APPENDIX D

AIR QUALITY, HEALTH RISK, AND NOISE TECHNICAL MEMORANDUM

Air Quality, Health Risk, and Noise Technical Memorandum

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The purpose of this technical memorandum is to evaluate potential air quality, health risk, and noise impacts based on revisions to portions of the previous 2003 Final Environmental Impact Report (FEIR) and now Draft Environmental Impact Report (2003 Draft EIR) to address deficiencies noted by Judge Anello in a final order and judgment issued on January 20, 2006.

AIR QUALITY

Construction

As discussed in the Revised Partial DEIR, the project description for the Gregory Canyon Landfill has been revised to include a double composite liner with an additional drainage layer and an additional HDPE geomembrane. The ancillary facilities would include facilities necessary to use recycled water for the project (a 20,000 gallon storage tank and other facilities for delivery of recycled water). Finally, the area where habitat would be created has been increased from approximately 101 acres to approximately 211.2 acres. The initial construction for the project evaluated in Section 4.7 of the 2003 Draft EIR includes the construction of the access road, bridge, ancillary facilities, the excavation of the landfill footprint and the installation of the waste containment system for Phase I. The initial construction period is estimated to be 9 to 12 months. Pieces of equipment assigned to the initial construction period were conservatively assumed to operate the entire work day and would also be available for the additional improvements. As an example, a crane used for unloading materials for the initial construction period could also be used for unloading equipment and materials for construction of the double composite liner, the facilities necessary to use recycled water for the project, and the materials (such as plant stock) needed for biological mitigation. Also, the double composite liner would largely include installation of premanufactured materials and would not result in the use of additional equipment. Thus, the analysis of potential air pollutant emissions provided for the initial construction period reflects a conservative estimate of construction equipment and is sufficient to account for the proposed improvements, including the installation of the improvements necessary for the receipt, storage and use of recycled water.

As discussed in the Revised Partial DEIR, recycled water service for the project would be delivered by Olivenhain to water trucks at Olivenhain's Santa Fe Valley Reservoir and Pump Station site (the Reservoir Site). In order to provide adequate water truck access to the Reservoir site, approximately 1,000 feet of 24 foot wide asphalt roadway would be constructed around Olivenhain's blending reservoir at the Reservoir Site. To facilitate water truck loading at Olivenhain's site, a concrete loading pad would be installed on the site, water handling facilities (e.g., 6 inch meter would be installed to fill the trucks), and other ancillary appurtenances as may be required by the District.

Short-term air quality impacts could result from construction equipment, grading and paving work, and vehicles driving to and from the Reservoir Site for delivery of materials and by construction workers. It is anticipated that all construction work at the Reservoir site would result in an increase of approximately eight trucks/vehicles per day for a period of approximately three weeks. Regional emissions during construction were forecasted by assuming a conservative estimate of construction and applying the mobile-source and fugitive dust emissions factors derived from URBEMIS 2002.[1] Consistent with the 2003 Draft EIR, a significant air quality impact would occur if project related emissions exceed the Air Quality Impact Analysis (AQIA) trigger levels identified in SDAPCD Rules 20.1, 20.2 and 20.3 presented in Table 1.[2] A second threshold for significance of stationary sources for the project are the offset requirement trigger levels identified in SDAPCD Rules 20.1, 20.2 and 20.3 and are also found in Table 1. The estimate of potential daily emissions during construction activities is presented in Table 2. As shown in Table 2, construction-related emissions of VOC, CO, PM_{10}, NO_X, and SO_X would be well below their respective SDAPCD significance thresholds. These emissions would however, contribute to regional emissions assuming the timing of the activities at the Reservoir Site and the landfill project site are concurrent, and would therefore, contribute to a significant unavoidable PM_{10} and NO_X impact as previously described in the 2003 Draft EIR.

Operation

As discussed in the 2003 Draft EIR and the Revised Partial Draft EIR, water demand during operation would be highest when landfill operation occurs simultaneously with periodic construction to create new cells. During these periods, the estimated maximum water usage would be about 205,000 gallons per day (gpd). This translates into 89 one-way and 178 two-way truck trips between the landfill and the Reservoir Site for recycled water during peak demand periods assuming all project water is trucked recycled water. Bedrock wells located on the

[1] *URBEMIS 2002 is an emissions estimation/evaluation model developed by the California Air Resources Board.*

[2] *Section 4.7 of the 2003 Draft EIR indicates that if the AQIA trigger levels are exceeded, dispersion modeling can then be used to determine if a violation of ambient air quality standards would result. Dispersion modeling was not required for the construction and operation analysis at the Reservoir Site since as shown in the analysis the emissions are below the numerical significance thresholds provided in Table 1.*

TABLE 1
SIGNIFICANCE THRESHOLDS

AIR CONTAMINANT	AQIA TRIGGERS			OFFSET TRIGGER
	(lb/hour)	(lb/day)	(tons/yr)	(tons/yr)
Particulate Matter (PM_{10}) [a]		100	15	
Oxides of Nitrogen (NO_X)	25	250	40	50
Volatile Organic Compounds (VOC)				50
Oxides of Sulfur (SO_X)	25	250	40	
Carbon Monoxide (CO)	100	550	100	
Lead (Pb)		3.2	0.6	

[a] *Process emissions only, excludes area fugitive emissions*

Source: SDAPCD Rules 20.1, 20.2, and 20.3

project site have the ability to provide approximately 38,880 gallons per day of water during project construction and operation. This reduces the needed supply of recycled water during peak operations to about 166,120 gallons per day. This equates to 144 two-way daily truck trips for recycled water. Peak recycled water use would occur only intermittently when new cells are being created in combination with ongoing landfill operations. During normal landfill operations, very little if any recycled water would be needed to serve the project since bedrock wells on site are capable of accommodating the 30,000 to 40,000 gpd required during project operations.

TABLE 2
CONSTRUCTION REGIONAL EMISSIONS

AIR CONTAMINANT	RESERVOIR SITE			SIGNIFICANT
	(lb/hour)	(lb/day)	(tons/yr)	
Particulate Matter (PM_{10})	1	5	0.02	No
Oxides of Nitrogen (NO_X)	7	56	0.35	No
Volatile Organic Compounds (VOC)	<1	7	0.04	No
Oxides of Sulfur (SO_X)	<1	<1	<0.01	No
Carbon Monoxide (CO)	7	51	0.35	No
Lead (Pb)	<1	<1	<0.01	No

Note: Construction emission calculation worksheets are included in Attachment 1.
Source: PCR Services Corporation, 2006

Total project trips from all sources including recycled water would be limited to 2,085 trips per day in terms of Passenger Car Equivalents (PCE). The solid waste permit issued for the project

would limit the project to a total of 2,085 trips per day from all sources. When the project reaches a total of 2,085 trips in any day, project facilities would be shut down. Accordingly, on days when more trips are used to truck recycled water to the project site, less trips would be available for other types of vehicles including waste collection trucks. The impacts of the project based upon a total of 2,085 total daily PCE trips was analyzed in detail in the 2003 Draft EIR and in the Traffic Study for Gregory Canyon Landfill completed by Darnell & Associates in April 2006. That total limit on daily trips would not change.

During peak operating periods when construction activities are occurring for the project in combination with project operation, a maximum of 205,000 gpd of water or 193 AFY would be needed for combined construction and operation. Pursuant to the executed contract, Olivenhain has agreed to provide the project with up to 244,000 gallons per day or 230 AFY of recycled water per year for a term of 60 years. This is concomitant with the 30 year operational period of the project and the 30 years of post-closure obligations. However, during post-closure obligations, water needs of the project would be minimal. Since the facilities would be closed at that time and the project would not be operational, water needs would be limited to minor amounts of water needed intermittently for rehabilitation of slopes. Water needs during the post-closure period would be substantially less than the available supply through bedrock wells on site.

As the facility would be limited to a total of 2,085 trips per day, which was analyzed in the 2003 Draft EIR, no additional regional air quality impacts not disclosed in the 2003 Draft EIR would occur. However, additional analysis (provided below) was conducted to demonstrate that no additional localized impacts would occur. Localized impacts were evaluated based on the new 2006 traffic study.

Local CO Hotspot Analysis

Similar to the analysis provided in the 2003 Draft EIR, an analysis of CO concentrations at three locations in the project vicinity was conducted. The County of San Diego recommends that assessment methodologies for microscale CO impacts from project-related traffic should follow the current guidance from the Transportation Project-Level Carbon Monoxide Protocol (Protocol) (Institute of Transportation Studies, 1997).[3] Consistent with the Protocol, intersections with LOS of E or F are generally the most appropriate candidates for detailed analysis. Simulations were performed for both the near term cumulative and near term cumulative with project scenarios in order to demonstrate the incremental effect of project emissions as accurately as possible. The near term cumulative scenarios took into account cumulative traffic volumes to assess the impact of project traffic in conjunction with traffic generated by nearby planned projects. The specific locations evaluated were the intersection of

[3] *County of San Diego, Draft Air Quality Report Guidelines, August 18, 2000.*

the SR 76 and the I-15 northbound and southbound ramps and the intersection of the SR 76 and the proposed project access road.

The CALINE4 model simulations for the two scenarios used A.M. and P.M. peak-hour traffic volumes at the critical intersections as determined by Darnell & Associates (2006). The background CO level was obtained from the Escondido monitoring station using the highest one-hour measurement over the last three years of available data (11 ppm for the one-hour CO level, and 3.9 ppm for the eight-hour CO level).

The results of the CALINE4 CO modeling are summarized in Table 3 for the near term cumulative one-hour and eight-hour CO concentration levels.

TABLE 3
WORST-CASE PROJECTIONS OF PEAK-HOUR CARBON MONOXIDE CONCENTRATIONS

Receptor Location No.	Link	Estimated CO Concentrations [a]			
		Near Term Cumulative (No Project)		Near Term Cumulative (With Project)	
		1 Hour (ppm)	8 Hour (ppm)	1 Hour (ppm)	8 Hour (ppm)
1	SR 76/I-15 northbound ramp	14.3	5.4	14.5	5.5
2	SR 76/access road	13.9	5.1	14.1	5.3
3	SR 76/I-15 southbound ramp	14.1	5.3	14.1	5.4
	Federal standard	35	9	35	9
	State standard	20	9.0	20	9.0
	Exceedances	None	None	None	None

[a] CO concentrations shown above include the maximum background CO levels of 11 ppm for the one-hour level, and 3.9 ppm for the eight-hour level.

Source: PCR Services Corporation, 2007

The future one-hour and eight-hour CO levels for both scenarios are projected to comply with the one-hour and eight-hour CO California and federal standards at all three locations. Therefore, similar to the findings of the 2003 Draft EIR, the proposed project would not create a significant localized air quality impact as a result of project-generated traffic.

Diesel Particulate Health Risk Assessment

The ARB prepares a series of maps that show regional trends in estimated outdoor inhalable cancer risk from air toxic emissions in an ongoing effort to provide insight as to the relative risk. The estimates represent the number of potential cancers per million people based on a lifetime of breathing air toxics (i.e., 24 hours per day outdoors for 70 years). The Year 2001 San Diego County map, which is the most recently available map, shows that the cancer risk ranges from

100 to 1,500 cancers per million within San Diego County.[4] Generally, the risk from air toxics is higher in more urban areas of San Diego County. The Reservoir Site site is located within a cancer risk zone of 100 to 250 in one million. However, the visual resolution available in the map is 1 kilometer by 1 kilometer and, thus, impacts from individual facilities for individual neighborhoods are not discernable on this map. In general, the Reservoir Site is indicative of other areas in rural San Diego County.

Since the Maranatha school and existing residential uses are in close proximity to the Reservoir site, an analysis was conducted to determine if diesel particulate (DPM) exhaust from the water haul trucks would result in potential health risk impacts. The analysis was based on the maximum water demand (i.e., landfill operation occurs simultaneously with periodic construction to create new cells). During these periods, the estimated maximum water usage would be about 205,000 gpd. This translates into 89 one-way and 178 two-way truck trips to the Reservoir site for recycled water during peak demand periods assuming all project water is trucked recycled water. Although construction is only anticipated to occur periodically during the life of the landfill, for purposes of this analysis and consistent with SDAPCD guidelines, the maximum number of trucks was conservatively assumed to occur at a constant rate for a period of 70 years.

Cancer risk is often expressed as the maximum number of new cases of cancer projected to occur in a population of one million people due to exposure to a specific cancer-causing substance after a 24-hour a day, 365 days a year exposure outdoors at the same concentration over a lifetime of 70 years. This probability is usually expressed in terms of the number of people who will develop cancer per one million people who are also exposed. It is important to understand that this cancer risk represents the probability that a person develops some form of cancer. The estimated risk does not represent mortality rates. It is also important to understand that the risk described in these calculations reflects a level of exposure that would be virtually impossible to experience, and that for most individuals, exposure to a particular contaminant, such as DPM, would be considerably less due to shorter duration of students and residents in the area, amount of time spent at the school/residence daily and throughout the year, and the split between time spent indoors versus outdoors.

The cancer risk from vehicular exhaust (e.g., DPM) occurs exclusively through inhalation and for this project was calculated using the U.S. Environmental Protection Agency (USEPA)-recommended Industrial Source Complex – Short Term (ISCST3) dispersion model. The cancer risk was then calculated based on those estimated DPM concentrations using the risk methodology derived from the California Office of Environmental Health Hazard Assessment (OEHHA). The specific calculations and assumptions used to determine the cancer risks are included in Attachment 2.

[4] *http://www.arb.ca.gov/toxics/cti/hlthrisk/cncrinhl/riskmapviewfull.htm.*

The risk assessment guidelines established by the SDAPCD and followed here in this analysis are designed to produce conservative (high) estimates of the risk posed by toxic air contaminants (TACs). The conservative nature of the analysis is due to the following factors:

- As a conservative measure, the SDAPCD does not recognize indoor adjustments for residents or students. However, studies have shown that the typical person spends approximately 87 percent of their time indoors, 5 percent of their time outdoors, and 7 percent of their time in vehicles. In addition, residences without an indoor source of diesel exhaust are anticipated to have lower levels of DPM. A DPM exposure assessment showed that the average indoor concentration is 2.0 $\mu g/m^3$, compared with an outdoor concentration of 3.0 $\mu g/m^3$.

- The exposure to DPM is assumed to be constant for the period analyzed. However, emissions of DPM are anticipated to decrease substantially in the future due to emission control programs and technological advancements and improvements.

- The ISCST3 air dispersion model as applied in this analysis is designed to provide conservative estimates of air pollutant concentrations.

- The level of traffic analyzed would not occur on an on-going basis as it represents peak demand. This peak demand traffic volume would only occur during periodic construction activities (every few years) and not during typical landfill operations or during the post-closure period.

The maximum cancer risk would occur east of Maranatha Drive, in which the maximum exposed residential use would be approximately 4.2×10^{-6} (four in one million). The conservative estimate of cancer risk from water haul truck activity would be below the significance threshold of 10 in one million.[5]

Cumulative Impacts

Of the related projects that have been identified within the proposed project study area,[6] there are a number of related projects that have not yet been built or are currently under construction. Since the Applicant has no control over the timing or sequencing of the related projects, any quantitative analysis to ascertain daily construction and operation emissions that assumes

[5] *The State of California has established a threshold of ten in a million as a level posing no significant risk for exposures to carcinogens regulated under the Safe Drinking Water and Toxic Enforcement Act (Proposition 65) and was therefore used in this HRA (Title 22, California Code of Regulations, Article 7. No Significant Risk Levels (Section 12703(b)).*

[6] *An updated list of individual cumulative projects is included as part of the 2006 traffic study prepared by Darnell & Associates and the Maranatha School and Church Traffic Impact Study prepared by Katz, Okitsu & Associates, which is provided in Appendix A of the Revised Final EIR, respectively. Based on this information, Black Mountain Ranch is the closest related project to the Reservoir Site.*

multiple, concurrent construction projects would be entirely speculative. For this reason, the SDAPCD's methodology to assess a project's cumulative impact differs from the cumulative impacts methodology employed elsewhere in the EIR.

With respect to the project's construction-period air quality emissions and cumulative Basin-wide conditions, the SDAPCD has developed strategies to reduce criteria pollutant emissions outlined in the Air Quality Attainment Plan (AQAP) pursuant to Federal Clean Air Act mandates. As such, the project would comply with SDAPCD rules and regulations, and implement feasible mitigation measures. Per SDAPCD rules and mandates as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., compliance with rules and regulations, the implementation of all feasible mitigation measures, and compliance with adopted AQAP emissions control measures) would also be imposed on projects Basin-wide, which would include each of the related projects mentioned above. Nevertheless, PM_{10} and NO_x emissions associated with the project are already projected to result in a significant impact to air quality. As such, consistent with the 2003 Draft EIR cumulative impacts to air quality would also be significant and unavoidable.

NOISE

Construction

As discussed in the Revised Partial DEIR, the project description has been revised to include a double composite liner with an additional drainage layer and an additional HDPE geomembrane. In addition, the ancillary facilities would include facilities necessary to serve recycled water for the project (a 20,000 gallon storage tank and other facilities for delivery of recycled water). The initial construction for the project evaluated in Section 4.6 of the Draft EIR includes the construction of the access road, bridge, ancillary facilities, the excavation of the landfill footprint, and the installation of the waste containment system for Phase I. The initial construction period is estimated to be 9 to 12 months. Pieces of equipment assigned to the initial construction period were conservatively assumed to operate the entire work day and would also be available for the additional improvements. As an example, a crane used for unloading materials for the initial construction period could also be used for unloading equipment and materials for installation of the double composite liner and construction of the facilities necessary to serve recycled water for the project. Also, the double composite liner would largely include installation of premanufactured materials and would not result in the use of additional equipment. Regardless, the analysis was based on the methodology outlined by the Construction Engineering Research Laboratory (CERL), which is based on representative data from individual construction projects and accounts for the type of construction project (e.g., commercial, residential, public works, etc.), equipment used, individual equipment noise emissions, and time-usage factors for each phase of construction.[7] The construction noise analysis presented in the

[7] *CERL reference data represents a composite of public works projects, there is no way to directly compare with any other specific public works project, and so the CERL methodology is the most appropriate analytical tool.*

2003 Draft EIR was based on CERL data for public works projects and, therefore, changes in specific activities would not change the construction noise level at a reference distance.[8] In addition, the analysis in the 2003 Draft EIR evaluated noise impacts based on the shortest distance between construction activities and sensitive receptors (e.g., residential uses and biological resources). As the additional improvements would be within the same footprint of the initial construction period activities (distance to closest receptor would not change) and the initial construction period reflects a conservative estimate of construction equipment and is sufficient to account for the proposed improvements, potential construction noise levels provided in the 2003 Draft EIR would not change.

A re-evaluation has been performed to analyze any additional noise impacts arising from the increased area for on-site biological mitigation, based on the update to the Wetland Mitigation and Habitat Enhancement Plan contained in Chapter 5 of the URS Biological Technical Report (June 2006). Any mitigation would continue to be implemented in consultation with the project biologist. In addition, the increase in acreage would not increase the amount or intensity of work on any construction day given the need to protect existing biological resources, but rather would extend the time required to complete the work. As a result, no noise impacts to biological resources would occur.

As discussed in the Revised Partial Draft EIR, recycled water service for the project would be delivered by Olivenhain to water trucks at Olivenhain's Santa Fe Valley Reservoir and Pump Station site (the Reservoir Site). In order to provide adequate water truck access to the Reservoir site, approximately 1,000 feet of 24 foot wide asphalt roadway would be constructed around Olivenhain's blending reservoir at the Reservoir Site. To facilitate water truck loading at the Reservoir site, a concrete loading pad would be installed on the site, water handling facilities (e.g., 6 inch meter would be installed to fill the trucks), and other ancillary appurtenances as may be required by the District.

Short-term noise impacts could result from construction equipment, grading and paving work, and vehicles driving to and from the site for delivery of materials and by construction workers. It is anticipated that all work at the Reservoir site would result in an increase of approximately eight trucks/vehicles per day for a period of approximately three weeks.

Sensitive noise receptors located within the vicinity of the Reservoir site include an existing residential development located as close as 400 to 700 feet east and southeast of the proposed improvements. The Maranatha school is located along Maranatha Drive. Construction activities at the Reservoir site could be located as close as 300 feet to the closest structure at the school. Intervening terrain would provide some noise attenuation from construction activities occurring within the Reservoir site.

[8] *Construction Engineering Research Laboratory, Report N-36, Construction-Site Noise: Specification and Control, Table 10, Page 25, January 1978.*

Potential construction related impacts were evaluated for two distinct scenarios. The first scenario analyzed the construction noise impacts attributable to the paving of 1,000 feet of the access road at Olivenhain's blending reservoir. This construction activity would occur for less than three weeks and would involve mobile equipment operating along a linear construction zone where individual pieces of equipment would only operate intermittently at a given point along this linear improvement. Therefore, while the nearest sensitive receptor is located as close as 300 feet from the nearest locations where road improvements would occur, mobile noise sources would only occur for a limited duration near the school. The second construction scenario analyzed improvements near the reservoir. This location is approximately 400 to 700 feet from the nearest residential uses and 800 feet from the school.

To evaluate noise from construction activities where multiple pieces of construction equipment could be operating near each other (e.g., motor grader, paver, and roller during paving of site access road) the methodology outlined by the Construction Engineering Research Laboratory (CERL) and reported in the most current version of Construction-Site Noise Control Cost-Benefit Estimating Procedures was used. The CERL methodology considers the type and number of construction equipment used, individual equipment noise emissions, and time-usage factors for each phase of construction.[9] Table 4 lists the highest noise levels associated with each phase of construction. These estimated construction noise levels are governed primarily by the high noise-producing pieces of equipment to be used and represent conservative worst-case conditions in which the maximum amount of construction equipment would be operating during a one-hour period. These estimated maximum noise levels would not be continuous nor would they be typical of noise levels throughout the construction period. As indicated in Table 3, due to the type of construction equipment proposed, the highest level of construction noise would be expected to occur during the site preparation and finishing phases, with a noise level of 81 dBA at 50 feet from the center of construction activity.

The estimated aggregate construction noise levels during the heaviest periods of improvements to the access road and construction improvements near the reservoir are provided in Table 4. Table 4 shows that the nearest sensitive use would occasionally experience construction noise levels of 66 dBA during the heaviest periods of improvements related to paving of 1,000 feet of Olivenhain's blending reservoir and 52 dBA during the heaviest periods of construction of the improvements near the reservoir.

The majority of the time, construction noise levels would be much lower due to reduced construction activity and phasing of construction (i.e., construction noise levels at a given location would be reduced as construction activities conclude or move to another more distant location of the site). These increased noise levels may be perceptible to nearby residential uses and students, teachers, and parents utilizing the Maranatha school if the school is operational

[9] *Equipment assigned to a construction site does not operate continuously each day. Furthermore, an item of equipment is operating at, or near, its maximum sound level (i.e., maximum speed and power) only a fraction of the working day.*

Table 4
ESTIMATED NOISE LEVELS FROM AGGREGATE CONSTRUCTION ACTIVITIES
(Maximum Noise Levels During One-Hour Period)

NOISE RECEPTOR	NOISE LEVEL (dBA) AT 50 FEET	PREDICTED SOUND LEVEL AT SENSITIVE LAND USES[A]			
		RESIDENCES		SCHOOL	
		Distance	Noise Level	Distance	Noise Level
Access Road (24')	81	500	61	300	66
Improvements near Reservoir	81	400	58[a]	800	52[a]

[a] *Predicted sound levels for improvements include a minimum 5 dBA reduction in noise levels from intervening topography and/or walls.*

Source: PCR Services Corporation, 2006

during these construction activities. However, the limited nature of this construction work and its short duration estimated at three weeks would not result in any significant noise impacts to the school or any other sensitive receptors in the area. In addition, proposed construction activities would be conducted in compliance with Section 36.410 of the County Noise Ordinance, as temporary construction noise levels would not exceed a one-hour average sound level of 75 decibels at an occupied residential property line and construction equipment would only be operated between 7 A.M. and 7 P.M., Monday through Saturday excluding holidays as listed in Section 36.410.

