW RD BETWEEN BAKER ST AND ADAMS AVE

NOTES: CUMULATIVE INTERIM + MASTER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 47878 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
122.0	253.7	542.2	1165.8

TABLE C INTERIM + MP + CON 8
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: FAIRVIEW RD BETWEEN ADAMS AVE AND ARLINGTON DR

NOTES: CUMULATIVE INTERIM + MASTER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 36378 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.42

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
103.5	212.2	451.9	970.9

TABLE C INTERIM + MP + CON 9
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: FAIRVIEW RD BETWEEN ARLINGTON DR AND FAIR DR

NOTES: CUMULATIVE INTERIM + MASTER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 30843 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
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AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.70

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
94.1	190.8	405.1	869.9

TABLE C INTERIM + MP + CON 10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN FAIR DR AND WILSON ST
NOTES: CUMULATIVE INTERIM + MASTER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14714 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
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AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.49

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
64.1	119.9	249.0	531.9

TABLE C INTERIM + MP + CON 11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN WILSON ST AND NEWPORT BLVD
NOTES: CUMULATIVE INTERIM + MASTER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12159 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.38

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	103.7	218.5	468.5

TABLE C INTERIM + MP + CON 12
 FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN BRISTOL ST AND MESA DR

NOTES: CUMULATIVE INTERIM + MASTER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10182 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.62

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	64.4	134.4	287.4

TABLE C INTERIM + MP + CON 13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN MESA DR AND FAIR DR

NOTES: CUMULATIVE INTERIM + MASTER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9029 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.10

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	59.8	124.2	265.3

TABLE C INTERIM + MP + CON 14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN FAIR DR AND VANGUARD WY

NOTES: CUMULATIVE INTERIM + MASTER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11487 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	69.4	145.4	311.3

TABLE C INTERIM + MP + CON 15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN VANGUARD WY AND FAIRVIEW RD

NOTES: CUMULATIVE INTERIM + MASTER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10173 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	64.3	134.3	287.2

TABLE C INTERIM + MP + CON 16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN BRISTOL ST AND MESA DR
NOTES: CUMULATIVE INTERIM + MASTER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 31334 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.57

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
61.1	131.1	282.1	607.5

TABLE C INTERIM + MP + CON 17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN MESA DR AND FAIR DR

NOTES: CUMULATIVE INTERIM + MASTER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 27400 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
55.9	119.9	258.0	555.5

TABLE C INTERIM + MP + CON 18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN FAIR DR AND VANGUARD WY
NOTES: CUMULATIVE INTERIM + MASTER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10361 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	62.9	135.0	290.6

TABLE C INTERIM + MP + CON 19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN VANGUARD WY AND FAIRVIEW RD

NOTES: CUMULATIVE INTERIM + MASTER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7973 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.63

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	52.9	113.4	244.1

TABLE C INTERIM + MP + CON 20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN WILSON ST AND FAIR DR
NOTES: CUMULATIVE INTERIM + MASTER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 50289 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
125.7	262.0	560.1	1204.6

TABLE C INTERIM + MP + CON 21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN FAIR DR AND ADAMS AVE
NOTES: CUMULATIVE INTERIM + MASTER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 51843 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
128.1	267.3	571.6	1229.2

TABLE C INTERIM + MP + CON 22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN ADAMS AVE AND BAKER ST
NOTES: CUMULATIVE INTERIM + MASTER PLAN + CONCERT CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 61082 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.08

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
145.2	299.0	637.5	1370.2

ORANGE COUNTY FAIR
FHWA TRAFFIC NOISE MODEL PRINTOUTS
CUMULATIVE FAIR EVENT PLUS MASTER PLAN



TABLE C FAIR + MP 1
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIR DR BETWEEN HARBOR BLVD AND FAIRVIEW RD
NOTES: CUMULATIVE FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11976 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.16

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	87.0	181.8	388.9

TABLE C FAIR + MP 2
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: FAIR DR BETWEEN FAIRVIEW RD AND VANGUARD WY

NOTES: CUMULATIVE FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28683 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
73.5	151.7	323.4	695.2