Operation

As the project would be limited to a total of 2,085 PCE trips per day, which was analyzed in the 2003 Draft EIR, no additional project-related traffic noise impacts along SR 76 not disclosed in the 2003 Draft EIR would occur. However, as the Reservoir Site is in close proximity to existing residences and the Maranatha school, additional analysis was conducted to demonstrate that no additional operational noise impacts would occur. In addition, traffic noise impacts were evaluated based on the new 2006 traffic study and along the recycled water trip haul route.

The Reservoir Site is located on Maranatha Drive, in close proximity to the Maranatha school, which would accommodate 2,000 students. Based on the Maranatha School and Church Traffic Impact Study (July 6, 2001) prepared by Katz, Okitsu & Associates, the school project would generate 2,141 daily trips in the near term and 4,430 trips in the buildout condition. Access to the school is provided on Maranatha Drive and assumes 100 percent of project traffic would utilize this road. Based on school operation, the majority of the 4,430 trips would occur during the morning peak hour (approximately 7:30 A.M.-8:30 A.M.) and during the school's afternoon peak (approximately 2:00 P.M. -3:00 P.M.). The remainder of the day is expected to generate only a few school related trips. To mitigate conflicts with the school the project has agreed that the Solid Waste Facilities Permit will include a condition prohibiting the use of Maranatha Drive

for recycled water trucks from 6:45 A.M. to 8:15 A.M. and 2:30 P.M. to 4:15 P.M. when students are being dropped off or picked up from school. This condition would result in a redistribution of trips over a 7.5 hour day rather than an 11 hour day. With this condition the average hourly truck traffic would be 12 truck trips per hour between the hours of 7:00 A.M. and 6:00 P.M.

Roadway noise impacts along Maranatha Drive were evaluated based on the Federal Highway Administration (FHWA) roadway traffic noise prediction model (RD-77-108). Based on the traffic data provided above, future cumulative morning and afternoon school peak hour traffic noise along Maranatha Drive would be approximately 59.4 dBA L_{eq} and 57.3 dBA L_{eq}. As the 89 truck trips would not occur during the school peak hours, a non-peak hour scenario was also evaluated. Traffic along Maranatha Drive associated with the additional truck trips during the school non-peak hours would be approximately 58.0 dBA L_{eq}.[10] The equivalent 24-hour noise level would be 55.9 dBA CNEL. The values do not take into account the possible attenuating effects from topography.

The County of San Diego established noise standards for new residential developments impacted by transportation noise sources (e.g., roadways). The noise standards are 60 dBA CNEL for private outdoor living areas (e.g., rear yards), and 45 CNEL for indoor noise sensitive areas. The Noise Element of the San Diego County General Plan provides an acceptable interior noise level for school classrooms as a one-hour average sound level of 50 dBA. Considering a 20 dB reduction in interior noise levels from exterior sources for typical building construction with windows closed, the average interior classroom noise level would be approximately 39.4 dBA during the school a.m. peak hour and 38.0 dBA during a non-peak hour.[11] In comparison to the County's standards, no traffic noise impacts would occur to the school or nearby residential uses and no mitigation measures for operational noise would be required along Maranatha Drive.

Traffic Noise Impacts Based on 2006 Traffic Study

As discussed above, the project would be limited to a total of 2,085 PCE trips per day, which was analyzed in the Draft EIR, no additional project-related traffic noise impacts along SR 76 not disclosed in the 2003 Draft EIR would occur. However, the 2006 traffic study reflects a revised, current baseline year (i.e., 2006) and a change in the cumulative analysis year (from 2020 to 2030). As such, additional analysis has been conducted to evaluate cumulative traffic noise impacts. Both near-term cumulative (existing conditions, project traffic, and related projects) and the 2030 cumulative scenarios were analyzed. The 2030 cumulative results are provided below, as they represent the worst-case traffic noise levels. Please note that the modeling results for both cumulative scenarios are provided in Attachment 3.

[10] *The near-term cumulative scenario was also analyzed, but resulted in lower noise levels. Please see Attachment 3 for a complete set of the modeled scenarios.*

[11] *California Department of Transportation, Technical Supplement to the Traffic Noise Analysis Protocol, 1998.*

Existing Traffic Noise Levels

Estimates of 2006 existing roadway noise levels in terms of CNEL were computed for the roadways that would serve the project site and are shown in Table 5. The values do not take into account the possible effects of existing noise barriers or topography. Table 5 shows the distances from the right-of-way of the road to the 60, 65, and 70 CNEL contours. The table indicates that the area along I-15 north and south of SR 76 has an estimated existing noise level without the project in excess of 75 CNEL. The area along SR 76 west of I-15 has an estimated existing noise level without the project in excess of 70 CNEL; and the area along SR 76 east of I-15 has an estimated noise levels without the project in excess of 65 CNEL which exceeds the County Noise Element's limits of 60 dBA CNEL. While the existing noise levels and contour distances have increased in comparison to data provided in Table 4.6-3 of the 2003 Draft EIR, the change is a function of ambient traffic growth (i.e., current baseline year of 2006) and not related to the project.

Exhibit 1 illustrates the approximate location of the existing 60 dBA CNEL contour along SR 76. A site visit was conducted in March 2006 to verify the location and numbers of residences.[12] As shown in Exhibit 1, new residences were located within the 60 dBA CNEL contour along SR 76 and some residences identified in the Draft EIR were now abandoned. The three abandoned residences shown in Exhibit 1 had broken windows, substantial interior mold, and were severely dilapidated. Consistent with the 2003 Draft EIR, there is a cluster of residences located within the 60 dBA CNEL contour of SR-76 between I-15 and Rice Canyon Road on the north side of SR 76.[13] A cluster of residences located north of SR 76 and directly west of Highway 395 is also located within the existing 60 dBA CNEL contour distance identified in Table 4.6-3 of the 2003 Draft EIR from traffic noise along Highway 395 and I-15. However, with the change in baseline years, this cluster of residences would also be located within the SR 76 existing 60 dBA CNEL contour. This change in noise level from the 2003 Draft EIR is a function of ambient traffic growth (i.e., current baseline year of 2006) and not related to the project. Based on estimated noise levels from existing traffic volumes, these homes are currently exposed to noise levels that exceed the County's Noise Element limit.

[12] *Site visit conducted by PCR staff, March 2006.*

[13] *While the residence on the south side of SR 76 between I-15 and Pankey Road is located within the existing 60 CNEL contour, dense vegetation between the roadway and the residence would provide additional noise attenuation such that noise levels would be less than 60 dB CNEL.*

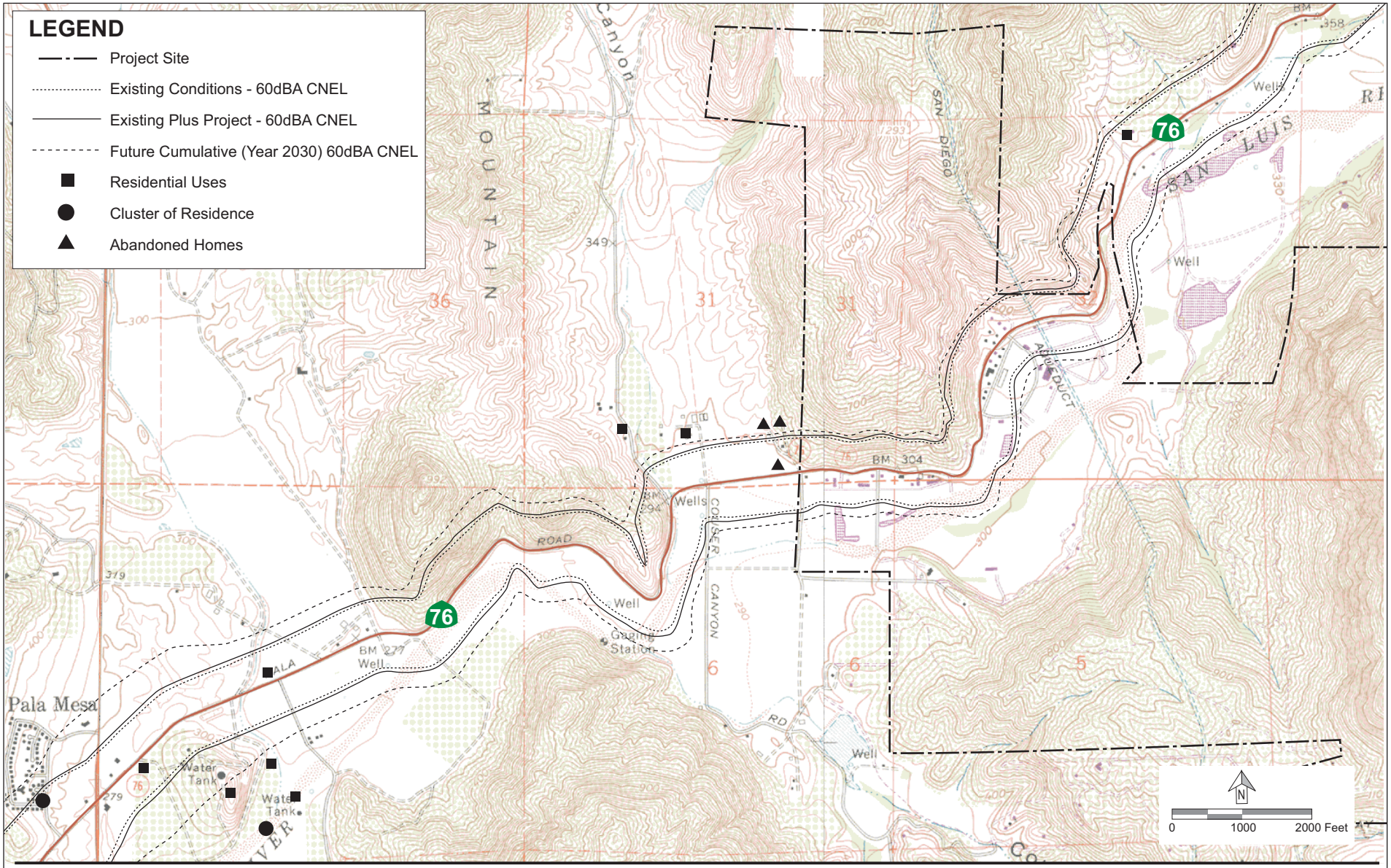
TABLE 5
ESTIMATED EXISTING TRAFFIC NOISE LEVELS[a]

HIGHWAY/ROAD SEGMENT	ESTIMATED EXISTING NOISE LEVELS @ 100 FT FROM RIGHT-OF-WAY	ESTIMATED DISTANCE TO CNEL CONTOUR FROM RIGHT-OF-WAY (FEET)[b]		
	(CNEL dBA)	70 CNEL	65 CNEL	60 CNEL
SR 76[c]				
West of Highway 395	71.7	135	307	679
East of Highway 395	72.1	144	328	723
West of I-15	72.1	144	328	723
I-15 to Pankey Rd.	69.3	89	208	466
Pankey Road to Rice Canyon Rd.	69.3	89	208	466
Rice Canyon Rd. to Couser Canyon Rd.	69.3	89	208	466
Couser Canyon Rd. to access road	69.7	94	220	492
East of access road	69.7	95	223	497
West of Pala Temecula Rd.	69.7	95	223	497
Interstate 15[d]				
North of SR 76	76.8	340	767	1,687
South of SR 76	77.3	370	831	1,826
Old Highway 395[e,f]				
North of SR 76	67.7	71	152	328
South of SR 76	64.1	RW	87	187

[a] Noise calculations based on traffic data from Darnell & Associates, 2006.
[b] The existing noise contours do not take into account the effect of any existing noise barriers or topography that may affect ambient noise levels.
[c] Right-of-way width equals 32 feet and is based on existing conditions
[d] Right-of-way width equals 98 feet and is based on existing conditions
[e] Right-of-way width equals 52 feet and is based on existing conditions[f] No project traffic occurs on this roadway segment. Therefore, traffic noise levels along this segment are provided from Table 4.6-3 of the 2003 Draft EIR.

Source: PCR Services Corporation, 2006

The analysis also includes future noise levels along SR 76 that would occur in the near-term (i.e., existing conditions plus other known or potential projects) and year 2030. Table 6 shows the estimated change in roadway noise levels generated by project-generated traffic alone, and by the proposed project in combination with future developments that would contribute traffic to the same roadway. This table is similar to Table 4.6-5 in the 2003 Draft EIR. Column 2 of this table shows that project-generated traffic would result in estimated CNEL noise level increases over existing noise levels by a maximum of 0.6 dBA for the near-term condition and 0.6 dBA for year



NOTE: 1) Noise contours are based on an attenuation rate of 4.5 dB per doubling of distance. Additional noise attenuation from buildings, foliage, and local topography are not included.

2) The existing residences on the project site are not shown since they would be removed as part of project implementation.

PCR

Source: USGS Quadrangle & PCR Services Corporation, March 2006

Exhibit 1
Existing, Existing Plus Project and Future Cumulative (Year 2030) 60dBA CNEL

2030. This increment in noise levels is substantially lower than the increment provided in Table 4.6-5 in the 2003 Draft EIR. However, the lower increment is not a function of project traffic, but instead the increase in noise levels from existing traffic. So, the overall noise level has increased as well as the distance to the 60 dBA CNEL contour, but the incremental change has decreased. In community noise assessments, noise level increases greater than 3 dBA are often considered significant, while changes less than 1 dBA are not discernable to local receptors. While in laboratory testing situations humans are able to detect noise level changes of slightly less than 1 dBA, in a community situation this is not necessarily true because noise exposure is over a long period of time and changes in noise levels occur over years. Because community noise environments are not immediate comparisons of noise levels, often times a 3 dBA noise increase is considered as a significance threshold for human perception of noise increase. Since the SR 76 corridor is an existing degraded noise environment with noise levels exceeding 60 dBA CNEL at existing residences and the project would increase the noise levels, the project would have a significant noise impact to the existing residences. While a 3 dBA incremental change in noise is often used for evaluating traffic noise, the threshold used in the 2003 Draft EIR represents a more conservative approach.

A comparison of the estimated 60 dBA CNEL contours under the existing and existing plus project conditions shows that the proposed project would not increase the number of residences that would be exposed to exterior noise levels in excess of 60 dBA CNEL. The residences that are already located within the 60 dBA CNEL contour would continue to be exposed to adverse noise impacts under existing, existing plus project, and cumulative traffic conditions. Residences shown in Exhibit 1 within the 60 dBA CNEL contour along SR-76 are currently impacted by traffic noise and would be impacted by noise from project-generated traffic. However, as shown in Table 6, project-generated traffic would not incrementally increase noise levels along SR 76 west of I-15 or east of the project access road.

As indicated in the 2003 Draft EIR, potential mitigation for the landfill traffic noise impacts to the cluster of existing residences along SR 76 between I-15 and Pankey Road would be the installation of a barrier (e.g., fence, masonry wall, earth berm, or vegetation) along SR 76 to reduce noise levels caused by project-generated traffic. Given the orientation of the residences and proximity to SR 76, a five-foot masonry wall (assuming installation in the right-of-way) would be the most effective sound barrier to mitigate the project's increase in noise levels at the cluster of residences. A total of approximately 730 linear feet of sound wall would be required, with a break in the wall to maintain the common driveway for the cluster of residences. The installation of this sound wall would reduce noise levels by approximately 3 dBA and could mitigate project-generated traffic noise of 0.6 dBA to the impacted residences to a level of insignificance. However, since the applicant does not own the property and the property owner objects to a sound wall, implementation of the mitigation measure is not considered feasible.[14] Therefore, because the project traffic would increase the noise levels in an already degraded

[14] *Personal communication between the project and William Pankey, February 2007.*

TABLE 6
ESTIMATED TRAFFIC NOISE LEVEL INCREASES ON PUBLIC ROADWAYS
(NEAR-TERM AND YEAR 2030)[a]

HIGHWAY/ROAD SEGMENT	INCREMENTAL NOISE INCREASE DUE SOLELY TO THE LANDFILL (CNEL, dBA) (NEAR-TERM/ YEAR 2030)	INCREMENTAL NOISE INCREASE DUE TO THE LANDFILL AND CUMULATIVE DEVELOPMENT[a] (CNEL, dBA) (NEAR-TERM/ YEAR 2030)	PERCENTAGE OF INCREMENTAL NOISE INCREASE DUE TO THE LANDFILL[a] (CNEL, dBA) (NEAR-TERM/ YEAR 2030)
SR 76			
West of Highway 395	0.1/0.0	0.6/1.5	9%/3%
East of Highway 395	0.1/0.0	0.6/1.5	9%/3%
West of I-15	0.0/0.0	0.7/1.9	7%/2%
I-15 to Pankey Road	0.6/0.3	2.9/5.4	19%/6%
Pankey Road to Rice Canyon Road.	0.6/0.5	2.7/3.2	21%/16%
Rice Canyon Rd. to Couser Canyon Rd.	0.6/0.2	2.7/2.9	21%/8%
Couser Canyon Road to access road	0.6/0.6	2.3/1.8	25%/34%
East of access Road	0.0/0.0	1.8/1.2	2%/3%
West of Pala Temecula Road	0.0/0.0	1.8/1.2	2%/3%
Interstate 15			
North of SR 76	N/A/0.0	N/A/2.5	N/A/<1%
South of SR 76	N/A/0.0	N/A/2.3	N/A/<1%
Old Highway 395[b]			
North of SR 76	N/A/0.2	N/A/4.6	N/A/4%
South of SR 76	N/A/0.2	N/A/8.3	N/A/2%

[a] Noise calculations based on near-term and cumulative traffic data from Darnell & Associates, 2007. Near-term conditions include existing conditions plus other known or potential projects and the project.

[b] No project traffic occurs on this roadway segment. Therefore, traffic noise levels along this segment are provided from Table 4.6-3 of the 2003 Draft EIR.

Source: PCR Services Corporation, 2007

environment, the project would have a significant noise impact on residences along SR76 within the 60 dBA CNEL contour. This conclusion is consistent with the 2003 Draft EIR.

Column 3 of Table 6 shows the incremental changes in future roadway noise compared to existing noise levels that are attributable to project-related traffic in combination with traffic from cumulative development. Table 7 presents the cumulative future noise levels (with the proposed project) at 100 feet from the right-of-way of each of the roadways, as well as estimated distances to the 60, 65, and 70 CNEL contours. While the cumulative noise levels and contour distances have increased in comparison to data provided in Table 4.6-6 of the 2003 Draft EIR, the change is a function of ambient traffic growth (i.e., change in cumulative analysis year from

TABLE 7
ESTIMATED FUTURE CUMULATIVE TRAFFIC-RELATED NOISE LEVELS WITH THE PROPOSED PROJECT

HIGHWAY/ROAD SEGMENT	ESTIMATED FUTURE CUMULATIVE NOISE LEVELS @ 100 FT FROM RIGHT-OF-WAY (CNEL, DBA)	ESTIMATED DISTANCE TO CNEL CONTOUR FROM RIGHT-OF-WAY (FEET)[a]		
		70 CNEL	65 CNEL	60 CNEL
SR 76				
West of Highway 395	73.2	174	393	864
East of Highway 395	74.0	198	444	974
West of I-15	74.0	198	444	974
East of I-15	74.7	223	497	1088
Pankey Road to Rice Canyon Road	72.5	154	349	770
Rice Canyon Road to Couser Canyon Road	72.2	147	334	736
Couser Canyon Road to Access Road	71.5	130	298	660
East of Access Road	70.9	118	271	601
West of Pala Temecula Road	70.9	118	271	601
Interstate 15				
North of SR 76	79.1	500	1,113	2,432
South of SR 76	79.6	542	1,203	2,626
Old Highway 395[b]				
North of SR 76	72.4	143	309	666
South of SR 76	72.4	143	309	666
Landfill Access Road				
South of SR 76	65.8	52	112	242
Rice Canyon Road[b]				
North of SR 76	58.3	RW	RW	77
Couser Canyon Road[b]				
South of SR 76	53.5	RW	RW	RW
Pala Temecula Road[b]				
North of SR 76	56.5	RW	RW	59

[a] The estimated noise contours do not take into account the effect of any existing noise barriers or topography that may affect ambient noise levels. In addition, all CNEL contour distances were calculated based on the existing right-of-way for the individual roadway segment. This methodology allows for a direct comparison of potential noise impacts.

[b] No project traffic occurs on this roadway segment. Therefore, traffic noise levels along this segment are provided from Table 4.6-3 of the 2003 Draft EIR.

Source: PCR Services Corporation, 2006

2020 to 2030) and not related to the project. Exhibit 1 illustrates the approximate location of the 60 dBA CNEL contour for the cumulative project condition. The projections do not take into account any barriers or topography that may reduce noise levels.

Column 2 of Table 7 shows that future cumulative noise levels along SR 76 would be in excess of 70 CNEL at 100 feet from the right-of-way. Although the majority of the noise on the roads would come from other traffic sources, the proposed project would contribute to the cumulative noise level along the roadways that serve the project. The estimated 60 dBA CNEL contour along SR 76 west of I-15 and east of the proposed access road ranges from 601 to 1,088 feet from the right-of-way (Exhibit 1). There is the cluster of existing residences (discussed above) that would be located within the future cumulative 60 dBA CNEL of SR 76 at 2030 Buildout, between I-15 and the western property boundary.[15] These residences would be adversely impacted by cumulative traffic noise. The conclusion in the 2003 Draft EIR disclosed that the cluster of existing residences and an additional residence on the north side of SR 76 just west of the project site would result in a cumulative traffic noise impact. However, as discussed above this additional residence is now abandoned and severely dilapidated. In addition, even though project-generated traffic would not measurably increase noise levels along SR 76 west of I-15 or east of the project access road, residences would be located within the cumulative 60 dBA CNEL contour (shown in Exhibit 1) and would result in a cumulative traffic noise impact. Please note that future noise levels are likely to increase slowly over the years rather than immediately. This problem is a regional problem due to existing, approved, and future development throughout the region, and would occur with or without the project.

Peak Hour L_{eq} Traffic Noise

The peak hour L_{eq} noise levels are provided in Table 8 to assess indirect impacts to biological resources from project generated traffic. The peak hour L_{eq} is currently as high as 70.8 dBA at a distance of approximately 100 feet from the right-of-way of the roadway. Distances from the roadway right-of-way to the 70, 65, and 60 dBA contours are also listed in this table.

The existing plus project generated peak hour L_{eq} is also provided in Table 8. This table is similar to Table 4.6-7 of the 2003 Draft EIR. In the existing plus project scenario, the peak hour L_{eq} would be as high as 72.0 dBA at a distance of 100 feet on either side of the roadway right-of-way. The project would increase the traffic noise levels by as much as 1.2 dBA. This increment in noise levels is substantially lower than the increment provided in Table 4.6-7 in the 2003 Draft EIR. However, the lower increment is not a function of project traffic, but instead the increase in noise levels from existing traffic. So, the overall noise level has increased as well as the distance

[15] *While the residence on the south side of SR 76 between I-15 and Pankey Road is located within the cumulative 60 CNEL contour, dense vegetation between the roadway and the residence would provide additional noise attenuation such that noise levels would be less than 60 dB CNEL.*

TABLE 8
PEAK HOUR L_{EQ} AND TRAFFIC NOISE CONTOUR DISTANCES
EXISTING AND YEAR 2030 WITH AND WITHOUT THE PROJECT

ROADWAY	SEGMENT	PEAK HOUR L_{EQ} @ 100 FEET, dBA[a]	APPROXIMATE DISTANCE TO PEAK HOUR L_{EQ} CONTOUR FROM RIGHT OF WAY OF ROADWAY (FEET)[b]		
			70 dBA	65 dBA	60 dBA
FUTURE YEAR 2030 WITH PROJECT					
SR 76	I-15 to Pankey Rd	76.0	274	608	1,326
	Pankey Rd to Rice Cyn Rd	73.9	194	435	954
	Rice Cyn Rd to Couser Cyn Rd	73.9	194	435	954
	Couser Cyn Rd to Access Rd	73.0	166	376	827
	East of Access Rd	72.1	143	326	719
FUTURE YEAR 2030 WITHOUT PROJECT					
SR 76	I-15 to Pankey Rd	75.5	254	565	1,235
	Pankey Rd to Rice Cyn Rd	73.1	170	384	845
	Rice Cyn Rd to Couser Cyn Rd	73.1	170	384	845
	Couser Cyn Rd to Access Rd	72.0	141	321	710
	East of Access Rd	72.0	142	323	712
EXISTING PLUS PROJECT					
SR 76	I-15 to Pankey Rd	71.8	1365	310	686
	Pankey Rd to Rice Cyn Rd	71.8	136	310	686
	Rice Cyn Rd to Couser Cyn Rd	71.8	136	310	686
	Couser Cyn Rd to Access Rd	72.0	142	323	713
	East of Access Rd	70.9	117	270	600
EXISTING					
SR 76	I-15 to Pankey Rd	70.4	108	250	556
	Pankey Rd to Rice Cyn Rd	70.4	108	250	556
	Rice Cyn Rd to Couser Cyn Rd	70.4	108	250	556
	Couser Cyn Rd to Access Rd	70.8	115	264	586
	East of Access Rd	70.8	116	267	593

[a] Assumptions used in calculating traffic noise levels (e.g., ADT, fleet mix, day/evening/night split, and traffic speed) are provided in the Technical Appendix (Attachment 3).

[b] All CNEL contour distances were calculated based on the existing right-of-way for the individual roadway segment. This methodology allows for a direct comparison of potential noise impacts.

Source: PCR Services Corporation, 2006

TABLE 9
ESTIMATED FUTURE NEAR-TERM CUMULATIVE TRAFFIC-RELATED NOISE LEVELS WITH THE PROPOSED PROJECT ALONG THE RECYCLED WATER HAUL ROUTE

HIGHWAY/ROAD SEGMENT	ESTIMATED FUTURE CUMULATIVE NOISE LEVELS @ 100 FT FROM RIGHT-OF-WAY (CNEL, DBA)[a]	ESTIMATED DISTANCE TO CNEL CONTOUR FROM RIGHT-OF-WAY (FEET)[b]		
		70 CNEL	65 CNEL	60 CNEL
Future Near-Term With Project				
Camino del Norte				
I-15 Southbound to Bernardo Center	65.8	38	117	290
Bernardo Center to Camino San Bernardo	65.4	33	108	270
Camino San Bernardo to Dove Canyon	63.0	14	66	178
Dove Canyon to 4S Parkway	63.8	23	79	201
4S Parkway to Rancho Bernardo Road	63.4	19	72	186
Interstate 15				
Pomerado Road to Rancho Bernardo	77.6	403	911	2004
Rancho Bernardo to Bernardo Center	77.6	399	902	1984
Bernardo Center to Camino del Norte	77.5	396	895	1971
Camino del Norte to Carmel Mountain	77.6	399	903	1987
Future Near-Term Without Project				
Camino del Norte				
I-15 Southbound to Bernardo Center	65.8	37	117	288
Bernardo Center to Camino San Bernardo	65.4	33	108	269
Camino San Bernardo to Dove Canyon	63.0	13	65	177
Dove Canyon to 4S Parkway	63.8	23	79	200
4S Parkway to Rancho Bernardo Road	63.3	19	72	185
Interstate 15				
Pomerado Road to Rancho Bernardo	77.6	403	910	2002
Rancho Bernardo to Bernardo Center	77.6	399	901	1983
Bernardo Center to Camino del Norte	77.5	396	895	1969
Camino del Norte to Carmel Mountain	77.6	399	903	1987
Existing Plus Project				
Camino del Norte				
I-15 Southbound to Bernardo Center	65.3	32	106	266
Bernardo Center to Camino San Bernardo	64.5	25	90	230
Camino San Bernardo to Dove Canyon	63.3	15	69	185
Dove Canyon to 4S Parkway	62.3	12	57	153
4S Parkway to Rancho Bernardo Road	61.2	7	45	126
Interstate 15				
Pomerado Road to Rancho Bernardo	76.8	350	795	1755
Rancho Bernardo to Bernardo Center	76.5	336	765	1690
Bernardo Center to Camino del Norte	76.6	341	776	1713
Camino del Norte to Carmel Mountain	76.7	347	789	1742
Existing				
Camino del Norte				
I-15 Southbound to Bernardo Center	65.2	32	105	262

TABLE 9 (CONTINUED)
ESTIMATED FUTURE NEAR-TERM CUMULATIVE TRAFFIC-RELATED NOISE LEVELS WITH THE PROPOSED PROJECT ALONG THE RECYCLED WATER HAUL ROUTE

HIGHWAY/ROAD SEGMENT	ESTIMATED FUTURE CUMULATIVE NOISE LEVELS @ 100 FT FROM RIGHT-OF-WAY (CNEL, DBA)[a]	ESTIMATED DISTANCE TO CNEL CONTOUR FROM RIGHT-OF-WAY (FEET)[b]		
		70 CNEL	65 CNEL	60 CNEL
Bernardo Center to Camino San Bernardo	64.4	24	88	225
Camino San Bernardo to Dove Canyon	63.1	14	67	181
Dove Canyon to 4S Parkway	62.1	11	54	148
4S Parkway to Rancho Bernardo Road	61.0	5	42	120
Interstate 15				
Pomerado Road to Rancho Bernardo	76.8	349	794	1752
Rancho Bernardo to Bernardo Center	76.5	335	764	1687
Bernardo Center to Camino del Norte	76.6	340	775	1711
Camino del Norte to Carmel Mountain	76.7	346	788	1740

[a] Assumptions used in calculating traffic noise levels (e.g., ADT, fleet mix, day/evening/night split, and traffic speed) are provided in the Technical Appendix (Attachment 3).
[b] The estimated noise contours do not take into account the effect of any existing noise barriers or topography that may affect ambient noise levels. In addition, all CNEL contour distances were calculated based on the existing right-of-way for the individual roadway segment. This methodology allows for a direct comparison of potential noise impacts.

Source: PCR Services Corporation, 2006

to the 60 dBA CNEL contour, but the incremental change has decreased. The impacts from traffic noise to the biological resources and recommended mitigation measures are provided in Section 4.9, Biological Resources of the Revised Partial Draft EIR.

Recycled Water Haul Route Traffic Noise

Trucks for delivery of recycled water would use I-15 and Camino del Norte which transitions to Camino del Sur now known as Artesian Road and then on Maranatha Drive to access Olivenhain's Reservoir site. Noise sensitive uses located along this haul route consist of residential uses along Camino del Norte and Camino del Sur. In addition, the Maranatha School is located along Maranatha Drive. As discussed above, no impacts to the School or any other sensitive receptors would occur as a result of the recycled water haul route traffic and, therefore, this discussion focuses on the remaining portion of the haul route.

Estimates of roadway noise levels in terms of CNEL were computed for the roadways that would be used for the recycled water haul route and are shown in Table 9. The values do not take into account the possible effects of existing noise barriers or topography. Table 9 shows the distances from the right-of-way of the road to the 60, 65, and 70 CNEL contours. The table indicates that the area along I-15 has an estimated existing noise level without the project in excess of 75

CNEL. The area along Camino del Norte west of I-15 has an estimated existing noise level without the project in excess of 70 CNEL; and the area along Camino del Norte west of Bernardo Center Drive has an estimated noise level without the project in excess of 65 CNEL which exceeds the County Noise Element's limits of 60 dBA CNEL. Based on estimated noise levels from existing traffic volumes, homes in close proximity to Camino del Norte and Camino del Sur are currently exposed to noise levels that exceed the County's Noise Element limit.

The analysis also includes cumulative noise levels along the proposed haul route. Table 9 shows that project-generated traffic would extend the existing 60 dBA CNEL contour outward from four to six feet along the haul route. Future near-term cumulative traffic would extend the existing 60 dBA CNEL outward a maximum of 61 feet along the haul route. Table 10 shows the estimated change in roadway noise levels that would result from project-generated traffic alone, and for the proposed project in combination with future developments that would contribute traffic to the same roadways. Column 2 of this table shows that project-generated traffic would result in estimated CNEL noise level increases over existing noise levels by a maximum of 0.1 dBA. Because community noise environments are not immediate comparisons of noise levels, often times a 3 dBA noise increase is considered as a significance threshold for human perception of noise increase. Since CNEL noise levels along Camino del Sur, Camino Del Norte, and I-15 exceed 60 dBA CNEL at existing residences and the project would increase the noise levels, the project would have a significant noise impact to the existing residences. However, traffic noise associated with the project along the haul route is a maximum of 4.2 percent of the overall cumulative increase and project-generated traffic would only extend the 60 dBA CNEL contour outward from four to six feet. As a result, no new residential uses would be anticipated to be within the 60 dBA CNEL contour as a result of project-generated traffic along the haul route. Column 3 of Table 10 shows the incremental changes in future roadway noise compared to existing noise levels that are attributable to project-related traffic in combination with traffic from cumulative development. Although the majority of the noise on the roads would come from other traffic sources, the proposed project would contribute to the cumulative noise level along the roadways that serve the project. This problem is a regional problem due to existing, approved, and future development throughout the region, and would occur with or without the project. Since CNEL noise levels along Camino del Sur, Camino Del Norte, and I-15 exceed 60 dBA CNEL at existing residences, the project would contribute to a significant project and cumulative noise impact to the existing residences. However, as discussed above traffic noise associated with the project along the haul route is a maximum of 4.2 percent of the overall cumulative increase.

TABLE 10
ESTIMATED TRAFFIC NOISE LEVEL INCREASES ALONG THE RECYCLED WATER HAUL ROUTE [a]

HIGHWAY/ROAD SEGMENT	INCREMENTAL NOISE INCREASE DUE SOLELY TO THE LANDFILL (CNEL, dBA)	INCREMENTAL NOISE INCREASE DUE TO THE LANDFILL AND CUMULATIVE DEVELOPMENT[a] (CNEL, dBA)	PERCENTAGE OF INCREMENTAL NOISE INCREASE DUE TO THE LANDFILL[a] (CNEL, dBA)
Camino del Norte			
I-15 Southbound to Bernardo Center	0.0	0.6	<1%
Bernardo Center to Camino San Bernardo	0.0	1.1	<1%
Camino San Bernardo to Dove Canyon	0.0	0.0	<1%
Dove Canyon to 4S Parkway	0.0	1.7	<1%
4S Parkway to Rancho Bernardo Road	0.1	2.4	4.2%
Interstate 15			
Pomerado Road to Rancho Bernardo	0.0	0.9	<1%
Rancho Bernardo to Bernardo Center	0.0	1.0	<1%
Bernardo Center to Camino del Norte	0.0	0.9	<1%
Camino del Norte to Carmel Mountain	0.0	0.8	<1%

[a] Noise calculations based on traffic data from Katz Okitsu and Associates, Maranatha School and Church Traffic Impact Study, 2001 and Darnell & Associates, Gregory Canyon Traffic Study Addendum, 2006.
Source: PCR Services Corporation, 2006

Cumulative Impacts

Noise from construction of the proposed project and related projects[16] would be localized, thereby potentially affecting areas immediately surrounding or between each particular project site. Construction noise levels associated with the related projects would be similar to noise levels associated with the Reservoir Site and landfill site. The nearest related project is located sufficiently distant from the project sites such that distance attenuation and intervening topography would reduce construction noise and would not result in a noticeable increase in noise at sensitive receptors near the other site. In addition, each site would comply with conditions set forth in the Municipal Code, to the extent feasible. Furthermore, each of the related projects would be subject to noise-limiting mitigation measures similar to those prescribed for the proposed project. Consistent with the 2003 Draft EIR, cumulative construction and onsite operational noise impacts to adjacent sensitive receptors would be less than significant. However, as discussed above cumulative traffic noise levels would be significant and unavoidable.

[16] *An updated list of individual cumulative projects is included as part of the 2006 traffic study prepared by Darnell & Associates and the Maranatha School and Church Traffic Impact Study prepared by Katz, Okitsu & Associates, which is provided in Appendix A of the Revised Final EIR, respectively. Based on this information, Black Mountain Ranch is the closest related project to the Reservoir Site.*

Secondary Effects

An analysis of secondary impacts from mitigation measures was contained in Section 10.3 of the 2003 Draft EIR. A re-evaluation has been performed to analyze additional impacts arising from the increased area for on-site biological mitigation, based on the update to the Wetland Mitigation and Habitat Enhancement Plan contained in Chapter 5 of Appendix B to the Revised Partial Draft EIR. No significant adverse secondary noise impacts on biological resources would occur because mitigation would continue to be implemented in consultation with the project biologist.

In addition, the Revised Partial Draft EIR contains new mitigation measures to reduce potential traffic impacts. The implementation of the new measures would not result in secondary effects with regard to noise, air quality or health risk since the measures would limit the amount of trips during specific hours and would require monitoring of trips. Therefore, no secondary effects with regard to noise, air quality or health risk would occur as a result of these new mitigation measures.

CONCLUSION

Based on the above analysis, changes in the Gregory Canyon Landfill project would not result in any new or substantially different project-related cumulative or secondary air quality, health risk, or noise impacts not disclosed in the 2003 Draft EIR. However, the number of residences along SR 76 impacted by cumulative traffic noise would increase. As discussed above, this change from the 2003 Draft EIR is a function of ambient traffic growth (i.e., current baseline year of 2006 and change in cumulative analysis year from 2020 to 2030) and not related to the project. Although the majority of the noise on the roads would come from other traffic sources, the proposed project would contribute to the cumulative noise level along the roadways that serve the project including the recycled haul route and would thus result in a cumulative traffic noise impact.

Gregory Canyon
Technical Appendix (Attachment 1)

Air Quality Assessment Files

Provided by PCR Services Corporation

March 2007

- Reclaimed Water Facility Construction Emissions
- CO Hotspots Analysis

02/22/2006 10:05 AM

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\Gregory Canyon\GCLF.urb
Project Name: OffsiteWtr
Project Location: San Diego County
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: December, 2006
Construction Duration: 0.8
Total Land Use Area to be Developed: 2 acres
Maximum Acreage Disturbed Per Day: 0.5 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 108900

CONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2006***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	2.50	-	2.50
Off-Road Diesel	6.76	53.37	48.65	-	2.45	2.45	0.00
On-Road Diesel	0.10	2.02	0.37	0.03	0.05	0.04	0.01
Worker Trips	0.08	0.26	2.28	0.00	0.01	0.00	0.01
Maximum lbs/day	6.94	55.65	51.30	0.03	5.01	2.49	2.52
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.25	-	-	-	-	-	-
Asphalt Off-Road Diesel	3.27	21.89	26.39	-	0.88	0.88	0.00
Asphalt On-Road Diesel	0.08	1.62	0.30	0.02	0.04	0.03	0.01
Asphalt Worker Trips	0.05	0.17	1.52	0.00	0.01	0.00	0.01
Maximum lbs/day	3.66	23.68	28.21	0.02	0.92	0.91	0.01
Max lbs/day all phases	6.94	55.65	51.30	0.03	5.01	2.49	2.52

Construction-Related Mitigation Measures

Phase 2: Soil Disturbance:
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 50%)
Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Dec '06
Phase 2 Duration: .4 months
On-Road Truck Travel (VMT): 72
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Cranes	190	0.430	1.0
1	Other Equipment	190	0.620	8.0
1	Rough Terrain Forklifts	94	0.475	2.0
1	Rubber Tired Dozers	352	0.590	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Dec '06
Phase 3 Duration: .4 months
SubPhase Building Turned OFF
SubPhase Architectural Coatings Turned OFF
Start Month/Year for SubPhase Asphalt: Dec '06
SubPhase Asphalt Duration: .4 months
Acres to be Paved: .83
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Pavers	132	0.590	8.0
1	Paving Equipment	111	0.530	8.0
1	Rollers	114	0.430	8.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths
Site Grading Truck Haul Capacity (yds3) changed from 20 to 16
Phase 2 mitigation measure Soil Disturbance:
has been changed from off to on.

02/22/2006 10:06 AM

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\Gregory Canyon\GCLF.urb
Project Name: OffsiteWtr
Project Location: San Diego County
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Tons/Year)

Construction Start Month and Year: December, 2006
Construction Duration: 0.8
Total Land Use Area to be Developed: 2 acres
Maximum Acreage Disturbed Per Day: 0.5 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 108900

CONSTRUCTION EMISSION ESTIMATES MITIGATED (tons/year)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2006***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.01	-	0.01
Off-Road Diesel	0.03	0.23	0.21	-	0.01	0.01	0.00
On-Road Diesel	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00
Total tons/year	0.03	0.24	0.22	0.00	0.02	0.01	0.01
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.01	0.10	0.12	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00
Total tons/year	0.01	0.11	0.13	0.00	0.00	0.00	0.00
Total all phases tons/yr	0.04	0.35	0.35	0.00	0.02	0.01	0.01

Construction-Related Mitigation Measures

Phase 2: Soil Disturbance:
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 50%)
Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Dec '06
Phase 2 Duration: .4 months
On-Road Truck Travel (VMT): 72
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Cranes	190	0.430	1.0
1	Other Equipment	190	0.620	8.0
1	Rough Terrain Forklifts	94	0.475	2.0
1	Rubber Tired Dozers	352	0.590	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Dec '06
Phase 3 Duration: .4 months
SubPhase Building Turned OFF
SubPhase Architectural Coatings Turned OFF
Start Month/Year for SubPhase Asphalt: Dec '06
SubPhase Asphalt Duration: .4 months
Acres to be Paved: .83
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Pavers	132	0.590	8.0
1	Paving Equipment	111	0.530	8.0
1	Rollers	114	0.430	8.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths
Site Grading Truck Haul Capacity (yds3) changed from 20 to 16
Phase 2 mitigation measure Soil Disturbance:
has been changed from off to on.

Gregory Canyon Reclaimed Water Station

CALINE4 Modeling Results and Estimated Local 1-Hour Carbon Monoxide Concentrations (ppm)

Projected Background 1-Hour CO Concentrations (ppm) [a]

Monitoring Station: San Diego

Year	1-Hr Concentration
2006	11

Intersection and Receptor Locations	Future Without Project		Future With Project		
	Traffic CO Contribution [b]	Estimated Local CO Concentration [c]	Traffic CO Contribution [b]	Estimated Local CO Concentration [c]	Exceedance of Significance Threshold [d]
NB I-15 AND SR-76 AM					
NE	1.8	12.8	2.0	13.0	NO
SE	1.7	12.7	1.8	12.8	NO
SW	1.5	12.5	1.7	12.7	NO
NW	1.5	12.5	1.7	12.7	NO
NB I-15 AND SR-76 PM					
NE	3.3	14.3	3.5	14.5	NO
SE	2.7	13.7	2.9	13.9	NO
SW	2.5	13.5	2.8	13.8	NO
NW	3.1	14.1	3.4	14.4	NO
PROPOSED ACCESS ROAD AND SR-76 AM					
NE	1.5	12.5	1.7	12.7	NO
SE	1.8	12.8	2.2	13.2	NO
SW	1.8	12.8	2.1	13.1	NO
NW	1.4	12.4	1.7	12.7	NO
PROPOSED ACCESS ROAD AND SR-76 PM					
NE	2.9	13.9	2.8	13.8	NO
SE	2.7	13.7	3.1	14.1	NO
SW	2.8	13.8	3.1	14.1	NO
NW	2.8	13.8	2.9	13.9	NO
SB I-15 AND SR-76 AM					
NE	2.2	13.2	2.2	13.2	NO
SE	2.8	13.8	2.8	13.8	NO
SW	2.8	13.8	2.8	13.8	NO
NW	2.5	13.5	2.7	13.7	NO
SB I-15 AND SR-76 PM					
NE	2.7	13.7	2.7	13.7	NO
SE	3.1	14.1	3.1	14.1	NO
SW	2.9	13.9	3.0	14.0	NO
NW	2.6	13.6	2.7	13.7	NO

a Based on guidance provided by the AQMD Air Quality Analysis Guidance Handbook

b The 1-hour traffic contribution (ppm) is determined by inputing total traffic volumes into the CALINE4 model.

c The estimated local concentration is the traffic contribution + the background concentration.

d The California Ambient Air Quality Standard for 1-hour CO concentrations is 20 ppm.

Gregory Canyon Reclaimed Water Station

CALINE4 Modeling Results and Estimated Local 8-Hour Carbon Monoxide Concentrations (ppm)

Projected Background 8-Hour CO Concentrations (ppm) [a]	
Monitoring Station: San Diego	Average Persistence Factor = 0.70
Year: 2006 — 8-Hr Concentration: 3.9	

Intersection and Receptor Locations	Future Without Project		Future With Project		
	Traffic CO Contribution [b]	Estimated Local CO Concentration [c]	Traffic CO Contribution [b]	Estimated Local CO Concentration [c]	Exceedance of Significance Threshold [d]
NB I-15 AND SR-76 AM					
NE	0.9	4.8	0.9	4.8	NO
SE	0.8	4.7	0.9	4.8	NO
SW	0.7	4.6	0.8	4.7	NO
NW	0.8	4.7	0.8	4.7	NO
NB I-15 AND SR-76 PM					
NE	1.5	5.4	1.6	5.5	NO
SE	1.4	5.3	1.5	5.4	NO
SW	1.3	5.2	1.5	5.4	NO
NW	1.4	5.3	1.5	5.4	NO
PROPOSED ACCESS ROAD AND SR-76 AM					
NE	0.7	4.6	0.8	4.7	NO
SE	0.8	4.7	1.0	4.9	NO
SW	0.7	4.6	0.8	4.7	NO
NW	0.6	4.5	0.8	4.7	NO
PROPOSED ACCESS ROAD AND SR-76 PM					
NE	1.1	5.0	1.2	5.1	NO
SE	1.2	5.1	1.4	5.3	NO
SW	1.1	5.0	1.2	5.1	NO
NW	1.2	5.1	1.2	5.1	NO
SB I-15 AND SR-76 AM					
NE	1.2	5.1	1.1	5.0	NO
SE	1.3	5.2	1.3	5.2	NO
SW	1.3	5.2	1.3	5.2	NO
NW	1.1	5.0	1.2	5.1	NO
SB I-15 AND SR-76 PM					
NE	1.3	5.2	1.3	5.2	NO
SE	1.4	5.3	1.5	5.4	NO
SW	1.3	5.2	1.4	5.3	NO
NW	1.3	5.2	1.3	5.2	NO

a Based on guidance provided by the AQMD Air Quality Analysis Guidance Handbook.

b The persistence factor is calculated as recommended in Table B.15 in the Transportation Project-Level Carbon Monoxide Protocol (Institute of Transportation Studies, UC Davis, Revised 1997). This is a generalized persistence factor likely to provide a conservative estimate in most situations.

c The estimated local concentration is the traffic contribution + the background concentration.

d The California Ambient Air Quality Standard for 8-hour CO concentrations is 9 ppm.