TABLE C FAIR + MP 3
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: FAIR DR BETWEEN VANGUARD WY AND NEWPORT BLVD

NOTES: CUMULATIVE FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 26554 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.62

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
70.3	144.2	307.3	660.4

TABLE C FAIR + MP 4
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIR DR BETWEEN NEWPORT BLVD AND ORANGE AVE
NOTES: CUMULATIVE FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11560 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.51

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	82.1	176.5	379.9

TABLE C FAIR + MP 5
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIR DR BETWEEN ORANGE AVE AND SANTA ANA AVE
NOTES: CUMULATIVE FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9993 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.88

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	74.5	160.1	344.8

TABLE C FAIR + MP 6
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN I-405 AND BAKER ST
NOTES: CUMULATIVE FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 50462 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
126.0	262.6	561.4	1207.3

TABLE C FAIR + MP 7
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN BAKER ST AND ADAMS AVE
NOTES: CUMULATIVE FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 47280 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.56

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
121.1	251.6	537.7	1156.1

TABLE C FAIR + MP 8
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: FAIRVIEW RD BETWEEN ADAMS AVE AND ARLINGTON DR

NOTES: CUMULATIVE FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 34932 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.24

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
101.1	206.7	439.9	945.0

TABLE C FAIR + MP 9
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN ARLINGTON DR AND FAIR DR
NOTES: CUMULATIVE FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 31198 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
94.7	192.2	408.2	876.5

TABLE C FAIR + MP 10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN FAIR DR AND WILSON ST
NOTES: CUMULATIVE FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14487 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.42

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
63.7	118.8	246.5	526.4

TABLE C FAIR + MP 11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: FAIRVIEW RD BETWEEN WILSON ST AND NEWPORT BLVD
NOTES: CUMULATIVE FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11598 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	100.6	211.8	454.0

TABLE C FAIR + MP 12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN BRISTOL ST AND MESA DR

NOTES: CUMULATIVE FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9177 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	60.4	125.5	268.2

TABLE C FAIR + MP 13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN MESA DR AND FAIR DR

NOTES: CUMULATIVE FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6583 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18

SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.72

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	0.0	101.2	215.2

TABLE C FAIR + MP 14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN FAIR DR AND VANGUARD WY

NOTES: CUMULATIVE FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12128 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.38

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	71.8	150.7	322.8

TABLE C FAIR + MP 15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: NORTH NEWPORT BLVD BETWEEN VANGUARD WY AND FAIRVIEW RD

NOTES: CUMULATIVE FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10391 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	65.2	136.2	291.3

TABLE C FAIR + MP 16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN BRISTOL ST AND MESA DR

NOTES: CUMULATIVE FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 29621 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.33

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
58.9	126.3	271.7	585.1

TABLE C FAIR + MP 17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN MESA DR AND FAIR DR

NOTES: CUMULATIVE FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 21912 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6

SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	103.3	222.3	478.7

TABLE C FAIR + MP 18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN FAIR DR AND VANGUARD WY

NOTES: CUMULATIVE FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10202 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.70

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	62.3	133.6	287.6

TABLE C FAIR + MP 19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: SOUTH NEWPORT BLVD BETWEEN VANGUARD WY AND FAIRVIEW RD

NOTES: CUMULATIVE FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7848 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.56

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	52.4	112.2	241.5

TABLE C FAIR + MP 20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN WILSON ST AND FAIR DR
NOTES: CUMULATIVE FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 50293 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
125.7	262.0	560.2	1204.6

TABLE C FAIR + MP 21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002

ROADWAY SEGMENT: HARBOR BLVD BETWEEN FAIR DR AND ADAMS AVE

NOTES: CUMULATIVE FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 57467 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36

SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.40

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
136.5	285.9	612.0	1316.5

TABLE C FAIR + MP 22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/5/2002
ROADWAY SEGMENT: HARBOR BLVD BETWEEN ADAMS AVE AND BAKER ST
NOTES: CUMULATIVE FAIR + MASTER PLAN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 65198 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.36

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
150.9	312.0	665.7	1431.0