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: NB I-15 AND SR-76 AM NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 15.6 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	8	-1500	8	-500	AG	608	.3	.0	35.0
B. NA	8	-500	8	0	AG	313	9.6	.0	33.0
C. ND	8	0	8	500	AG	576	10.1	.0	33.0
D. NE	8	500	8	1500	AG	576	.3	.0	35.0
E. SF	-8	1500	-8	500	AG	0	.3	.0	35.0
F. SA	-8	500	-8	0	AG	0	9.2	.0	33.0
G. SD	-8	0	-8	-500	AG	0	5.7	.0	33.0
H. SE	-8	-500	-8	-1500	AG	0	.3	.0	35.0
I. WF	1500	15	500	15	AG	582	.3	.0	35.0
J. WA	500	15	0	15	AG	582	7.1	.0	33.0
K. WD	0	15	-500	15	AG	726	5.3	.0	33.0
L. WE	-500	15	-1500	15	AG	726	.3	.0	35.0
M. EF	-1500	-15	-500	-15	AG	844	.3	.0	35.0
N. EA	-500	-15	0	-15	AG	419	6.5	.0	33.0
O. ED	0	-15	500	-15	AG	732	5.3	.0	33.0
P. EE	500	-15	1500	-15	AG	732	.3	.0	35.0
Q. NL	0	0	8	-500	AG	295	9.6	.0	33.0
R. SL	0	0	-8	500	AG	0	9.2	.0	33.0
S. WL	0	0	500	15	AG	0	6.5	.0	33.0
T. EL	0	0	-500	-15	AG	425	6.7	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	25	33	6.0
2. SE3	25	-33	6.0
3. SW3	-25	-33	6.0
4. NW3	-25	33	6.0
5. NE7	38	46	6.0
6. SE7	38	-46	6.0
7. SW7	-38	-46	6.0
8. NW7	-38	46	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	262.	1.8	.0	.0	.4	.0	.0	.0	.0	.0
2. SE3	277.	1.7	.0	.2	.0	.0	.0	.0	.0	.0
3. SW3	83.	1.5	.0	.2	.0	.0	.0	.0	.0	.0
4. NW3	97.	1.5	.0	.0	.3	.0	.0	.0	.0	.0
5. NE7	260.	1.3	.0	.0	.3	.0	.0	.0	.0	.0
6. SE7	280.	1.2	.0	.2	.0	.0	.0	.0	.0	.0
7. SW7	80.	1.0	.0	.1	.0	.0	.0	.0	.0	.0
8. NW7	170.	1.1	.0	.3	.0	.0	.0	.0	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.1	.7	.0	.0	.2	.0	.0	.0	.0	.0	.3
2. SE3	.0	.0	.3	.0	.0	.5	.1	.0	.2	.0	.0	.3
3. SW3	.0	.3	.0	.0	.0	.0	.7	.0	.2	.0	.0	.0
4. NW3	.0	.8	.1	.0	.0	.0	.3	.0	.0	.0	.0	.0
5. NE7	.0	.0	.5	.0	.0	.2	.0	.0	.0	.0	.0	.3
6. SE7	.0	.0	.3	.0	.0	.3	.0	.0	.1	.0	.0	.3
7. SW7	.0	.3	.0	.0	.0	.0	.5	.0	.1	.0	.0	.0
8. NW7	.0	.0	.2	.0	.0	.1	.0	.0	.3	.0	.0	.1

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: NB I-15 AND SR-76 AM WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 15.6 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	8	-1500	8	-500	AG	687	.3	.0	35.0
B. NA	8	-500	8	0	AG	392	10.1	.0	33.0
C. ND	8	0	8	500	AG	586	9.6	.0	33.0
D. NE	8	500	8	1500	AG	586	.3	.0	35.0
E. SF	-8	1500	-8	500	AG	0	.3	.0	35.0
F. SA	-8	500	-8	0	AG	0	8.9	.0	33.0
G. SD	-8	0	-8	-500	AG	0	5.7	.0	33.0
H. SE	-8	-500	-8	-1500	AG	0	.3	.0	35.0
I. WF	1500	15	500	15	AG	680	.3	.0	35.0
J. WA	500	15	0	15	AG	680	7.6	.0	33.0
K. WD	0	15	-500	15	AG	814	5.4	.0	33.0
L. WE	-500	15	-1500	15	AG	814	.3	.0	35.0
M. EF	-1500	-15	-500	-15	AG	863	.3	.0	35.0
N. EA	-500	-15	0	-15	AG	438	6.7	.0	33.0
O. ED	0	-15	500	-15	AG	830	5.4	.0	33.0
P. EE	500	-15	1500	-15	AG	830	.3	.0	35.0
Q. NL	0	0	8	-500	AG	295	9.2	.0	33.0
R. SL	0	0	-8	500	AG	0	8.9	.0	33.0
S. WL	0	0	500	15	AG	0	6.7	.0	33.0
T. EL	0	0	-500	-15	AG	425	6.9	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	25	33	6.0
2. SE3	25	-33	6.0
3. SW3	-25	-33	6.0
4. NW3	-25	33	6.0
5. NE7	38	46	6.0
6. SE7	38	-46	6.0
7. SW7	-38	-46	6.0
8. NW7	-38	46	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	262.	2.0	.0	.0	.4	.0	.0	.0	.0	.0
2. SE3	277.	1.8	.0	.3	.0	.0	.0	.0	.0	.0
3. SW3	83.	1.7	.0	.2	.0	.0	.0	.0	.0	.0
4. NW3	97.	1.7	.0	.0	.3	.0	.0	.0	.0	.0
5. NE7	260.	1.3	.0	.0	.3	.0	.0	.0	.0	.0
6. SE7	280.	1.3	.0	.2	.0	.0	.0	.0	.0	.0
7. SW7	80.	1.2	.0	.2	.0	.0	.0	.0	.0	.0
8. NW7	170.	1.2	.0	.4	.0	.0	.0	.0	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.2	.8	.0	.0	.3	.0	.0	.0	.0	.0	.4
2. SE3	.0	.0	.3	.0	.0	.6	.1	.0	.2	.0	.0	.4
3. SW3	.0	.4	.0	.0	.0	.0	.8	.0	.2	.0	.0	.0
4. NW3	.0	1.0	.1	.0	.0	.0	.3	.0	.0	.0	.0	.0
5. NE7	.0	.0	.5	.0	.0	.2	.0	.0	.0	.0	.0	.3
6. SE7	.0	.0	.3	.0	.0	.4	.0	.0	.1	.0	.0	.3
7. SW7	.0	.4	.0	.0	.0	.0	.5	.0	.1	.0	.0	.0
8. NW7	.0	.0	.2	.0	.0	.1	.0	.0	.3	.0	.0	.1

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: NB I-15 AND SR-76 PM NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 15.6 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	8	-1500	8	-500	AG	1029	.3	.0	35.0
B. NA	8	-500	8	0	AG	450	10.7	.0	33.0
C. ND	8	0	8	500	AG	980	10.7	.0	33.0
D. NE	8	500	8	1500	AG	980	.3	.0	35.0
E. SF	-8	1500	-8	500	AG	0	.3	.0	35.0
F. SA	-8	500	-8	0	AG	0	9.2	.0	33.0
G. SD	-8	0	-8	-500	AG	0	5.7	.0	33.0
H. SE	-8	-500	-8	-1500	AG	0	.3	.0	35.0
I. WF	1500	15	500	15	AG	1135	.3	.0	35.0
J. WA	500	15	0	15	AG	1135	9.2	.0	33.0
K. WD	0	15	-500	15	AG	1397	5.8	.0	33.0
L. WE	-500	15	-1500	15	AG	1397	.3	.0	35.0
M. EF	-1500	-15	-500	-15	AG	1233	.3	.0	35.0
N. EA	-500	-15	0	-15	AG	570	6.7	.0	33.0
O. ED	0	-15	500	-15	AG	1020	5.8	.0	33.0
P. EE	500	-15	1500	-15	AG	1020	.3	.0	35.0
Q. NL	0	0	8	-500	AG	579	10.7	.0	33.0
R. SL	0	0	-8	500	AG	0	9.2	.0	33.0
S. WL	0	0	500	15	AG	0	6.5	.0	33.0
T. EL	0	0	-500	-15	AG	663	7.6	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	25	33	6.0
2. SE3	25	-33	6.0
3. SW3	-25	-33	6.0
4. NW3	-25	33	6.0
5. NE7	38	46	6.0
6. SE7	38	-46	6.0
7. SW7	-38	-46	6.0
8. NW7	-38	46	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	262.	3.3	.0	.0	.7	.0	.0	.0	.0	.0
2. SE3	278.	2.7	.0	.3	.0	.0	.0	.0	.0	.0
3. SW3	82.	2.5	.0	.3	.0	.0	.0	.0	.0	.0
4. NW3	97.	3.1	.0	.0	.6	.0	.0	.0	.0	.0
5. NE7	260.	2.2	.0	.0	.6	.0	.0	.0	.0	.0
6. SE7	280.	2.0	.0	.3	.0	.0	.0	.0	.0	.0
7. SW7	80.	1.9	.0	.2	.0	.0	.0	.0	.0	.0
8. NW7	100.	2.0	.0	.0	.5	.0	.0	.0	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.3	1.3	.0	.0	.3	.0	.0	.0	.0	.0	.6
2. SE3	.0	.0	.6	.0	.0	.7	.2	.0	.4	.0	.0	.6
3. SW3	.0	.8	.0	.0	.0	.1	1.0	.0	.4	.0	.0	.0
4. NW3	.0	1.9	.3	.0	.0	.0	.4	.0	.0	.0	.0	.0
5. NE7	.0	.0	.9	.0	.0	.3	.0	.0	.0	.0	.0	.4
6. SE7	.0	.0	.5	.0	.0	.5	.0	.0	.3	.0	.0	.4
7. SW7	.0	.7	.0	.0	.0	.0	.7	.0	.3	.0	.0	.0
8. NW7	.0	1.2	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: NB I-15 AND SR-76 PM WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 15.6 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	8	-1500	8	-500	AG	1122	.3	.0	35.0
B. NA	8	-500	8	0	AG	543	10.7	.0	33.0
C. ND	8	0	8	500	AG	992	10.7	.0	33.0
D. NE	8	500	8	1500	AG	992	.3	.0	35.0
E. SF	-8	1500	-8	500	AG	0	.3	.0	35.0
F. SA	-8	500	-8	0	AG	0	8.9	.0	33.0
G. SD	-8	0	-8	-500	AG	0	5.7	.0	33.0
H. SE	-8	-500	-8	-1500	AG	0	.3	.0	35.0
I. WF	1500	15	500	15	AG	1251	.3	.0	35.0
J. WA	500	15	0	15	AG	1251	9.6	.0	33.0
K. WD	0	15	-500	15	AG	1501	6.0	.0	33.0
L. WE	-500	15	-1500	15	AG	1501	.3	.0	35.0
M. EF	-1500	-15	-500	-15	AG	1255	.3	.0	35.0
N. EA	-500	-15	0	-15	AG	592	6.7	.0	33.0
O. ED	0	-15	500	-15	AG	1135	6.0	.0	33.0
P. EE	500	-15	1500	-15	AG	1135	.3	.0	35.0
Q. NL	0	0	8	-500	AG	579	10.7	.0	33.0
R. SL	0	0	-8	500	AG	0	8.9	.0	33.0
S. WL	0	0	500	15	AG	0	6.7	.0	33.0
T. EL	0	0	-500	-15	AG	663	7.6	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	25	33	6.0
2. SE3	25	-33	6.0
3. SW3	-25	-33	6.0
4. NW3	-25	33	6.0
5. NE7	38	46	6.0
6. SE7	38	-46	6.0
7. SW7	-38	-46	6.0
8. NW7	-38	46	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	262.	3.5	.0	.0	.7	.0	.0	.0	.0	.0
2. SE3	278.	2.9	.0	.4	.0	.0	.0	.0	.0	.0
3. SW3	82.	2.8	.0	.3	.0	.0	.0	.0	.0	.0
4. NW3	97.	3.4	.0	.0	.6	.0	.0	.0	.0	.0
5. NE7	260.	2.3	.0	.0	.6	.0	.0	.0	.0	.0
6. SE7	280.	2.1	.0	.3	.0	.0	.0	.0	.0	.0
7. SW7	80.	2.1	.0	.3	.0	.0	.0	.0	.0	.0
8. NW7	100.	2.2	.0	.0	.5	.0	.0	.0	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.4	1.5	.0	.0	.3	.0	.0	.0	.0	.0	.6
2. SE3	.0	.0	.6	.0	.0	.7	.2	.0	.4	.0	.0	.6
3. SW3	.0	.9	.0	.0	.0	.1	1.1	.0	.4	.0	.0	.0
4. NW3	.0	2.1	.3	.0	.0	.0	.5	.0	.0	.0	.0	.0
5. NE7	.0	.0	.9	.0	.0	.3	.0	.0	.0	.0	.0	.4
6. SE7	.0	.0	.5	.0	.0	.5	.0	.0	.3	.0	.0	.4
7. SW7	.0	.7	.0	.0	.0	.0	.8	.0	.3	.0	.0	.0
8. NW7	.0	1.3	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: PROPOSED ACCESS ROAD AND SR-76 AM NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 15.6 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	8	-1500	8	-500	AG	0	.3	.0	35.0
B. NA	8	-500	8	0	AG	0	10.7	.0	33.0
C. ND	8	0	8	500	AG	0	10.7	.0	33.0
D. NE	8	500	8	1500	AG	0	.3	.0	35.0
E. SF	-8	1500	-8	500	AG	0	.3	.0	35.0
F. SA	-8	500	-8	0	AG	0	10.7	.0	33.0
G. SD	-8	0	-8	-500	AG	0	10.7	.0	33.0
H. SE	-8	-500	-8	-1500	AG	0	.3	.0	35.0
I. WF	1500	8	500	8	AG	635	.3	.0	35.0
J. WA	500	8	0	8	AG	635	7.1	.0	33.0
K. WD	0	8	-500	8	AG	635	5.2	.0	33.0
L. WE	-500	8	-1500	8	AG	635	.3	.0	35.0
M. EF	-1500	-8	-500	-8	AG	830	.3	.0	35.0
N. EA	-500	-8	0	-8	AG	830	7.9	.0	33.0
O. ED	0	-8	500	-8	AG	830	5.4	.0	33.0
P. EE	500	-8	1500	-8	AG	830	.3	.0	35.0
Q. NL	0	0	8	-500	AG	0	10.7	.0	33.0
R. SL	0	0	-8	500	AG	0	10.7	.0	33.0
S. WL	0	0	500	8	AG	0	6.5	.0	33.0
T. EL	0	0	-500	-8	AG	0	6.5	.0	33.0

RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	25	25	6.0
2. SE3	25	-25	6.0
3. SW3	-25	-25	6.0
4. NW3	-25	25	6.0
5. NE7	38	38	6.0
6. SE7	38	-38	6.0
7. SW7	-38	-38	6.0
8. NW7	-38	38	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	263.	1.5	.0	.0	.0	.0	.0	.0	.0	.0
2. SE3	276.	1.8	.0	.0	.0	.0	.0	.0	.0	.0
3. SW3	276.	1.8	.0	.0	.0	.0	.0	.0	.0	.0
4. NW3	263.	1.4	.0	.0	.0	.0	.0	.0	.0	.0

PAGE 3

JOB: PROPOSED ACCESS ROAD AND SR-76 NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.1	.6	.0	.0	.7	.0	.0	.0	.0	.0	.0
2. SE3	.0	.0	.4	.0	.0	1.3	.1	.0	.0	.0	.0	.0
3. SW3	.0	.0	.3	.0	.0	1.4	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: PROPOSED ACCESS ROAD AND SR-76 AM WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 15.6 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	8	-1500	8	-500	AG	103	.3	.0	35.0
B. NA	8	-500	8	0	AG	5	10.7	.0	33.0
C. ND	8	0	8	500	AG	0	10.7	.0	33.0
D. NE	8	500	8	1500	AG	0	.3	.0	35.0
E. SF	-8	1500	-8	500	AG	0	.3	.0	35.0
F. SA	-8	500	-8	0	AG	0	10.7	.0	33.0
G. SD	-8	0	-8	-500	AG	103	10.7	.0	33.0
H. SE	-8	-500	-8	-1500	AG	103	.3	.0	35.0
I. WF	1500	8	500	8	AG	640	.3	.0	35.0
J. WA	500	8	0	8	AG	635	7.1	.0	33.0
K. WD	0	8	-500	8	AG	733	5.3	.0	33.0
L. WE	-500	8	-1500	8	AG	733	.3	.0	35.0
M. EF	-1500	-8	-500	-8	AG	928	.3	.0	35.0
N. EA	-500	-8	0	-8	AG	928	8.5	.0	33.0
O. ED	0	-8	500	-8	AG	835	5.4	.0	33.0
P. EE	500	-8	1500	-8	AG	835	.3	.0	35.0
Q. NL	0	0	8	-500	AG	98	10.7	.0	33.0
R. SL	0	0	-8	500	AG	0	10.7	.0	33.0
S. WL	0	0	500	8	AG	5	6.5	.0	33.0
T. EL	0	0	-500	-8	AG	0	6.5	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	25	25	6.0
2. SE3	25	-25	6.0
3. SW3	-25	-25	6.0
4. NW3	-25	25	6.0
5. NE7	38	38	6.0
6. SE7	38	-38	6.0
7. SW7	-38	-38	6.0
8. NW7	-38	38	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	263.	1.7	.0	.0	.0	.0	.0	.0	.0	.0
2. SE3	276.	2.2	.0	.0	.0	.0	.0	.0	.0	.0
3. SW3	276.	2.1	.0	.0	.0	.0	.0	.0	.0	.0
4. NW3	263.	1.7	.0	.0	.0	.0	.0	.0	.0	.0
5. NE7	261.	1.1	.0	.0	.0	.0	.0	.0	.0	.0
6. SE7	279.	1.4	.0	.0	.0	.0	.0	.0	.0	.0
7. SW7	280.	1.2	.0	.0	.0	.0	.0	.0	.0	.0
8. NW7	260.	1.1	.0	.0	.0	.0	.0	.0	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.1	.7	.0	.0	.9	.0	.0	.0	.0	.0	.0
2. SE3	.0	.0	.4	.0	.0	1.5	.1	.0	.0	.0	.0	.0
3. SW3	.0	.0	.4	.0	.0	1.7	.0	.0	.0	.0	.0	.0
4. NW3	.0	.0	.8	.0	.0	.8	.0	.0	.0	.0	.0	.0
5. NE7	.0	.0	.5	.0	.0	.7	.0	.0	.0	.0	.0	.0
6. SE7	.0	.0	.3	.0	.0	.9	.0	.0	.0	.0	.0	.0
7. SW7	.0	.0	.3	.0	.0	.9	.0	.0	.0	.0	.0	.0
8. NW7	.0	.0	.5	.0	.0	.6	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: PROPOSED ACCESS ROAD AND SR-76 PM NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 15.6 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	8	-1500	8	-500	AG	0	.3	.0	35.0
B. NA	8	-500	8	0	AG	0	10.7	.0	33.0
C. ND	8	0	8	500	AG	0	10.7	.0	33.0
D. NE	8	500	8	1500	AG	0	.3	.0	35.0
E. SF	-8	1500	-8	500	AG	0	.3	.0	35.0
F. SA	-8	500	-8	0	AG	0	10.7	.0	33.0
G. SD	-8	0	-8	-500	AG	0	10.7	.0	33.0
H. SE	-8	-500	-8	-1500	AG	0	.3	.0	35.0
I. WF	1500	8	500	8	AG	1160	.3	.0	35.0
J. WA	500	8	0	8	AG	1160	9.2	.0	33.0
K. WD	0	8	-500	8	AG	1160	5.8	.0	33.0
L. WE	-500	8	-1500	8	AG	1160	.3	.0	35.0
M. EF	-1500	-8	-500	-8	AG	1100	.3	.0	35.0
N. EA	-500	-8	0	-8	AG	1100	9.2	.0	33.0
O. ED	0	-8	500	-8	AG	1100	5.8	.0	33.0
P. EE	500	-8	1500	-8	AG	1100	.3	.0	35.0
Q. NL	0	0	8	-500	AG	0	10.7	.0	33.0
R. SL	0	0	-8	500	AG	0	10.7	.0	33.0
S. WL	0	0	500	8	AG	0	6.5	.0	33.0
T. EL	0	0	-500	-8	AG	0	6.5	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	25	25	6.0
2. SE3	25	-25	6.0
3. SW3	-25	-25	6.0
4. NW3	-25	25	6.0
5. NE7	38	38	6.0
6. SE7	38	-38	6.0
7. SW7	-38	-38	6.0
8. NW7	-38	38	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	97.	2.9	.0	.0	.0	.0	.0	.0	.0	.0
2. SE3	276.	2.7	.0	.0	.0	.0	.0	.0	.0	.0
3. SW3	277.	2.8	.0	.0	.0	.0	.0	.0	.0	.0
4. NW3	96.	2.8	.0	.0	.0	.0	.0	.0	.0	.0
5. NE7	261.	1.6	.0	.0	.0	.0	.0	.0	.0	.0
6. SE7	279.	1.7	.0	.0	.0	.0	.0	.0	.0	.0
7. SW7	81.	1.6	.0	.0	.0	.0	.0	.0	.0	.0
8. NW7	99.	1.7	.0	.0	.0	.0	.0	.0	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	2.2	.0	.0	.0	.0	.6	.0	.0	.0	.0	.0
2. SE3	.0	.0	.7	.0	.0	1.9	.2	.0	.0	.0	.0	.0
3. SW3	.0	.0	.7	.0	.0	2.1	.0	.0	.0	.0	.0	.0
4. NW3	.0	2.0	.2	.0	.0	.0	.6	.0	.0	.0	.0	.0
5. NE7	.0	.0	.8	.0	.0	.8	.0	.0	.0	.0	.0	.0
6. SE7	.0	.0	.5	.0	.0	1.2	.0	.0	.0	.0	.0	.0
7. SW7	.0	.9	.0	.0	.0	.0	.7	.0	.0	.0	.0	.0
8. NW7	.0	1.2	.0	.0	.0	.0	.5	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: PROPOSED ACCESS ROAD AND SR-76 PM WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 15.6 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	8	-1500	8	-500	AG	122	.3	.0	35.0
B. NA	8	-500	8	0	AG	6	10.7	.0	33.0
C. ND	8	0	8	500	AG	0	10.7	.0	33.0
D. NE	8	500	8	1500	AG	0	.3	.0	35.0
E. SF	-8	1500	-8	500	AG	0	.3	.0	35.0
F. SA	-8	500	-8	0	AG	0	10.7	.0	33.0
G. SD	-8	0	-8	-500	AG	121	10.7	.0	33.0
H. SE	-8	-500	-8	-1500	AG	121	.3	.0	35.0
I. WF	1500	8	500	8	AG	1165	.3	.0	35.0
J. WA	500	8	0	8	AG	1160	9.2	.0	33.0
K. WD	0	8	-500	8	AG	1276	5.8	.0	33.0
L. WE	-500	8	-1500	8	AG	1276	.3	.0	35.0
M. EF	-1500	-8	-500	-8	AG	1216	.3	.0	35.0
N. EA	-500	-8	0	-8	AG	1216	9.2	.0	33.0
O. ED	0	-8	500	-8	AG	1106	5.8	.0	33.0
P. EE	500	-8	1500	-8	AG	1106	.3	.0	35.0
Q. NL	0	0	8	-500	AG	116	10.7	.0	33.0
R. SL	0	0	-8	500	AG	0	10.7	.0	33.0
S. WL	0	0	500	8	AG	5	6.5	.0	33.0
T. EL	0	0	-500	-8	AG	0	6.5	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	25	25	6.0
2. SE3	25	-25	6.0
3. SW3	-25	-25	6.0
4. NW3	-25	25	6.0
5. NE7	38	38	6.0
6. SE7	38	-38	6.0
7. SW7	-38	-38	6.0
8. NW7	-38	38	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	263.	2.8	.0	.0	.0	.0	.0	.0	.0	.0
2. SE3	276.	3.1	.0	.0	.0	.0	.0	.0	.0	.0
3. SW3	277.	3.1	.0	.0	.0	.0	.0	.0	.0	.0
4. NW3	96.	2.9	.0	.0	.0	.0	.0	.0	.0	.0
5. NE7	261.	1.7	.0	.0	.0	.0	.0	.0	.0	.0
6. SE7	279.	2.0	.0	.0	.0	.0	.0	.0	.0	.0
7. SW7	81.	1.7	.0	.0	.0	.0	.0	.0	.0	.0
8. NW7	99.	1.7	.0	.0	.0	.0	.0	.0	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.3	1.3	.0	.0	1.2	.0	.0	.0	.0	.0	.0
2. SE3	.0	.0	.7	.0	.0	2.1	.2	.0	.0	.0	.0	.0
3. SW3	.0	.0	.7	.0	.0	2.3	.0	.0	.0	.0	.0	.0
4. NW3	.0	2.0	.2	.0	.0	.0	.6	.0	.0	.0	.0	.0
5. NE7	.0	.0	.8	.0	.0	.9	.0	.0	.0	.0	.0	.0
6. SE7	.0	.0	.6	.0	.0	1.3	.0	.0	.0	.0	.0	.0
7. SW7	.0	.9	.0	.0	.0	.0	.7	.0	.0	.0	.0	.0
8. NW7	.0	1.2	.0	.0	.0	.0	.5	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: SB I-15 AND SR-76 AM NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 15.6 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	8	-1500	8	-500	AG	0	.3	.0	35.0
B. NA	8	-500	8	0	AG	0	8.9	.0	33.0
C. ND	8	0	8	500	AG	0	5.7	.0	33.0
D. NE	8	500	8	1500	AG	0	.3	.0	35.0
E. SF	-8	1500	-8	500	AG	796	.3	.0	35.0
F. SA	-8	500	-8	0	AG	501	10.7	.0	33.0
G. SD	-8	0	-8	-500	AG	745	10.4	.0	33.0
H. SE	-8	-500	-8	-1500	AG	745	.3	.0	35.0
I. WF	1500	15	500	15	AG	707	.3	.0	35.0
J. WA	500	15	0	15	AG	422	6.7	.0	33.0
K. WD	0	15	-500	15	AG	923	5.7	.0	33.0
L. WE	-500	15	-1500	15	AG	923	.3	.0	35.0
M. EF	-1500	-15	-500	-15	AG	1090	.3	.0	35.0
N. EA	-500	-15	0	-15	AG	1090	9.6	.0	33.0
O. ED	0	-15	500	-15	AG	925	5.7	.0	33.0
P. EE	500	-15	1500	-15	AG	925	.3	.0	35.0
Q. NL	0	0	8	-500	AG	0	8.9	.0	33.0
R. SL	0	0	-8	500	AG	295	9.2	.0	33.0
S. WL	0	0	500	15	AG	285	6.7	.0	33.0
T. EL	0	0	-500	-15	AG	0	6.7	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	25	33	6.0
2. SE3	25	-33	6.0
3. SW3	-25	-33	6.0
4. NW3	-25	33	6.0
5. NE7	38	46	6.0
6. SE7	38	-46	6.0
7. SW7	-38	-46	6.0
8. NW7	-38	46	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	262.	2.2	.0	.0	.0	.0	.0	.3	.0	.0
2. SE3	276.	2.8	.0	.0	.0	.0	.0	.0	.4	.0
3. SW3	5.	2.8	.0	.0	.0	.0	.0	1.1	.3	.0
4. NW3	175.	2.5	.0	.0	.0	.0	.0	.2	1.5	.0
5. NE7	260.	1.7	.0	.0	.0	.0	.0	.2	.0	.0
6. SE7	280.	1.9	.0	.0	.0	.0	.0	.0	.3	.0
7. SW7	8.	1.8	.0	.0	.0	.0	.0	.7	.0	.0
8. NW7	172.	1.6	.0	.0	.0	.0	.0	.0	.9	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.0	.9	.0	.0	.8	.0	.0	.0	.2	.0	.0
2. SE3	.0	.0	.3	.0	.0	1.9	.2	.0	.0	.0	.0	.0
3. SW3	.0	.0	.2	.0	.0	.7	.0	.0	.0	.4	.0	.0
4. NW3	.0	.0	.4	.0	.0	.5	.0	.0	.0	.0	.0	.0
5. NE7	.0	.0	.6	.0	.0	.7	.0	.0	.0	.1	.0	.0
6. SE7	.0	.0	.3	.0	.0	1.2	.0	.0	.0	.0	.0	.0
7. SW7	.0	.0	.2	.0	.0	.6	.0	.0	.0	.3	.0	.0
8. NW7	.0	.0	.3	.0	.0	.4	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: SB I-15 AND SR-76 AM WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 15.6 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	8	-1500	8	-500	AG	0	.3	.0	35.0
B. NA	8	-500	8	0	AG	0	9.2	.0	33.0
C. ND	8	0	8	500	AG	0	5.7	.0	33.0
D. NE	8	500	8	1500	AG	0	.3	.0	35.0
E. SF	-8	1500	-8	500	AG	806	.3	.0	35.0
F. SA	-8	500	-8	0	AG	501	10.7	.0	33.0
G. SD	-8	0	-8	-500	AG	824	10.7	.0	33.0
H. SE	-8	-500	-8	-1500	AG	824	.3	.0	35.0
I. WF	1500	15	500	15	AG	794	.3	.0	35.0
J. WA	500	15	0	15	AG	430	6.5	.0	33.0
K. WD	0	15	-500	15	AG	931	5.6	.0	33.0
L. WE	-500	15	-1500	15	AG	931	.3	.0	35.0
M. EF	-1500	-15	-500	-15	AG	1098	.3	.0	35.0
N. EA	-500	-15	0	-15	AG	1098	9.2	.0	33.0
O. ED	0	-15	500	-15	AG	943	5.6	.0	33.0
P. EE	500	-15	1500	-15	AG	943	.3	.0	35.0
Q. NL	0	0	8	-500	AG	0	9.2	.0	33.0
R. SL	0	0	-8	500	AG	305	9.6	.0	33.0
S. WL	0	0	500	15	AG	364	6.7	.0	33.0
T. EL	0	0	-500	-15	AG	0	6.5	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	25	33	6.0
2. SE3	25	-33	6.0
3. SW3	-25	-33	6.0
4. NW3	-25	33	6.0
5. NE7	38	46	6.0
6. SE7	38	-46	6.0
7. SW7	-38	-46	6.0
8. NW7	-38	46	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	262.	2.2	.0	.0	.0	.0	.0	.3	.0	.0
2. SE3	276.	2.8	.0	.0	.0	.0	.0	.0	.5	.0
3. SW3	6.	2.8	.0	.0	.0	.0	.0	1.0	.4	.0
4. NW3	175.	2.7	.0	.0	.0	.0	.0	.2	1.6	.0
5. NE7	260.	1.6	.0	.0	.0	.0	.0	.2	.0	.0
6. SE7	280.	1.9	.0	.0	.0	.0	.0	.0	.4	.0
7. SW7	8.	1.8	.0	.0	.0	.0	.0	.7	.0	.0
8. NW7	172.	1.7	.0	.0	.0	.0	.0	.0	1.1	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.0	.9	.0	.0	.7	.0	.0	.0	.2	.0	.0
2. SE3	.0	.0	.3	.0	.0	1.9	.2	.0	.0	.0	.0	.0
3. SW3	.0	.0	.2	.0	.0	.7	.0	.0	.0	.5	.0	.0
4. NW3	.0	.0	.4	.0	.0	.4	.0	.0	.0	.0	.0	.0
5. NE7	.0	.0	.6	.0	.0	.6	.0	.0	.0	.1	.0	.0
6. SE7	.0	.0	.3	.0	.0	1.1	.0	.0	.0	.0	.0	.0
7. SW7	.0	.0	.2	.0	.0	.6	.0	.0	.0	.3	.0	.0
8. NW7	.0	.0	.3	.0	.0	.4	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: SB I-15 AND SR-76 PM NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 15.6 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	8	-1500	8	-500	AG	0	.3	.0	35.0
B. NA	8	-500	8	0	AG	0	9.2	.0	33.0
C. ND	8	0	8	500	AG	0	6.0	.0	33.0
D. NE	8	500	8	1500	AG	0	.3	.0	35.0
E. SF	-8	1500	-8	500	AG	829	.3	.0	35.0
F. SA	-8	500	-8	0	AG	441	10.7	.0	33.0
G. SD	-8	0	-8	-500	AG	746	10.7	.0	33.0
H. SE	-8	-500	-8	-1500	AG	746	.3	.0	35.0
I. WF	1500	15	500	15	AG	1181	.3	.0	35.0
J. WA	500	15	0	15	AG	785	6.7	.0	33.0
K. WD	0	15	-500	15	AG	1226	5.8	.0	33.0
L. WE	-500	15	-1500	15	AG	1226	.3	.0	35.0
M. EF	-1500	-15	-500	-15	AG	1180	.3	.0	35.0
N. EA	-500	-15	0	-15	AG	1180	9.2	.0	33.0
O. ED	0	-15	500	-15	AG	1218	5.8	.0	33.0
P. EE	500	-15	1500	-15	AG	1218	.3	.0	35.0
Q. NL	0	0	8	-500	AG	0	9.2	.0	33.0
R. SL	0	0	-8	500	AG	388	10.7	.0	33.0
S. WL	0	0	500	15	AG	396	6.7	.0	33.0
T. EL	0	0	-500	-15	AG	0	6.5	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	25	33	6.0
2. SE3	25	-33	6.0
3. SW3	-25	-33	6.0
4. NW3	-25	33	6.0
5. NE7	38	46	6.0
6. SE7	38	-46	6.0
7. SW7	-38	-46	6.0
8. NW7	-38	46	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	262.	2.7	.0	.0	.0	.0	.0	.3	.0	.0
2. SE3	277.	3.1	.0	.0	.0	.0	.0	.0	.4	.0
3. SW3	82.	2.9	.0	.0	.0	.0	.0	.0	.6	.0
4. NW3	97.	2.6	.0	.0	.0	.0	.0	.3	.0	.0
5. NE7	260.	1.9	.0	.0	.0	.0	.0	.2	.0	.0
6. SE7	280.	2.0	.0	.0	.0	.0	.0	.0	.4	.0
7. SW7	80.	1.8	.0	.0	.0	.0	.0	.0	.4	.0
8. NW7	100.	1.8	.0	.0	.0	.0	.0	.3	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.2	1.2	.0	.0	.8	.0	.0	.0	.3	.0	.0
2. SE3	.0	.0	.5	.0	.0	1.9	.2	.0	.0	.0	.0	.0
3. SW3	.0	.4	.0	.0	.0	.4	1.2	.0	.0	.0	.3	.0
4. NW3	.0	1.0	.2	.0	.0	.0	.5	.0	.0	.3	.3	.0
5. NE7	.0	.0	.8	.0	.0	.7	.0	.0	.0	.2	.0	.0
6. SE7	.0	.0	.4	.0	.0	1.2	.0	.0	.0	.0	.0	.0
7. SW7	.0	.4	.0	.0	.0	.0	.8	.0	.0	.0	.3	.0
8. NW7	.0	.6	.0	.0	.0	.0	.4	.0	.0	.2	.2	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: SB I-15 AND SR-76 PM WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 15.6 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	8	-1500	8	-500	AG	0	.3	.0	35.0
B. NA	8	-500	8	0	AG	0	9.6	.0	33.0
C. ND	8	0	8	500	AG	0	6.0	.0	33.0
D. NE	8	500	8	1500	AG	0	.3	.0	35.0
E. SF	-8	1500	-8	500	AG	841	.3	.0	35.0
F. SA	-8	500	-8	0	AG	441	10.7	.0	33.0
G. SD	-8	0	-8	-500	AG	840	10.7	.0	33.0
H. SE	-8	-500	-8	-1500	AG	840	.3	.0	35.0
I. WF	1500	15	500	15	AG	1285	.3	.0	35.0
J. WA	500	15	0	15	AG	795	6.7	.0	33.0
K. WD	0	15	-500	15	AG	1236	5.8	.0	33.0
L. WE	-500	15	-1500	15	AG	1236	.3	.0	35.0
M. EF	-1500	-15	-500	-15	AG	1190	.3	.0	35.0
N. EA	-500	-15	0	-15	AG	1190	9.2	.0	33.0
O. ED	0	-15	500	-15	AG	1240	5.8	.0	33.0
P. EE	500	-15	1500	-15	AG	1240	.3	.0	35.0
Q. NL	0	0	8	-500	AG	0	9.6	.0	33.0
R. SL	0	0	-8	500	AG	400	10.7	.0	33.0
S. WL	0	0	500	15	AG	490	6.9	.0	33.0
T. EL	0	0	-500	-15	AG	0	6.5	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	25	33	6.0
2. SE3	25	-33	6.0
3. SW3	-25	-33	6.0
4. NW3	-25	33	6.0
5. NE7	38	46	6.0
6. SE7	38	-46	6.0
7. SW7	-38	-46	6.0
8. NW7	-38	46	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	262.	2.7	.0	.0	.0	.0	.0	.3	.0	.0
2. SE3	277.	3.1	.0	.0	.0	.0	.0	.0	.5	.0
3. SW3	82.	3.0	.0	.0	.0	.0	.0	.0	.6	.0
4. NW3	97.	2.7	.0	.0	.0	.0	.0	.3	.0	.0
5. NE7	260.	1.9	.0	.0	.0	.0	.0	.2	.0	.0
6. SE7	280.	2.1	.0	.0	.0	.0	.0	.0	.4	.0
7. SW7	80.	2.0	.0	.0	.0	.0	.0	.0	.5	.0
8. NW7	100.	1.9	.0	.0	.0	.0	.0	.3	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.2	1.2	.0	.0	.8	.0	.0	.0	.3	.0	.0
2. SE3	.0	.0	.5	.0	.0	1.9	.2	.0	.0	.0	.0	.0
3. SW3	.0	.4	.0	.0	.0	.4	1.2	.0	.0	.0	.4	.0
4. NW3	.0	1.0	.2	.0	.0	.0	.5	.0	.0	.3	.4	.0
5. NE7	.0	.0	.8	.0	.0	.7	.0	.0	.0	.2	.0	.0
6. SE7	.0	.0	.4	.0	.0	1.2	.0	.0	.0	.0	.0	.0
7. SW7	.0	.4	.0	.0	.0	.0	.8	.0	.0	.0	.3	.0
8. NW7	.0	.6	.0	.0	.0	.0	.4	.0	.0	.2	.3	.0

Title : San Diego County Avg 2006 Winter Default Title
Version : Emfac2002 V2.2 Apr 23 2003
Run Date : 02/21/06 18:16:27
Scen Year: 2006 -- Model Years: 1965 to 2006
Season : Winter
Area : San Diego County
****

Year:2006 -- Model Years 1965 to 2006 Inclusive -- Winter
Emfac2002 Emission Factors: V2.2 Apr 23 2003

County Average San Diego Count County Average

Table 1: Running Exhaust Emissions (grams/mile)

Pollutant Name: Carbon Monoxide Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
3	8.23	11.118	9.93	33.13	67.799	42.911	10.693
4	7.941	10.682	9.579	33.13	67.799	42.911	10.369
5	7.671	10.277	9.253	33.13	67.799	42.911	10.067
6	7.417	9.897	8.849	30.464	62.13	41.084	9.63
7	7.179	9.542	8.477	28.072	57.063	39.416	9.227
8	6.955	9.211	8.133	25.923	52.527	37.894	8.855
9	6.745	8.901	7.815	23.989	48.459	36.505	8.511
10	6.547	8.611	7.52	22.245	44.806	35.239	8.192
11	6.36	8.338	7.245	20.673	41.522	34.087	7.896
12	6.184	8.082	6.99	19.251	38.564	33.041	7.621
13	6.017	7.842	6.753	17.966	35.897	32.092	7.364
14	5.859	7.615	6.531	16.801	33.489	31.234	7.125
15	5.71	7.401	6.324	15.745	31.313	30.461	6.901
16	5.568	7.2	6.131	14.787	29.343	29.768	6.692
17	5.434	7.01	5.949	13.916	27.559	29.151	6.496
18	5.306	6.83	5.78	13.124	25.941	28.604	6.313
19	5.184	6.66	5.62	12.403	24.473	28.126	6.141
20	5.068	6.499	5.47	11.746	23.139	27.712	5.979
21	4.958	6.347	5.33	11.148	21.927	27.36	5.827
22	4.853	6.202	5.197	10.602	20.824	27.067	5.684
23	4.753	6.066	5.073	10.104	19.821	26.833	5.549
24	4.658	5.936	4.956	9.649	18.909	26.655	5.423
25	4.566	5.813	4.845	9.235	18.078	26.533	5.303
26	4.48	5.697	4.742	8.857	17.323	26.465	5.191
27	0.224	0.258	0.284	0.996	2.163	2.984	0.291
28	0.215	0.249	0.273	0.959	2.063	2.951	0.28
29	0.208	0.24	0.264	0.924	1.971	2.924	0.271
30	0.2	0.232	0.255	0.892	1.886	2.903	0.262
31	0.194	0.225	0.246	0.862	1.808	2.887	0.253
32	0.188	0.218	0.239	0.834	1.736	2.876	0.246
33	0.182	0.212	0.232	0.807	1.669	2.87	0.239
34	0.177	0.207	0.225	0.783	1.607	2.87	0.233
35	0.173	0.201	0.219	0.76	1.551	2.875	0.227
36	0.169	0.197	0.214	0.739	1.498	2.885	0.222
37	0.165	0.193	0.209	0.719	1.45	2.9	0.217
38	0.162	0.189	0.205	0.7	1.406	2.921	0.213
39	0.159	0.186	0.201	0.683	1.365	2.947	0.209
40	0.156	0.183	0.197	0.667	1.328	2.979	0.206

Gregory Canyon
Technical Appendix (Attachment 2)

Air Quality Assessment Files

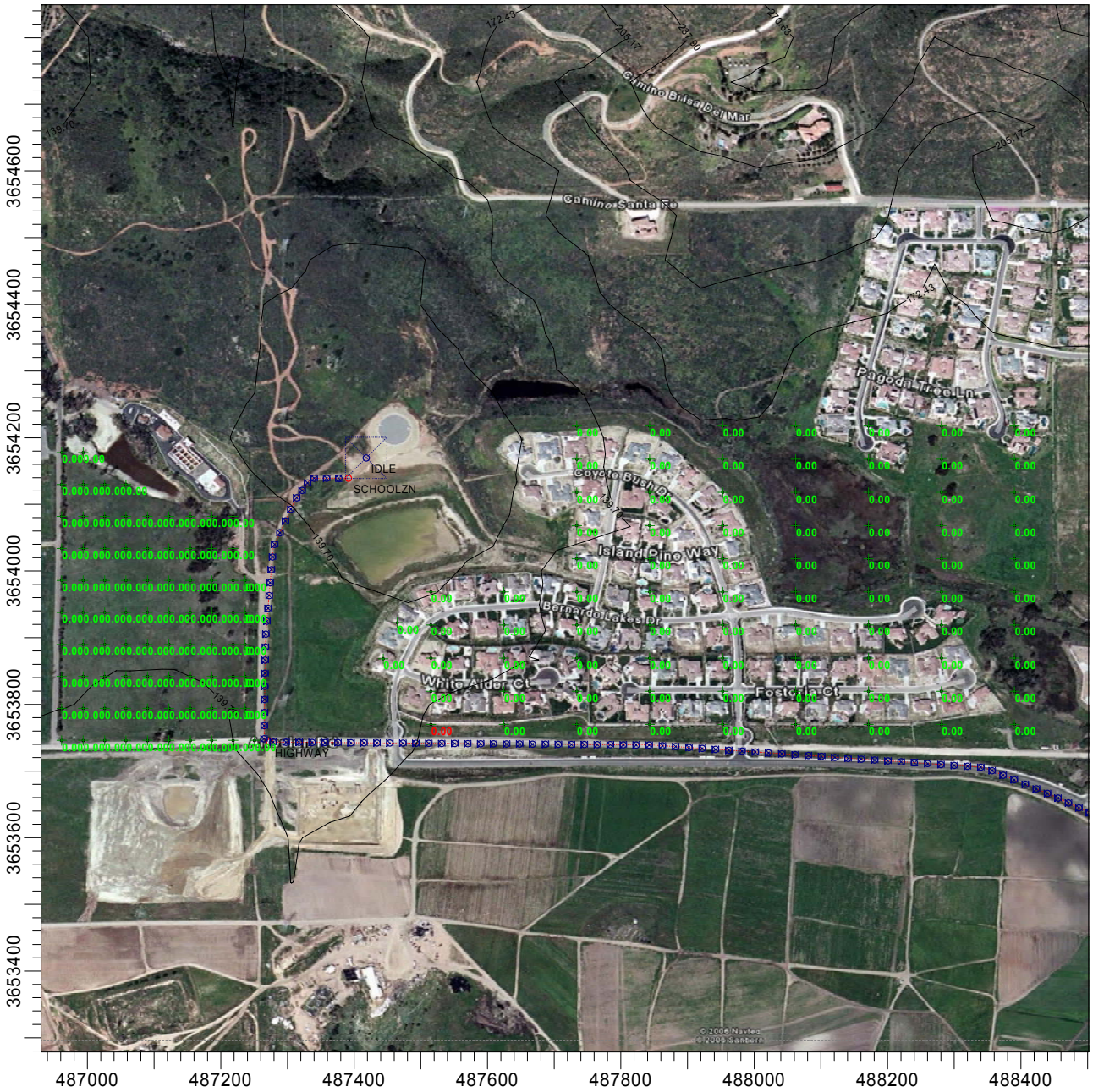
Provided by PCR Services Corporation

February 2007

- Diesel Particulate Health Risk Assessment for Reclaimed Water Facility

PROJECT TITLE:

V:\AQNOISE DIVISION\Active Projects\Gregory Canyon\ISC\Roadway.isc



COMMENTS:	SOURCES:	COMPANY NAME:	
Gregory Canyon Reclaimed Water Pickup Annual Diesel Particulate Concentrations	**3**	**PCR Services Corporation**	
	RECEPTORS: **166**	MODELER:	
	OUTPUT TYPE: **CONC**	SCALE: 1:9,587 0 0.3 km	
	MAX: **0.00301 ug/m^3**	DATE: **2/21/2006**	PROJECT NO.:

Truck Activity

Truck Trips per Day	89
Round Trips per Day	178
Hours per Day of Operation	9

Idle Emission Rate Calculation

Idle Time per Truck (minutes)	5
Emission Factor @ 3 mph (g/mi)	0.2983944
Idle Emission Factor (grams / truck)	0.0745986
Idle Emission Factor (g/s)	**2.0492E-04**

Truck Travel Emission Rate Calculation

School Zone Travel Length (ft.)	1722
School Zone Travel Length (mi)	0.326
School Zone Travel Speed (mph)	15
School Zone Travel Speed Emission Factor (g/mi)	0.1880845
School Zone Emission Rate (g/s)	**3.3700E-04**

Roadway Travel Length (ft.)	6592.8
Roadway Travel Length (mi)	1.249
Roadway Travel Speed (mph)	45
Roadway Travel Speed Emission Factor (g/mi)	0.0794366
Roadway Emission Rate (g/s)	**5.4492E-04**

Adult Risk (70 year High-end Point Estimate)

Gregory Canyon
Reclaimed Water Facility
Health Risk Assesment
Adult 70 Year HE

Source	Mass GLC		Weight Fraction	Contaminant	Carcinogenic Risk			
					URF	CPF	Dose	RISK
	(ug/m3)				(ug/m3)	$(mg/kg/day)^{-1}$	(mg/kg*day)	
(a)	(b)		(d)	(e)	(f)	(g)		(h)
Freeway Segment	0.01008		1.00E+00	Particulates	3.0E-04	1.1E+00	3.80E-06	4.18E-06

Total **4.18E-06**

Note: Exposure factors used to calculate contaminant intake

exposure frequency (days/year)	350
exposure duration (years)	70
inhalation rate (L/kg*day)	393
average body weight (kg)	63
averaging $time_{(cancer)}$ (days)	25550
averaging $time_{(noncancer)}$ (days)	25550

```
**
****************************************
**
** ISCST3 Input Produced by:
** ISC-AERMOD View Ver. 5.4.0
** Lakes Environmental Software Inc.
** Date: 11/16/2006
** File: C:\ISC Models\GregCanyon\ISC\Roadway.INP
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**
****************************************
** ISCST3 Control Pathway
****************************************
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   AVERTIME PERIOD
   POLLUTID DPM
   TERRHGTS ELEV
   RUNORNOT RUN
CO FINISHED
**
****************************************
** ISCST3 Source Pathway
****************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
   LOCATION IDLE VOLUME 487418.290 3654169.470 164.740
** DESCRSRC Truck Idle Emissions (3 mph)
** Line Source represented by Separated Volume Sources
** ---------------------------------------------------------------------
** LINE Source ID = HIGHWAY
** DESCRSRC Highway Travel Segment
** Length of Side = 10.00
** Emission Rate = 0.00054492
** Elevated
** Vertical Dimension = 5.00
** SZINIT = 1.16
** Nodes = 7
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** 488444.55, 3653664.18, 146.30, 0.00, 8.36
** 488554.23, 3653613.50, 146.52, 0.00, 8.03
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** Line Source represented by Separated Volume Sources
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** Elevated
** Vertical Dimension = 5.00
** SZINIT = 1.16
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EMISFACT L0371123 HROFDY 0.00 0.00 0.00 0.00 0.00 0.00
EMISFACT L0371123 HROFDY 0.00 0.00 1.00 1.00 1.00 1.00
EMISFACT L0371123 HROFDY 1.00 1.00 0.00 1.00 1.00 1.00
EMISFACT L0371123 HROFDY 0.00 0.00 0.00 0.00 0.00 0.00
EMISFACT L0371124 HROFDY 0.00 0.00 0.00 0.00 0.00 0.00
EMISFACT L0371124 HROFDY 0.00 0.00 1.00 1.00 1.00 1.00
EMISFACT L0371124 HROFDY 1.00 1.00 0.00 1.00 1.00 1.00
EMISFACT L0371124 HROFDY 0.00 0.00 0.00 0.00 0.00 0.00
EMISFACT L0371125 HROFDY 0.00 0.00 0.00 0.00 0.00 0.00
EMISFACT L0371125 HROFDY 0.00 0.00 1.00 1.00 1.00 1.00
EMISFACT L0371125 HROFDY 1.00 1.00 0.00 1.00 1.00 1.00
EMISFACT L0371125 HROFDY 0.00 0.00 0.00 0.00 0.00 0.00
SRCGROUP ALL
SO FINISHED
**
****************************************
** ISCST3 Receptor Pathway
****************************************
**
**
RE STARTING
** DESCRREC "UCART1" "Receptors generated from Uniform Cartesian Grid"
DISCCART 486961.63 3653745.79 149.29
DISCCART 486993.77 3653745.79 150.56
DISCCART 487025.91 3653745.79 150.64
DISCCART 487058.05 3653745.79 149.88
DISCCART 487090.19 3653745.79 148.58
DISCCART 487122.33 3653745.79 147.29
DISCCART 487154.47 3653745.79 145.10
DISCCART 487186.61 3653745.79 142.23
DISCCART 487218.75 3653745.79 139.72
DISCCART 487250.89 3653745.79 138.16
DISCCART 486961.63 3653793.77 139.24
DISCCART 486993.77 3653793.77 141.57
DISCCART 487025.91 3653793.77 144.03
DISCCART 487058.05 3653793.77 145.61
DISCCART 487090.19 3653793.77 145.57
DISCCART 487122.33 3653793.77 144.42
DISCCART 487154.47 3653793.77 142.82
DISCCART 487186.61 3653793.77 141.09
DISCCART 487218.75 3653793.77 139.35
DISCCART 487236.60 3653793.77 137.96
DISCCART 486961.63 3653841.75 133.52
DISCCART 486993.77 3653841.75 135.03
DISCCART 487025.91 3653841.75 139.38
DISCCART 487058.05 3653841.75 140.65
DISCCART 487090.19 3653841.75 141.25
DISCCART 487122.33 3653841.75 140.87
DISCCART 487154.47 3653841.75 139.95
DISCCART 487186.61 3653841.75 139.06
DISCCART 487218.75 3653841.75 138.09
DISCCART 487236.60 3653841.75 136.99
DISCCART 486961.63 3653889.73 135.81
DISCCART 486993.77 3653889.73 136.61
DISCCART 487025.91 3653889.73 136.31
DISCCART 487058.05 3653889.73 136.61
DISCCART 487090.19 3653889.73 136.80
DISCCART 487122.33 3653889.73 136.61
DISCCART 487154.47 3653889.73 136.45
DISCCART 487186.61 3653889.73 136.32
DISCCART 487218.75 3653889.73 136.10
DISCCART 487236.60 3653889.73 136.02
DISCCART 486961.63 3653937.71 134.82
DISCCART 486993.77 3653937.71 134.32
DISCCART 487025.91 3653937.71 133.62
DISCCART 487058.05 3653937.71 133.42
DISCCART 487090.19 3653937.71 133.53
DISCCART 487122.33 3653937.71 133.15
DISCCART 487154.47 3653937.71 132.98
DISCCART 487186.61 3653937.71 133.26
DISCCART 487218.75 3653937.71 133.09
DISCCART 487236.60 3653937.71 132.83
DISCCART 486961.63 3653985.69 134.71
DISCCART 486993.77 3653985.69 132.94
DISCCART 487025.91 3653985.69 131.75
DISCCART 487058.05 3653985.69 130.92
DISCCART 487090.19 3653985.69 130.45
DISCCART 487122.33 3653985.69 130.27
DISCCART 487154.47 3653985.69 129.65
DISCCART 487186.61 3653985.69 128.80
DISCCART 487218.75 3653985.69 128.61
DISCCART 487236.60 3653985.69 128.30
DISCCART 486961.63 3654033.67 134.66
DISCCART 486993.77 3654033.67 132.32
DISCCART 487025.91 3654033.67 129.53
DISCCART 487058.05 3654033.67 128.05
DISCCART 487090.19 3654033.67 128.20
DISCCART 487122.33 3654033.67 128.13
DISCCART 487154.47 3654033.67 127.74
DISCCART 487186.61 3654033.67 126.97
```

```
   DISCCART   487218.75  3654033.67  126.59
   DISCCART   486961.63  3654081.65  134.27
   DISCCART   486993.77  3654081.65  131.48
   DISCCART   487025.91  3654081.65  128.83
   DISCCART   487058.05  3654081.65  127.04
   DISCCART   487090.19  3654081.65  126.57
   DISCCART   487122.33  3654081.65  126.05
   DISCCART   487154.47  3654081.65  126.14
   DISCCART   487186.61  3654081.65  126.30
   DISCCART   487218.75  3654081.65  129.11
   DISCCART   486961.63  3654129.63  132.78
   DISCCART   486993.77  3654129.63  130.29
   DISCCART   487025.91  3654129.63  127.81
   DISCCART   487058.05  3654129.63  126.03
   DISCCART   486961.63  3654177.61  130.61
   DISCCART   486993.77  3654177.61  128.84
** DESCRREC "UCART2" "Receptors generated from Uniform Cartesian Grid"
   DISCCART   487515.25  3653769.66  140.78
   DISCCART   487624.64  3653769.66  144.27
   DISCCART   487734.03  3653769.66  146.60
   DISCCART   487843.42  3653769.66  146.84
   DISCCART   487952.81  3653769.66  146.55
   DISCCART   488062.20  3653769.66  146.30
   DISCCART   488171.59  3653769.66  146.30
   DISCCART   488280.98  3653769.66  146.30
   DISCCART   488390.37  3653769.66  146.30
   DISCCART   487515.25  3653819.40  139.82
   DISCCART   487624.64  3653819.40  141.41
   DISCCART   487734.03  3653819.40  142.43
   DISCCART   487843.42  3653819.40  144.70
   DISCCART   487952.81  3653819.40  145.57
   DISCCART   488062.20  3653819.40  146.59
   DISCCART   488171.59  3653819.40  146.30
   DISCCART   488280.98  3653819.40  146.30
   DISCCART   488390.37  3653819.40  146.80
   DISCCART   487515.25  3653869.14  136.03
   DISCCART   487624.64  3653869.14  138.93
   DISCCART   487734.03  3653869.14  139.71
   DISCCART   487843.42  3653869.14  148.81
   DISCCART   487952.81  3653869.14  151.68
   DISCCART   488062.20  3653869.14  147.96
   DISCCART   488171.59  3653869.14  146.30
   DISCCART   488280.98  3653869.14  146.30
   DISCCART   488390.37  3653869.14  147.80
   DISCCART   487515.25  3653918.88  135.24
   DISCCART   487624.64  3653918.88  137.07
   DISCCART   487734.03  3653918.88  141.21
   DISCCART   487843.42  3653918.88  153.82
   DISCCART   487952.81  3653918.88  154.10
   DISCCART   488062.20  3653918.88  148.27
   DISCCART   488171.59  3653918.88  146.30
   DISCCART   488280.98  3653918.88  146.30
   DISCCART   488390.37  3653918.88  150.09
   DISCCART   487515.25  3653968.62  139.64
   DISCCART   487624.64  3653968.62  136.69
   DISCCART   487734.03  3653968.62  143.83
   DISCCART   487843.42  3653968.62  150.94
   DISCCART   487952.81  3653968.62  156.15
   DISCCART   488062.20  3653968.62  148.45
   DISCCART   488171.59  3653968.62  146.30
   DISCCART   488280.98  3653968.62  146.30
   DISCCART   488390.37  3653968.62  152.60
   DISCCART   487734.03  3654018.36  142.32
   DISCCART   487843.42  3654018.36  147.02
   DISCCART   487952.81  3654018.36  149.76
   DISCCART   488062.20  3654018.36  148.95
   DISCCART   488171.59  3654018.36  146.30
   DISCCART   488280.98  3654018.36  146.96
   DISCCART   488390.37  3654018.36  153.59
   DISCCART   487734.03  3654068.10  135.18
   DISCCART   487843.42  3654068.10  141.11
   DISCCART   487952.81  3654068.10  147.95
   DISCCART   488062.20  3654068.10  150.69
   DISCCART   488171.59  3654068.10  146.30
   DISCCART   488280.98  3654068.10  153.05
   DISCCART   488390.37  3654068.10  154.77
   DISCCART   487734.03  3654117.84  133.49
   DISCCART   487843.42  3654117.84  149.53
   DISCCART   487952.81  3654117.84  149.25
   DISCCART   488062.20  3654117.84  155.11
   DISCCART   488171.59  3654117.84  149.81
   DISCCART   488280.98  3654117.84  156.52
   DISCCART   488390.37  3654117.84  157.26
   DISCCART   487734.03  3654167.58  136.62
   DISCCART   487843.42  3654167.58  154.93
   DISCCART   487952.81  3654167.58  160.79
   DISCCART   488062.20  3654167.58  162.08
   DISCCART   488171.59  3654167.58  153.67
   DISCCART   488280.98  3654167.58  160.30
   DISCCART   488390.37  3654167.58  160.05
   DISCCART   487734.03  3654217.32  130.62
   DISCCART   487843.42  3654217.32  161.68
   DISCCART   487952.81  3654217.32  173.05
   DISCCART   488062.20  3654217.32  165.76
   DISCCART   488171.59  3654217.32  155.31
   DISCCART   488280.98  3654217.32  158.85
   DISCCART   488390.37  3654217.32  163.05
** DESCRREC "" ""
   DISCCART   487443.59  3653868.29  134.48
   DISCCART   487465.03  3653922.31  135.00
RE FINISHED
**
****************************************
** ISCST3 Meteorology Pathway
****************************************
**
**
ME STARTING
   INPUTFIL Met\mir95.asc
   ANEMHGHT 10 METERS
   SURFDATA 72293 1995
   UAIRDATA 3190 1995
ME FINISHED
**
****************************************
** ISCST3 Output Pathway
****************************************
**
**
OU STARTING
** Auto-Generated Plotfiles
   PLOTFILE PERIOD ALL Roadway.IS\PE00GALL.PLT
OU FINISHED


 *** Message Summary For ISC3 Model Setup ***

 --------- Summary of Total Messages --------

A Total of          0 Fatal Error Message(s)
A Total of          1 Warning Message(s)
A Total of          0 Informational Message(s)


   ******** FATAL ERROR MESSAGES ********
            ***  NONE  ***


   ********   WARNING MESSAGES   ********
RE W282   996 CHK_EL:RecElev < SrcBase; See non-DFAULT HE>ZI option in  MCB#9

***********************************
*** SETUP Finishes Successfully ***
***********************************

 *** ISCST3 - VERSION 02035 ***    *** V:\AQNOISE DIVISION\Active Projects\Gregory Canyon\ISC\Roadway.isc   ***
11/16/06
                          ***                                                  ***       12:00:31
**MODELOPTs:                                                                                   PAGE   1
CONC                RURAL ELEV        DFAULT

                                  ***     MODEL SETUP OPTIONS SUMMARY      ***
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

**Intermediate Terrain Processing is Selected

**Model Is Setup For Calculation of Average CONCentration Values.

  --  SCAVENGING/DEPOSITION LOGIC --
**Model Uses NO DRY DEPLETION.  DDPLETE =  F
**Model Uses NO WET DEPLETION.  WDPLETE =  F
**NO WET SCAVENGING Data Provided.
**NO GAS DRY DEPOSITION Data Provided.
**Model Does NOT Use GRIDDED TERRAIN Data for Depletion Calculations

**Model Uses RURAL Dispersion.

**Model Uses Regulatory DEFAULT Options:
          1. Final Plume Rise.
          2. Stack-tip Downwash.
          3. Buoyancy-induced Dispersion.
          4. Use Calms Processing Routine.
          5. Not Use Missing Data Processing Routine.
          6. Default Wind Profile Exponents.
          7. Default Vertical Potential Temperature Gradients.
          8. "Upper Bound" Values for Supersquat Buildings.
          9. No Exponential Decay for RURAL Mode

**Model Accepts Receptors on ELEV Terrain.

**Model Assumes No FLAGPOLE Receptor Heights.

**Model Calculates PERIOD Averages Only

**This Run Includes:   124 Source(s);      1 Source Group(s); and     166 Receptor(s)

**The Model Assumes A Pollutant Type of:  DPM

**Model Set To Continue RUNning After the Setup Testing.

**Output Options Selected:
        Model Outputs Tables of PERIOD Averages by Receptor
        Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)

**NOTE:  The Following Flags May Appear Following CONC Values:  c for Calm Hours
                                                                m for Missing Hours
                                                                b for Both Calm and Missing Hours

**Misc. Inputs:  Anem. Hgt. (m) =    10.00 ;    Decay Coef. =    0.000     ;    Rot. Angle =     0.0
                 Emission Units = GRAMS/SEC                          ;  Emission Rate Unit Factor =   0.10000E+07
                 Output Units   = MICROGRAMS/M**3

**Approximate Storage Requirements of Model =     1.3 MB of RAM.

**Input Runstream File:          Roadway.INP
**Output Print File:             Roadway.OUT
 *** ISCST3 - VERSION 02035 ***    *** V:\AQNOISE DIVISION\Active Projects\Gregory Canyon\ISC\Roadway.isc   ***
11/16/06
                          ***                                                  ***       12:00:31
**MODELOPTs:                                                                                   PAGE   2
CONC                RURAL ELEV        DFAULT



                                  *** VOLUME SOURCE DATA ***

            NUMBER EMISSION RATE                  BASE    RELEASE    INIT.    INIT.   EMISSION RATE
  SOURCE     PART.  (GRAMS/SEC)     X       Y     ELEV.  HEIGHT     SY       SZ     SCALAR VARY
    ID      CATS.              (METERS) (METERS) (METERS) (METERS) (METERS) (METERS)        BY
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

  IDLE         0   0.20492E-03  487418.3 3654169.5   164.7     5.00    14.44     5.00   HROFDY
  L0371151     0   0.55604E-05  487278.8 3653743.3   137.4     0.00     9.04     1.16   HROFDY
  L0371152     0   0.55604E-05  487298.2 3653743.0   137.7     0.00     9.04     1.16   HROFDY
```

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	EMISSION RATE SCALAR VARY BY
L0371153	0	0.55604E-05	487317.6	3653743.0	138.1	0.00	9.04	1.16	HROFDY
L0371154	0	0.55604E-05	487337.1	3653742.8	138.5	0.00	9.04	1.16	HROFDY
L0371155	0	0.55604E-05	487356.5	3653742.5	138.9	0.00	9.04	1.16	HROFDY
L0371156	0	0.55604E-05	487376.0	3653742.5	139.2	0.00	9.04	1.16	HROFDY
L0371157	0	0.55604E-05	487395.4	3653742.3	139.6	0.00	9.04	1.16	HROFDY
L0371158	0	0.55604E-05	487414.8	3653742.3	140.0	0.00	9.04	1.16	HROFDY
L0371159	0	0.55604E-05	487434.3	3653742.0	140.4	0.00	9.04	1.16	HROFDY
L0371160	0	0.55604E-05	487453.8	3653741.8	140.7	0.00	9.04	1.16	HROFDY
L0371161	0	0.55604E-05	487473.2	3653741.8	141.1	0.00	9.04	1.16	HROFDY
L0371162	0	0.55604E-05	487492.6	3653741.5	141.5	0.00	9.04	1.16	HROFDY
L0371163	0	0.55604E-05	487512.1	3653741.5	141.9	0.00	9.04	1.16	HROFDY
L0371164	0	0.55604E-05	487531.5	3653741.3	142.2	0.00	9.04	1.16	HROFDY
L0371165	0	0.55604E-05	487551.0	3653741.0	142.6	0.00	9.04	1.16	HROFDY
L0371166	0	0.55604E-05	487570.4	3653741.0	143.0	0.00	9.04	1.16	HROFDY
L0371167	0	0.55604E-05	487589.8	3653740.8	143.4	0.00	9.04	1.16	HROFDY
L0371168	0	0.55604E-05	487609.3	3653740.5	143.7	0.00	9.04	1.16	HROFDY
L0371169	0	0.55604E-05	487628.8	3653740.5	144.1	0.00	9.04	1.16	HROFDY
L0371170	0	0.55604E-05	487648.2	3653740.3	144.5	0.00	9.04	1.16	HROFDY
L0371171	0	0.55604E-05	487667.6	3653740.3	144.9	0.00	9.04	1.16	HROFDY
L0371172	0	0.55604E-05	487687.1	3653740.0	145.2	0.00	9.04	1.16	HROFDY
L0371173	0	0.55604E-05	487706.5	3653739.8	145.6	0.00	9.04	1.16	HROFDY
L0371174	0	0.55604E-05	487726.0	3653739.8	146.0	0.00	9.04	1.16	HROFDY
L0371175	0	0.55604E-05	487745.4	3653739.5	146.4	0.00	9.04	1.16	HROFDY
L0371176	0	0.55604E-05	487764.8	3653739.5	146.7	0.00	9.04	1.16	HROFDY
L0371177	0	0.55604E-05	487784.3	3653739.3	147.1	0.00	9.04	1.16	HROFDY
L0371178	0	0.55604E-05	487803.8	3653739.0	147.5	0.00	9.04	1.16	HROFDY
L0371179	0	0.55604E-05	487823.2	3653739.0	147.9	0.00	9.04	1.16	HROFDY
L0371180	0	0.55604E-05	487842.6	3653738.8	148.2	0.00	9.04	1.16	HROFDY
L0371181	0	0.55604E-05	487862.5	3653737.8	148.3	0.00	9.27	1.16	HROFDY
L0371182	0	0.55604E-05	487882.4	3653736.5	148.2	0.00	9.27	1.16	HROFDY
L0371183	0	0.55604E-05	487902.3	3653735.0	148.1	0.00	9.27	1.16	HROFDY
L0371184	0	0.55604E-05	487922.2	3653733.8	148.0	0.00	9.27	1.16	HROFDY
L0371185	0	0.55604E-05	487942.1	3653732.5	147.9	0.00	9.27	1.16	HROFDY
L0371186	0	0.55604E-05	487962.0	3653731.0	147.9	0.00	9.27	1.16	HROFDY
L0371187	0	0.55604E-05	487981.8	3653729.8	147.8	0.00	9.27	1.16	HROFDY
L0371188	0	0.55604E-05	488001.8	3653728.3	147.7	0.00	9.27	1.16	HROFDY
L0371189	0	0.55604E-05	488021.6	3653727.0	147.6	0.00	9.27	1.16	HROFDY

*** ISCST3 - VERSION 02035 *** *** V:\AQNOISE DIVISION\Active Projects\Gregory Canyon\ISC\Roadway.isc ***
11/16/06
*** *** 12:00:31
**MODELOPTs: PAGE 3
CONC RURAL ELEV DFAULT

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	EMISSION RATE SCALAR VARY BY
L0371190	0	0.55604E-05	488041.5	3653725.8	147.5	0.00	9.27	1.16	HROFDY
L0371191	0	0.55604E-05	488061.4	3653724.3	147.5	0.00	9.27	1.16	HROFDY
L0371192	0	0.55604E-05	488081.3	3653723.0	147.4	0.00	9.27	1.16	HROFDY
L0371193	0	0.55604E-05	488101.2	3653721.8	147.3	0.00	9.27	1.16	HROFDY
L0371194	0	0.55604E-05	488121.1	3653720.3	147.2	0.00	9.27	1.16	HROFDY
L0371195	0	0.55604E-05	488141.0	3653719.0	147.1	0.00	9.27	1.16	HROFDY
L0371196	0	0.55604E-05	488160.8	3653717.8	147.1	0.00	9.27	1.16	HROFDY
L0371197	0	0.55604E-05	488180.8	3653716.3	147.0	0.00	9.27	1.16	HROFDY
L0371198	0	0.55604E-05	488200.6	3653715.0	146.9	0.00	9.27	1.16	HROFDY
L0371199	0	0.55604E-05	488220.5	3653713.8	146.8	0.00	9.27	1.16	HROFDY
L0371200	0	0.55604E-05	488240.4	3653712.3	146.7	0.00	9.27	1.16	HROFDY
L0371201	0	0.55604E-05	488260.3	3653711.0	146.6	0.00	9.27	1.16	HROFDY
L0371202	0	0.55604E-05	488280.2	3653709.5	146.6	0.00	9.27	1.16	HROFDY
L0371203	0	0.55604E-05	488300.1	3653708.3	146.5	0.00	9.27	1.16	HROFDY
L0371204	0	0.55604E-05	488320.0	3653707.0	146.4	0.00	9.27	1.16	HROFDY
L0371205	0	0.55604E-05	488339.8	3653705.5	146.3	0.00	9.27	1.16	HROFDY
L0371206	0	0.55604E-05	488356.8	3653700.3	146.3	0.00	8.36	1.16	HROFDY
L0371207	0	0.55604E-05	488373.5	3653693.5	146.3	0.00	8.36	1.16	HROFDY
L0371208	0	0.55604E-05	488390.1	3653686.8	146.3	0.00	8.36	1.16	HROFDY
L0371209	0	0.55604E-05	488406.7	3653679.8	146.3	0.00	8.36	1.16	HROFDY
L0371210	0	0.55604E-05	488423.3	3653673.0	146.3	0.00	8.36	1.16	HROFDY
L0371211	0	0.55604E-05	488439.9	3653666.3	146.3	0.00	8.36	1.16	HROFDY
L0371212	0	0.55604E-05	488455.7	3653659.0	146.3	0.00	8.03	1.16	HROFDY
L0371213	0	0.55604E-05	488471.3	3653651.8	146.4	0.00	8.03	1.16	HROFDY
L0371214	0	0.55604E-05	488487.0	3653644.5	146.4	0.00	8.03	1.16	HROFDY
L0371215	0	0.55604E-05	488502.7	3653637.3	146.4	0.00	8.03	1.16	HROFDY
L0371216	0	0.55604E-05	488518.3	3653630.0	146.4	0.00	8.03	1.16	HROFDY
L0371217	0	0.55604E-05	488534.0	3653622.8	146.5	0.00	8.03	1.16	HROFDY
L0371218	0	0.55604E-05	488549.7	3653615.5	146.5	0.00	8.03	1.16	HROFDY
L0371219	0	0.55604E-05	488566.0	3653606.0	146.8	0.00	8.84	1.16	HROFDY
L0371220	0	0.55604E-05	488582.0	3653595.8	147.2	0.00	8.84	1.16	HROFDY
L0371221	0	0.55604E-05	488598.0	3653585.3	147.6	0.00	8.84	1.16	HROFDY
L0371222	0	0.55604E-05	488613.9	3653575.0	148.0	0.00	8.84	1.16	HROFDY
L0371223	0	0.55604E-05	488629.9	3653564.8	148.4	0.00	8.84	1.16	HROFDY
L0371224	0	0.55604E-05	488645.9	3653554.5	148.8	0.00	8.84	1.16	HROFDY
L0371225	0	0.55604E-05	488661.9	3653544.3	149.2	0.00	8.84	1.16	HROFDY
L0371226	0	0.55604E-05	488677.9	3653534.0	149.6	0.00	8.84	1.16	HROFDY
L0371227	0	0.55604E-05	488693.9	3653523.8	150.0	0.00	8.84	1.16	HROFDY
L0371228	0	0.55604E-05	488709.8	3653513.5	150.4	0.00	8.84	1.16	HROFDY
L0371229	0	0.55604E-05	488725.8	3653503.3	150.8	0.00	8.84	1.16	HROFDY

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CONC RURAL ELEV DFAULT

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	EMISSION RATE SCALAR VARY BY
L0371230	0	0.55604E-05	488741.8	3653492.8	151.1	0.00	8.84	1.16	HROFDY
L0371231	0	0.55604E-05	488757.8	3653482.5	151.5	0.00	8.84	1.16	HROFDY
L0371232	0	0.55604E-05	488773.8	3653472.3	151.9	0.00	8.84	1.16	HROFDY
L0371233	0	0.55604E-05	488789.8	3653462.0	152.3	0.00	8.84	1.16	HROFDY
L0371234	0	0.55604E-05	488805.8	3653451.8	152.7	0.00	8.84	1.16	HROFDY
L0371235	0	0.55604E-05	488821.7	3653441.5	153.1	0.00	8.84	1.16	HROFDY
L0371236	0	0.55604E-05	488840.2	3653434.0	153.6	0.00	9.29	1.16	HROFDY
L0371237	0	0.55604E-05	488859.2	3653428.0	154.1	0.00	9.29	1.16	HROFDY
L0371238	0	0.55604E-05	488878.2	3653421.8	154.5	0.00	9.29	1.16	HROFDY
L0371239	0	0.55604E-05	488897.2	3653415.5	155.0	0.00	9.29	1.16	HROFDY
L0371240	0	0.55604E-05	488916.1	3653409.3	155.5	0.00	9.29	1.16	HROFDY
L0371241	0	0.55604E-05	488935.1	3653403.0	155.9	0.00	9.29	1.16	HROFDY
L0371242	0	0.55604E-05	488954.1	3653396.8	156.4	0.00	9.29	1.16	HROFDY
L0371243	0	0.55604E-05	488973.1	3653390.5	156.9	0.00	9.29	1.16	HROFDY
L0371244	0	0.55604E-05	488992.1	3653384.5	157.4	0.00	9.29	1.16	HROFDY
L0371245	0	0.55604E-05	489011.1	3653378.3	157.8	0.00	9.29	1.16	HROFDY
L0371246	0	0.55604E-05	489030.1	3653372.0	158.3	0.00	9.29	1.16	HROFDY
L0371247	0	0.55604E-05	489049.1	3653365.8	158.8	0.00	9.29	1.16	HROFDY
L0371248	0	0.55604E-05	489068.1	3653359.5	159.3	0.00	9.29	1.16	HROFDY
L0371101	0	0.13480E-04	487377.3	3654139.0	156.8	0.00	8.59	1.16	HROFDY
L0371102	0	0.13480E-04	487358.8	3654139.0	152.9	0.00	8.59	1.16	HROFDY
L0371103	0	0.13480E-04	487340.4	3654139.0	149.1	0.00	8.59	1.16	HROFDY
L0371104	0	0.13480E-04	487330.2	3654132.0	146.5	0.00	6.41	1.16	HROFDY
L0371105	0	0.13480E-04	487322.2	3654120.8	144.0	0.00	6.41	1.16	HROFDY
L0371106	0	0.13480E-04	487314.1	3654109.5	141.5	0.00	6.41	1.16	HROFDY
L0371107	0	0.13480E-04	487305.2	3654092.5	138.4	0.00	8.99	1.16	HROFDY
L0371108	0	0.13480E-04	487297.1	3654075.0	135.4	0.00	8.99	1.16	HROFDY
L0371109	0	0.13480E-04	487289.0	3654057.3	132.5	0.00	8.99	1.16	HROFDY
L0371110	0	0.13480E-04	487280.9	3654039.8	129.5	0.00	8.99	1.16	HROFDY
L0371111	0	0.13480E-04	487277.6	3654021.0	129.4	0.00	9.00	1.16	HROFDY
L0371112	0	0.13480E-04	487276.0	3654001.8	130.3	0.00	9.00	1.16	HROFDY
L0371113	0	0.13480E-04	487274.3	3653982.5	131.1	0.00	9.00	1.16	HROFDY
L0371114	0	0.13480E-04	487272.7	3653963.0	132.0	0.00	9.00	1.16	HROFDY
L0371115	0	0.13480E-04	487271.0	3653943.8	132.9	0.00	9.00	1.16	HROFDY
L0371116	0	0.13480E-04	487269.4	3653924.5	133.8	0.00	9.00	1.16	HROFDY
L0371117	0	0.13480E-04	487267.8	3653905.3	134.6	0.00	9.00	1.16	HROFDY
L0371118	0	0.13480E-04	487267.1	3653885.5	135.1	0.00	9.13	1.16	HROFDY
L0371119	0	0.13480E-04	487266.8	3653866.0	135.4	0.00	9.13	1.16	HROFDY
L0371120	0	0.13480E-04	487266.5	3653846.3	135.8	0.00	9.13	1.16	HROFDY
L0371121	0	0.13480E-04	487266.2	3653826.8	136.2	0.00	9.13	1.16	HROFDY

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CONC RURAL ELEV DFAULT

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	EMISSION RATE SCALAR VARY BY
L0371122	0	0.13480E-04	487265.9	3653807.0	136.5	0.00	9.13	1.16	HROFDY
L0371123	0	0.13480E-04	487265.7	3653787.5	136.9	0.00	9.13	1.16	HROFDY
L0371124	0	0.13480E-04	487265.4	3653767.8	137.2	0.00	9.13	1.16	HROFDY
L0371125	0	0.13480E-04	487265.1	3653748.3	137.6	0.00	9.13	1.16	HROFDY

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*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

ALL IDLE , L0371151, L0371152, L0371153, L0371154, L0371155, L0371156, L0371157, L0371158, L0371159, L0371160, L0371161,

L0371162, L0371163, L0371164, L0371165, L0371166, L0371167, L0371168, L0371169, L0371170, L0371171, L0371172, L0371173,

L0371174, L0371175, L0371176, L0371177, L0371178, L0371179, L0371180, L0371181, L0371182, L0371183, L0371184, L0371185,

L0371186, L0371187, L0371188, L0371189, L0371190, L0371191, L0371192, L0371193, L0371194, L0371195, L0371196, L0371197,

L0371198, L0371199, L0371200, L0371201, L0371202, L0371203, L0371204, L0371205, L0371206, L0371207, L0371208, L0371209,

L0371210, L0371211, L0371212, L0371213, L0371214, L0371215, L0371216, L0371217, L0371218, L0371219, L0371220, L0371221,

L0371222, L0371223, L0371224, L0371225, L0371226, L0371227, L0371228, L0371229, L0371230, L0371231, L0371232, L0371233,

L0371234, L0371235, L0371236, L0371237, L0371238, L0371239, L0371240, L0371241, L0371242, L0371243, L0371244, L0371245,

L0371246, L0371247, L0371248, L0371101, L0371102, L0371103, L0371104, L0371105, L0371106, L0371107, L0371108, L0371109,

L0371110, L0371111, L0371112, L0371113, L0371114, L0371115, L0371116, L0371117, L0371118, L0371119, L0371120, L0371121,

L0371122, L0371123, L0371124, L0371125,

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CONC RURAL ELEV DFAULT

* SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

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SOURCE ID = IDLE     ; SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371151 ; SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371152 ; SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371153 ; SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371154 ; SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

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CONC                RURAL ELEV       DFAULT

                * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

  HOUR   SCALAR     HOUR   SCALAR     HOUR   SCALAR     HOUR   SCALAR     HOUR   SCALAR     HOUR
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SOURCE ID = L0371155 ; SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371156 ; SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371157 ; SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371158 ; SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371159 ; SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

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CONC                RURAL ELEV       DFAULT

                * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

  HOUR   SCALAR     HOUR   SCALAR     HOUR   SCALAR     HOUR   SCALAR     HOUR   SCALAR     HOUR
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SOURCE ID = L0371160 ; SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371161 ; SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371162 ; SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371163 ; SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371164 ; SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

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                 ***                                          ***        12:00:31
**MODELOPTs:                                                                 PAGE  10
CONC                RURAL ELEV       DFAULT

                * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

  HOUR   SCALAR     HOUR   SCALAR     HOUR   SCALAR     HOUR   SCALAR     HOUR   SCALAR     HOUR
SCALAR
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

SOURCE ID = L0371165 ; SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371166 ; SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371167 ; SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371168 ; SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371169 ; SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

 *** ISCST3 - VERSION 02035 ***   *** V:\AQNOISE DIVISION\Active Projects\Gregory Canyon\ISC\Roadway.isc   ***
11/16/06
                 ***                                          ***        12:00:31
**MODELOPTs:                                                                 PAGE  11
CONC                RURAL ELEV       DFAULT

                * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

  HOUR   SCALAR     HOUR   SCALAR     HOUR   SCALAR     HOUR   SCALAR     HOUR   SCALAR     HOUR
SCALAR
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

SOURCE ID = L0371170 ; SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371171 ; SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371172 ; SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371173 ; SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371174 ; SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
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```
   13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
   19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

 *** ISCST3 - VERSION 02035 ***   *** V:\AQNOISE DIVISION\Active Projects\Gregory Canyon\ISC\Roadway.isc   ***
11/16/06
                   ***                                            ***      12:00:31
**MODELOPTs:                                                                  PAGE  12
CONC             RURAL ELEV      DFAULT

                 * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *


  HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR
SCALAR
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -


SOURCE ID = L0371175 ;  SOURCE TYPE = VOLUME   :
    1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
    7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
   13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
   19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00


SOURCE ID = L0371176 ;  SOURCE TYPE = VOLUME   :
    1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
    7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
   13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
   19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00


SOURCE ID = L0371177 ;  SOURCE TYPE = VOLUME   :
    1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
    7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
   13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
   19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00


SOURCE ID = L0371178 ;  SOURCE TYPE = VOLUME   :
    1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
    7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
   13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
   19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00


SOURCE ID = L0371179 ;  SOURCE TYPE = VOLUME   :
    1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
    7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
   13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
   19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

 *** ISCST3 - VERSION 02035 ***   *** V:\AQNOISE DIVISION\Active Projects\Gregory Canyon\ISC\Roadway.isc   ***
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                   ***                                            ***      12:00:31
**MODELOPTs:                                                                  PAGE  13
CONC             RURAL ELEV      DFAULT

                 * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *


  HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR
SCALAR
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -


SOURCE ID = L0371180 ;  SOURCE TYPE = VOLUME   :
    1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
    7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
   13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
   19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00


SOURCE ID = L0371181 ;  SOURCE TYPE = VOLUME   :
    1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
    7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
   13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
   19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00


SOURCE ID = L0371182 ;  SOURCE TYPE = VOLUME   :
    1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
    7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
   13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
   19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00


SOURCE ID = L0371183 ;  SOURCE TYPE = VOLUME   :
    1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
    7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
   13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
   19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00


SOURCE ID = L0371184 ;  SOURCE TYPE = VOLUME   :
    1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
    7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
   13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
   19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

 *** ISCST3 - VERSION 02035 ***   *** V:\AQNOISE DIVISION\Active Projects\Gregory Canyon\ISC\Roadway.isc   ***
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                   ***                                            ***      12:00:31
**MODELOPTs:                                                                  PAGE  14
CONC             RURAL ELEV      DFAULT

                 * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *


  HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR
SCALAR
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -


SOURCE ID = L0371185 ;  SOURCE TYPE = VOLUME   :
    1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
    7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
   13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
   19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00


SOURCE ID = L0371186 ;  SOURCE TYPE = VOLUME   :
    1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
    7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
   13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
   19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00


SOURCE ID = L0371187 ;  SOURCE TYPE = VOLUME   :
    1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
    7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
   13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
   19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00


SOURCE ID = L0371188 ;  SOURCE TYPE = VOLUME   :
    1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
    7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
   13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
   19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00


SOURCE ID = L0371189 ;  SOURCE TYPE = VOLUME   :
    1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
    7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
   13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
   19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

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                   ***                                            ***      12:00:31
**MODELOPTs:                                                                  PAGE  15
CONC             RURAL ELEV      DFAULT

                 * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *


  HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR
SCALAR
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -


SOURCE ID = L0371190 ;  SOURCE TYPE = VOLUME   :
    1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
    7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
   13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
   19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00


SOURCE ID = L0371191 ;  SOURCE TYPE = VOLUME   :
    1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
    7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
   13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
   19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00


SOURCE ID = L0371192 ;  SOURCE TYPE = VOLUME   :
    1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
    7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
   13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
   19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00


SOURCE ID = L0371193 ;  SOURCE TYPE = VOLUME   :
    1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
    7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
   13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
   19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00


SOURCE ID = L0371194 ;  SOURCE TYPE = VOLUME   :
    1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
    7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
   13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
   19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

 *** ISCST3 - VERSION 02035 ***   *** V:\AQNOISE DIVISION\Active Projects\Gregory Canyon\ISC\Roadway.isc   ***
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                   ***                                            ***      12:00:31
**MODELOPTs:                                                                  PAGE  16
CONC             RURAL ELEV      DFAULT

                 * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *


  HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR
SCALAR
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -


SOURCE ID = L0371195 ;  SOURCE TYPE = VOLUME   :
    1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
    7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
   13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
   19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00


SOURCE ID = L0371196 ;  SOURCE TYPE = VOLUME   :
    1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
    7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
   13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
   19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00


SOURCE ID = L0371197 ;  SOURCE TYPE = VOLUME   :
```

```
   1 .00000E+00   2 .00000E+00   3 .00000E+00   4 .00000E+00   5 .00000E+00   6 .00000E+00
   7 .00000E+00   8 .00000E+00   9 .10000E+01  10 .10000E+01  11 .10000E+01  12 .10000E+01
  13 .10000E+01  14 .10000E+01  15 .00000E+00  16 .10000E+01  17 .10000E+01  18 .10000E+01
  19 .00000E+00  20 .00000E+00  21 .00000E+00  22 .00000E+00  23 .00000E+00  24 .00000E+00

SOURCE ID = L0371198 ; SOURCE TYPE = VOLUME  :
   1 .00000E+00   2 .00000E+00   3 .00000E+00   4 .00000E+00   5 .00000E+00   6 .00000E+00
   7 .00000E+00   8 .00000E+00   9 .10000E+01  10 .10000E+01  11 .10000E+01  12 .10000E+01
  13 .10000E+01  14 .10000E+01  15 .00000E+00  16 .10000E+01  17 .10000E+01  18 .10000E+01
  19 .00000E+00  20 .00000E+00  21 .00000E+00  22 .00000E+00  23 .00000E+00  24 .00000E+00

SOURCE ID = L0371199 ; SOURCE TYPE = VOLUME  :
   1 .00000E+00   2 .00000E+00   3 .00000E+00   4 .00000E+00   5 .00000E+00   6 .00000E+00
   7 .00000E+00   8 .00000E+00   9 .10000E+01  10 .10000E+01  11 .10000E+01  12 .10000E+01
  13 .10000E+01  14 .10000E+01  15 .00000E+00  16 .10000E+01  17 .10000E+01  18 .10000E+01
  19 .00000E+00  20 .00000E+00  21 .00000E+00  22 .00000E+00  23 .00000E+00  24 .00000E+00

 *** ISCST3 - VERSION 02035 ***   *** V:\AQNOISE DIVISION\Active Projects\Gregory Canyon\ISC\Roadway.isc   ***
11/16/06
                     ***                                          ***     12:00:31
**MODELOPTs:                                                                  PAGE  17
CONC            RURAL ELEV      DFAULT

              * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

   HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR
SCALAR
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

SOURCE ID = L0371200 ; SOURCE TYPE = VOLUME  :
   1 .00000E+00   2 .00000E+00   3 .00000E+00   4 .00000E+00   5 .00000E+00   6 .00000E+00
   7 .00000E+00   8 .00000E+00   9 .10000E+01  10 .10000E+01  11 .10000E+01  12 .10000E+01
  13 .10000E+01  14 .10000E+01  15 .00000E+00  16 .10000E+01  17 .10000E+01  18 .10000E+01
  19 .00000E+00  20 .00000E+00  21 .00000E+00  22 .00000E+00  23 .00000E+00  24 .00000E+00

SOURCE ID = L0371201 ; SOURCE TYPE = VOLUME  :
   1 .00000E+00   2 .00000E+00   3 .00000E+00   4 .00000E+00   5 .00000E+00   6 .00000E+00
   7 .00000E+00   8 .00000E+00   9 .10000E+01  10 .10000E+01  11 .10000E+01  12 .10000E+01
  13 .10000E+01  14 .10000E+01  15 .00000E+00  16 .10000E+01  17 .10000E+01  18 .10000E+01
  19 .00000E+00  20 .00000E+00  21 .00000E+00  22 .00000E+00  23 .00000E+00  24 .00000E+00

SOURCE ID = L0371202 ; SOURCE TYPE = VOLUME  :
   1 .00000E+00   2 .00000E+00   3 .00000E+00   4 .00000E+00   5 .00000E+00   6 .00000E+00
   7 .00000E+00   8 .00000E+00   9 .10000E+01  10 .10000E+01  11 .10000E+01  12 .10000E+01
  13 .10000E+01  14 .10000E+01  15 .00000E+00  16 .10000E+01  17 .10000E+01  18 .10000E+01
  19 .00000E+00  20 .00000E+00  21 .00000E+00  22 .00000E+00  23 .00000E+00  24 .00000E+00

SOURCE ID = L0371203 ; SOURCE TYPE = VOLUME  :
   1 .00000E+00   2 .00000E+00   3 .00000E+00   4 .00000E+00   5 .00000E+00   6 .00000E+00
   7 .00000E+00   8 .00000E+00   9 .10000E+01  10 .10000E+01  11 .10000E+01  12 .10000E+01
  13 .10000E+01  14 .10000E+01  15 .00000E+00  16 .10000E+01  17 .10000E+01  18 .10000E+01
  19 .00000E+00  20 .00000E+00  21 .00000E+00  22 .00000E+00  23 .00000E+00  24 .00000E+00

SOURCE ID = L0371204 ; SOURCE TYPE = VOLUME  :
   1 .00000E+00   2 .00000E+00   3 .00000E+00   4 .00000E+00   5 .00000E+00   6 .00000E+00
   7 .00000E+00   8 .00000E+00   9 .10000E+01  10 .10000E+01  11 .10000E+01  12 .10000E+01
  13 .10000E+01  14 .10000E+01  15 .00000E+00  16 .10000E+01  17 .10000E+01  18 .10000E+01
  19 .00000E+00  20 .00000E+00  21 .00000E+00  22 .00000E+00  23 .00000E+00  24 .00000E+00

 *** ISCST3 - VERSION 02035 ***   *** V:\AQNOISE DIVISION\Active Projects\Gregory Canyon\ISC\Roadway.isc   ***
11/16/06
                     ***                                          ***     12:00:31
**MODELOPTs:                                                                  PAGE  18
CONC            RURAL ELEV      DFAULT

              * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

   HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR
SCALAR
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

SOURCE ID = L0371205 ; SOURCE TYPE = VOLUME  :
   1 .00000E+00   2 .00000E+00   3 .00000E+00   4 .00000E+00   5 .00000E+00   6 .00000E+00
   7 .00000E+00   8 .00000E+00   9 .10000E+01  10 .10000E+01  11 .10000E+01  12 .10000E+01
  13 .10000E+01  14 .10000E+01  15 .00000E+00  16 .10000E+01  17 .10000E+01  18 .10000E+01
  19 .00000E+00  20 .00000E+00  21 .00000E+00  22 .00000E+00  23 .00000E+00  24 .00000E+00

SOURCE ID = L0371206 ; SOURCE TYPE = VOLUME  :
   1 .00000E+00   2 .00000E+00   3 .00000E+00   4 .00000E+00   5 .00000E+00   6 .00000E+00
   7 .00000E+00   8 .00000E+00   9 .10000E+01  10 .10000E+01  11 .10000E+01  12 .10000E+01
  13 .10000E+01  14 .10000E+01  15 .00000E+00  16 .10000E+01  17 .10000E+01  18 .10000E+01
  19 .00000E+00  20 .00000E+00  21 .00000E+00  22 .00000E+00  23 .00000E+00  24 .00000E+00

SOURCE ID = L0371207 ; SOURCE TYPE = VOLUME  :
   1 .00000E+00   2 .00000E+00   3 .00000E+00   4 .00000E+00   5 .00000E+00   6 .00000E+00
   7 .00000E+00   8 .00000E+00   9 .10000E+01  10 .10000E+01  11 .10000E+01  12 .10000E+01
  13 .10000E+01  14 .10000E+01  15 .00000E+00  16 .10000E+01  17 .10000E+01  18 .10000E+01
  19 .00000E+00  20 .00000E+00  21 .00000E+00  22 .00000E+00  23 .00000E+00  24 .00000E+00

SOURCE ID = L0371208 ; SOURCE TYPE = VOLUME  :
   1 .00000E+00   2 .00000E+00   3 .00000E+00   4 .00000E+00   5 .00000E+00   6 .00000E+00
   7 .00000E+00   8 .00000E+00   9 .10000E+01  10 .10000E+01  11 .10000E+01  12 .10000E+01
  13 .10000E+01  14 .10000E+01  15 .00000E+00  16 .10000E+01  17 .10000E+01  18 .10000E+01
  19 .00000E+00  20 .00000E+00  21 .00000E+00  22 .00000E+00  23 .00000E+00  24 .00000E+00

SOURCE ID = L0371209 ; SOURCE TYPE = VOLUME  :
   1 .00000E+00   2 .00000E+00   3 .00000E+00   4 .00000E+00   5 .00000E+00   6 .00000E+00
   7 .00000E+00   8 .00000E+00   9 .10000E+01  10 .10000E+01  11 .10000E+01  12 .10000E+01
  13 .10000E+01  14 .10000E+01  15 .00000E+00  16 .10000E+01  17 .10000E+01  18 .10000E+01
  19 .00000E+00  20 .00000E+00  21 .00000E+00  22 .00000E+00  23 .00000E+00  24 .00000E+00

 *** ISCST3 - VERSION 02035 ***   *** V:\AQNOISE DIVISION\Active Projects\Gregory Canyon\ISC\Roadway.isc   ***
11/16/06
                     ***                                          ***     12:00:31
**MODELOPTs:                                                                  PAGE  19
CONC            RURAL ELEV      DFAULT

              * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

   HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR
SCALAR
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

SOURCE ID = L0371210 ; SOURCE TYPE = VOLUME  :
   1 .00000E+00   2 .00000E+00   3 .00000E+00   4 .00000E+00   5 .00000E+00   6 .00000E+00
   7 .00000E+00   8 .00000E+00   9 .10000E+01  10 .10000E+01  11 .10000E+01  12 .10000E+01
  13 .10000E+01  14 .10000E+01  15 .00000E+00  16 .10000E+01  17 .10000E+01  18 .10000E+01
  19 .00000E+00  20 .00000E+00  21 .00000E+00  22 .00000E+00  23 .00000E+00  24 .00000E+00

SOURCE ID = L0371211 ; SOURCE TYPE = VOLUME  :
   1 .00000E+00   2 .00000E+00   3 .00000E+00   4 .00000E+00   5 .00000E+00   6 .00000E+00
   7 .00000E+00   8 .00000E+00   9 .10000E+01  10 .10000E+01  11 .10000E+01  12 .10000E+01
  13 .10000E+01  14 .10000E+01  15 .00000E+00  16 .10000E+01  17 .10000E+01  18 .10000E+01
  19 .00000E+00  20 .00000E+00  21 .00000E+00  22 .00000E+00  23 .00000E+00  24 .00000E+00

SOURCE ID = L0371212 ; SOURCE TYPE = VOLUME  :
   1 .00000E+00   2 .00000E+00   3 .00000E+00   4 .00000E+00   5 .00000E+00   6 .00000E+00
   7 .00000E+00   8 .00000E+00   9 .10000E+01  10 .10000E+01  11 .10000E+01  12 .10000E+01
  13 .10000E+01  14 .10000E+01  15 .00000E+00  16 .10000E+01  17 .10000E+01  18 .10000E+01
  19 .00000E+00  20 .00000E+00  21 .00000E+00  22 .00000E+00  23 .00000E+00  24 .00000E+00

SOURCE ID = L0371213 ; SOURCE TYPE = VOLUME  :
   1 .00000E+00   2 .00000E+00   3 .00000E+00   4 .00000E+00   5 .00000E+00   6 .00000E+00
   7 .00000E+00   8 .00000E+00   9 .10000E+01  10 .10000E+01  11 .10000E+01  12 .10000E+01
  13 .10000E+01  14 .10000E+01  15 .00000E+00  16 .10000E+01  17 .10000E+01  18 .10000E+01
  19 .00000E+00  20 .00000E+00  21 .00000E+00  22 .00000E+00  23 .00000E+00  24 .00000E+00

SOURCE ID = L0371214 ; SOURCE TYPE = VOLUME  :
   1 .00000E+00   2 .00000E+00   3 .00000E+00   4 .00000E+00   5 .00000E+00   6 .00000E+00
   7 .00000E+00   8 .00000E+00   9 .10000E+01  10 .10000E+01  11 .10000E+01  12 .10000E+01
  13 .10000E+01  14 .10000E+01  15 .00000E+00  16 .10000E+01  17 .10000E+01  18 .10000E+01
  19 .00000E+00  20 .00000E+00  21 .00000E+00  22 .00000E+00  23 .00000E+00  24 .00000E+00

 *** ISCST3 - VERSION 02035 ***   *** V:\AQNOISE DIVISION\Active Projects\Gregory Canyon\ISC\Roadway.isc   ***
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                     ***                                          ***     12:00:31
**MODELOPTs:                                                                  PAGE  20
CONC            RURAL ELEV      DFAULT

              * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

   HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR
SCALAR
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

SOURCE ID = L0371215 ; SOURCE TYPE = VOLUME  :
   1 .00000E+00   2 .00000E+00   3 .00000E+00   4 .00000E+00   5 .00000E+00   6 .00000E+00
   7 .00000E+00   8 .00000E+00   9 .10000E+01  10 .10000E+01  11 .10000E+01  12 .10000E+01
  13 .10000E+01  14 .10000E+01  15 .00000E+00  16 .10000E+01  17 .10000E+01  18 .10000E+01
  19 .00000E+00  20 .00000E+00  21 .00000E+00  22 .00000E+00  23 .00000E+00  24 .00000E+00

SOURCE ID = L0371216 ; SOURCE TYPE = VOLUME  :
   1 .00000E+00   2 .00000E+00   3 .00000E+00   4 .00000E+00   5 .00000E+00   6 .00000E+00
   7 .00000E+00   8 .00000E+00   9 .10000E+01  10 .10000E+01  11 .10000E+01  12 .10000E+01
  13 .10000E+01  14 .10000E+01  15 .00000E+00  16 .10000E+01  17 .10000E+01  18 .10000E+01
  19 .00000E+00  20 .00000E+00  21 .00000E+00  22 .00000E+00  23 .00000E+00  24 .00000E+00

SOURCE ID = L0371217 ; SOURCE TYPE = VOLUME  :
   1 .00000E+00   2 .00000E+00   3 .00000E+00   4 .00000E+00   5 .00000E+00   6 .00000E+00
   7 .00000E+00   8 .00000E+00   9 .10000E+01  10 .10000E+01  11 .10000E+01  12 .10000E+01
  13 .10000E+01  14 .10000E+01  15 .00000E+00  16 .10000E+01  17 .10000E+01  18 .10000E+01
  19 .00000E+00  20 .00000E+00  21 .00000E+00  22 .00000E+00  23 .00000E+00  24 .00000E+00

SOURCE ID = L0371218 ; SOURCE TYPE = VOLUME  :
   1 .00000E+00   2 .00000E+00   3 .00000E+00   4 .00000E+00   5 .00000E+00   6 .00000E+00
   7 .00000E+00   8 .00000E+00   9 .10000E+01  10 .10000E+01  11 .10000E+01  12 .10000E+01
  13 .10000E+01  14 .10000E+01  15 .00000E+00  16 .10000E+01  17 .10000E+01  18 .10000E+01
  19 .00000E+00  20 .00000E+00  21 .00000E+00  22 .00000E+00  23 .00000E+00  24 .00000E+00

SOURCE ID = L0371219 ; SOURCE TYPE = VOLUME  :
   1 .00000E+00   2 .00000E+00   3 .00000E+00   4 .00000E+00   5 .00000E+00   6 .00000E+00
   7 .00000E+00   8 .00000E+00   9 .10000E+01  10 .10000E+01  11 .10000E+01  12 .10000E+01
  13 .10000E+01  14 .10000E+01  15 .00000E+00  16 .10000E+01  17 .10000E+01  18 .10000E+01
  19 .00000E+00  20 .00000E+00  21 .00000E+00  22 .00000E+00  23 .00000E+00  24 .00000E+00

 *** ISCST3 - VERSION 02035 ***   *** V:\AQNOISE DIVISION\Active Projects\Gregory Canyon\ISC\Roadway.isc   ***
11/16/06
                     ***                                          ***     12:00:31
**MODELOPTs:                                                                  PAGE  21
CONC            RURAL ELEV      DFAULT

              * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

   HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR
SCALAR
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
```

SOURCE ID = L0371220 ; SOURCE TYPE = VOLUME :
1 .00000E+00 2 .00000E+00 3 .00000E+00 4 .00000E+00 5 .00000E+00 6 .00000E+00
7 .00000E+00 8 .00000E+00 9 .10000E+01 10 .10000E+01 11 .10000E+01 12 .10000E+01
13 .10000E+01 14 .10000E+01 15 .00000E+00 16 .10000E+01 17 .10000E+01 18 .10000E+01
19 .00000E+00 20 .00000E+00 21 .00000E+00 22 .00000E+00 23 .00000E+00 24 .00000E+00

SOURCE ID = L0371221 ; SOURCE TYPE = VOLUME :
1 .00000E+00 2 .00000E+00 3 .00000E+00 4 .00000E+00 5 .00000E+00 6 .00000E+00
7 .00000E+00 8 .00000E+00 9 .10000E+01 10 .10000E+01 11 .10000E+01 12 .10000E+01
13 .10000E+01 14 .10000E+01 15 .00000E+00 16 .10000E+01 17 .10000E+01 18 .10000E+01
19 .00000E+00 20 .00000E+00 21 .00000E+00 22 .00000E+00 23 .00000E+00 24 .00000E+00

SOURCE ID = L0371222 ; SOURCE TYPE = VOLUME :
1 .00000E+00 2 .00000E+00 3 .00000E+00 4 .00000E+00 5 .00000E+00 6 .00000E+00
7 .00000E+00 8 .00000E+00 9 .10000E+01 10 .10000E+01 11 .10000E+01 12 .10000E+01
13 .10000E+01 14 .10000E+01 15 .00000E+00 16 .10000E+01 17 .10000E+01 18 .10000E+01
19 .00000E+00 20 .00000E+00 21 .00000E+00 22 .00000E+00 23 .00000E+00 24 .00000E+00

SOURCE ID = L0371223 ; SOURCE TYPE = VOLUME :
1 .00000E+00 2 .00000E+00 3 .00000E+00 4 .00000E+00 5 .00000E+00 6 .00000E+00
7 .00000E+00 8 .00000E+00 9 .10000E+01 10 .10000E+01 11 .10000E+01 12 .10000E+01
13 .10000E+01 14 .10000E+01 15 .00000E+00 16 .10000E+01 17 .10000E+01 18 .10000E+01
19 .00000E+00 20 .00000E+00 21 .00000E+00 22 .00000E+00 23 .00000E+00 24 .00000E+00

SOURCE ID = L0371224 ; SOURCE TYPE = VOLUME :
1 .00000E+00 2 .00000E+00 3 .00000E+00 4 .00000E+00 5 .00000E+00 6 .00000E+00
7 .00000E+00 8 .00000E+00 9 .10000E+01 10 .10000E+01 11 .10000E+01 12 .10000E+01
13 .10000E+01 14 .10000E+01 15 .00000E+00 16 .10000E+01 17 .10000E+01 18 .10000E+01
19 .00000E+00 20 .00000E+00 21 .00000E+00 22 .00000E+00 23 .00000E+00 24 .00000E+00

*** ISCST3 - VERSION 02035 *** *** V:\AQNOISE DIVISION\Active Projects\Gregory Canyon\ISC\Roadway.isc ***
11/16/06
*** *** 12:00:31
**MODELOPTs: PAGE 22
CONC RURAL ELEV DFAULT

* SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR
- -

SOURCE ID = L0371225 ; SOURCE TYPE = VOLUME :
1 .00000E+00 2 .00000E+00 3 .00000E+00 4 .00000E+00 5 .00000E+00 6 .00000E+00
7 .00000E+00 8 .00000E+00 9 .10000E+01 10 .10000E+01 11 .10000E+01 12 .10000E+01
13 .10000E+01 14 .10000E+01 15 .00000E+00 16 .10000E+01 17 .10000E+01 18 .10000E+01
19 .00000E+00 20 .00000E+00 21 .00000E+00 22 .00000E+00 23 .00000E+00 24 .00000E+00

SOURCE ID = L0371226 ; SOURCE TYPE = VOLUME :
1 .00000E+00 2 .00000E+00 3 .00000E+00 4 .00000E+00 5 .00000E+00 6 .00000E+00
7 .00000E+00 8 .00000E+00 9 .10000E+01 10 .10000E+01 11 .10000E+01 12 .10000E+01
13 .10000E+01 14 .10000E+01 15 .00000E+00 16 .10000E+01 17 .10000E+01 18 .10000E+01
19 .00000E+00 20 .00000E+00 21 .00000E+00 22 .00000E+00 23 .00000E+00 24 .00000E+00

SOURCE ID = L0371227 ; SOURCE TYPE = VOLUME :
1 .00000E+00 2 .00000E+00 3 .00000E+00 4 .00000E+00 5 .00000E+00 6 .00000E+00
7 .00000E+00 8 .00000E+00 9 .10000E+01 10 .10000E+01 11 .10000E+01 12 .10000E+01
13 .10000E+01 14 .10000E+01 15 .00000E+00 16 .10000E+01 17 .10000E+01 18 .10000E+01
19 .00000E+00 20 .00000E+00 21 .00000E+00 22 .00000E+00 23 .00000E+00 24 .00000E+00

SOURCE ID = L0371228 ; SOURCE TYPE = VOLUME :
1 .00000E+00 2 .00000E+00 3 .00000E+00 4 .00000E+00 5 .00000E+00 6 .00000E+00
7 .00000E+00 8 .00000E+00 9 .10000E+01 10 .10000E+01 11 .10000E+01 12 .10000E+01
13 .10000E+01 14 .10000E+01 15 .00000E+00 16 .10000E+01 17 .10000E+01 18 .10000E+01
19 .00000E+00 20 .00000E+00 21 .00000E+00 22 .00000E+00 23 .00000E+00 24 .00000E+00

SOURCE ID = L0371229 ; SOURCE TYPE = VOLUME :
1 .00000E+00 2 .00000E+00 3 .00000E+00 4 .00000E+00 5 .00000E+00 6 .00000E+00
7 .00000E+00 8 .00000E+00 9 .10000E+01 10 .10000E+01 11 .10000E+01 12 .10000E+01
13 .10000E+01 14 .10000E+01 15 .00000E+00 16 .10000E+01 17 .10000E+01 18 .10000E+01
19 .00000E+00 20 .00000E+00 21 .00000E+00 22 .00000E+00 23 .00000E+00 24 .00000E+00

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11/16/06
*** *** 12:00:31
**MODELOPTs: PAGE 23
CONC RURAL ELEV DFAULT

* SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR
- -

SOURCE ID = L0371230 ; SOURCE TYPE = VOLUME :
1 .00000E+00 2 .00000E+00 3 .00000E+00 4 .00000E+00 5 .00000E+00 6 .00000E+00
7 .00000E+00 8 .00000E+00 9 .10000E+01 10 .10000E+01 11 .10000E+01 12 .10000E+01
13 .10000E+01 14 .10000E+01 15 .00000E+00 16 .10000E+01 17 .10000E+01 18 .10000E+01
19 .00000E+00 20 .00000E+00 21 .00000E+00 22 .00000E+00 23 .00000E+00 24 .00000E+00

SOURCE ID = L0371231 ; SOURCE TYPE = VOLUME :
1 .00000E+00 2 .00000E+00 3 .00000E+00 4 .00000E+00 5 .00000E+00 6 .00000E+00
7 .00000E+00 8 .00000E+00 9 .10000E+01 10 .10000E+01 11 .10000E+01 12 .10000E+01
13 .10000E+01 14 .10000E+01 15 .00000E+00 16 .10000E+01 17 .10000E+01 18 .10000E+01
19 .00000E+00 20 .00000E+00 21 .00000E+00 22 .00000E+00 23 .00000E+00 24 .00000E+00

SOURCE ID = L0371232 ; SOURCE TYPE = VOLUME :
1 .00000E+00 2 .00000E+00 3 .00000E+00 4 .00000E+00 5 .00000E+00 6 .00000E+00
7 .00000E+00 8 .00000E+00 9 .10000E+01 10 .10000E+01 11 .10000E+01 12 .10000E+01
13 .10000E+01 14 .10000E+01 15 .00000E+00 16 .10000E+01 17 .10000E+01 18 .10000E+01
19 .00000E+00 20 .00000E+00 21 .00000E+00 22 .00000E+00 23 .00000E+00 24 .00000E+00

SOURCE ID = L0371233 ; SOURCE TYPE = VOLUME :
1 .00000E+00 2 .00000E+00 3 .00000E+00 4 .00000E+00 5 .00000E+00 6 .00000E+00
7 .00000E+00 8 .00000E+00 9 .10000E+01 10 .10000E+01 11 .10000E+01 12 .10000E+01
13 .10000E+01 14 .10000E+01 15 .00000E+00 16 .10000E+01 17 .10000E+01 18 .10000E+01
19 .00000E+00 20 .00000E+00 21 .00000E+00 22 .00000E+00 23 .00000E+00 24 .00000E+00

SOURCE ID = L0371234 ; SOURCE TYPE = VOLUME :
1 .00000E+00 2 .00000E+00 3 .00000E+00 4 .00000E+00 5 .00000E+00 6 .00000E+00
7 .00000E+00 8 .00000E+00 9 .10000E+01 10 .10000E+01 11 .10000E+01 12 .10000E+01
13 .10000E+01 14 .10000E+01 15 .00000E+00 16 .10000E+01 17 .10000E+01 18 .10000E+01
19 .00000E+00 20 .00000E+00 21 .00000E+00 22 .00000E+00 23 .00000E+00 24 .00000E+00

*** ISCST3 - VERSION 02035 *** *** V:\AQNOISE DIVISION\Active Projects\Gregory Canyon\ISC\Roadway.isc ***
11/16/06
*** *** 12:00:31
**MODELOPTs: PAGE 24
CONC RURAL ELEV DFAULT

* SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR
- -

SOURCE ID = L0371235 ; SOURCE TYPE = VOLUME :
1 .00000E+00 2 .00000E+00 3 .00000E+00 4 .00000E+00 5 .00000E+00 6 .00000E+00
7 .00000E+00 8 .00000E+00 9 .10000E+01 10 .10000E+01 11 .10000E+01 12 .10000E+01
13 .10000E+01 14 .10000E+01 15 .00000E+00 16 .10000E+01 17 .10000E+01 18 .10000E+01
19 .00000E+00 20 .00000E+00 21 .00000E+00 22 .00000E+00 23 .00000E+00 24 .00000E+00

SOURCE ID = L0371236 ; SOURCE TYPE = VOLUME :
1 .00000E+00 2 .00000E+00 3 .00000E+00 4 .00000E+00 5 .00000E+00 6 .00000E+00
7 .00000E+00 8 .00000E+00 9 .10000E+01 10 .10000E+01 11 .10000E+01 12 .10000E+01
13 .10000E+01 14 .10000E+01 15 .00000E+00 16 .10000E+01 17 .10000E+01 18 .10000E+01
19 .00000E+00 20 .00000E+00 21 .00000E+00 22 .00000E+00 23 .00000E+00 24 .00000E+00

SOURCE ID = L0371237 ; SOURCE TYPE = VOLUME :
1 .00000E+00 2 .00000E+00 3 .00000E+00 4 .00000E+00 5 .00000E+00 6 .00000E+00
7 .00000E+00 8 .00000E+00 9 .10000E+01 10 .10000E+01 11 .10000E+01 12 .10000E+01
13 .10000E+01 14 .10000E+01 15 .00000E+00 16 .10000E+01 17 .10000E+01 18 .10000E+01
19 .00000E+00 20 .00000E+00 21 .00000E+00 22 .00000E+00 23 .00000E+00 24 .00000E+00

SOURCE ID = L0371238 ; SOURCE TYPE = VOLUME :
1 .00000E+00 2 .00000E+00 3 .00000E+00 4 .00000E+00 5 .00000E+00 6 .00000E+00
7 .00000E+00 8 .00000E+00 9 .10000E+01 10 .10000E+01 11 .10000E+01 12 .10000E+01
13 .10000E+01 14 .10000E+01 15 .00000E+00 16 .10000E+01 17 .10000E+01 18 .10000E+01
19 .00000E+00 20 .00000E+00 21 .00000E+00 22 .00000E+00 23 .00000E+00 24 .00000E+00

SOURCE ID = L0371239 ; SOURCE TYPE = VOLUME :
1 .00000E+00 2 .00000E+00 3 .00000E+00 4 .00000E+00 5 .00000E+00 6 .00000E+00
7 .00000E+00 8 .00000E+00 9 .10000E+01 10 .10000E+01 11 .10000E+01 12 .10000E+01
13 .10000E+01 14 .10000E+01 15 .00000E+00 16 .10000E+01 17 .10000E+01 18 .10000E+01
19 .00000E+00 20 .00000E+00 21 .00000E+00 22 .00000E+00 23 .00000E+00 24 .00000E+00

*** ISCST3 - VERSION 02035 *** *** V:\AQNOISE DIVISION\Active Projects\Gregory Canyon\ISC\Roadway.isc ***
11/16/06
*** *** 12:00:31
**MODELOPTs: PAGE 25
CONC RURAL ELEV DFAULT

* SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR
- -

SOURCE ID = L0371240 ; SOURCE TYPE = VOLUME :
1 .00000E+00 2 .00000E+00 3 .00000E+00 4 .00000E+00 5 .00000E+00 6 .00000E+00
7 .00000E+00 8 .00000E+00 9 .10000E+01 10 .10000E+01 11 .10000E+01 12 .10000E+01
13 .10000E+01 14 .10000E+01 15 .00000E+00 16 .10000E+01 17 .10000E+01 18 .10000E+01
19 .00000E+00 20 .00000E+00 21 .00000E+00 22 .00000E+00 23 .00000E+00 24 .00000E+00

SOURCE ID = L0371241 ; SOURCE TYPE = VOLUME :
1 .00000E+00 2 .00000E+00 3 .00000E+00 4 .00000E+00 5 .00000E+00 6 .00000E+00
7 .00000E+00 8 .00000E+00 9 .10000E+01 10 .10000E+01 11 .10000E+01 12 .10000E+01
13 .10000E+01 14 .10000E+01 15 .00000E+00 16 .10000E+01 17 .10000E+01 18 .10000E+01
19 .00000E+00 20 .00000E+00 21 .00000E+00 22 .00000E+00 23 .00000E+00 24 .00000E+00

SOURCE ID = L0371242 ; SOURCE TYPE = VOLUME :
1 .00000E+00 2 .00000E+00 3 .00000E+00 4 .00000E+00 5 .00000E+00 6 .00000E+00
7 .00000E+00 8 .00000E+00 9 .10000E+01 10 .10000E+01 11 .10000E+01 12 .10000E+01
13 .10000E+01 14 .10000E+01 15 .00000E+00 16 .10000E+01 17 .10000E+01 18 .10000E+01
19 .00000E+00 20 .00000E+00 21 .00000E+00 22 .00000E+00 23 .00000E+00 24 .00000E+00

SOURCE ID = L0371243 ; SOURCE TYPE = VOLUME :
1 .00000E+00 2 .00000E+00 3 .00000E+00 4 .00000E+00 5 .00000E+00 6 .00000E+00
7 .00000E+00 8 .00000E+00 9 .10000E+01 10 .10000E+01 11 .10000E+01 12 .10000E+01
13 .10000E+01 14 .10000E+01 15 .00000E+00 16 .10000E+01 17 .10000E+01 18 .10000E+01
19 .00000E+00 20 .00000E+00 21 .00000E+00 22 .00000E+00 23 .00000E+00 24 .00000E+00

SOURCE ID = L0371244 ; SOURCE TYPE = VOLUME :
1 .00000E+00 2 .00000E+00 3 .00000E+00 4 .00000E+00 5 .00000E+00 6 .00000E+00
7 .00000E+00 8 .00000E+00 9 .10000E+01 10 .10000E+01 11 .10000E+01 12 .10000E+01

```
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

 *** ISCST3 - VERSION 02035 ***   *** V:\AQNOISE DIVISION\Active Projects\Gregory Canyon\ISC\Roadway.isc   ***
11/16/06
                ***                                    ***     12:00:31
**MODELOPTs:                                                   PAGE  26
CONC          RURAL ELEV      DFAULT

            * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

  HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR
SCALAR
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

SOURCE ID = L0371245 ;  SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371246 ;  SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371247 ;  SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371248 ;  SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371101 ;  SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

 *** ISCST3 - VERSION 02035 ***   *** V:\AQNOISE DIVISION\Active Projects\Gregory Canyon\ISC\Roadway.isc   ***
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                ***                                    ***     12:00:31
**MODELOPTs:                                                   PAGE  27
CONC          RURAL ELEV      DFAULT

            * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

  HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR
SCALAR
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

SOURCE ID = L0371102 ;  SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371103 ;  SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371104 ;  SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371105 ;  SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371106 ;  SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

 *** ISCST3 - VERSION 02035 ***   *** V:\AQNOISE DIVISION\Active Projects\Gregory Canyon\ISC\Roadway.isc   ***
11/16/06
                ***                                    ***     12:00:31
**MODELOPTs:                                                   PAGE  28
CONC          RURAL ELEV      DFAULT

            * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

  HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR
SCALAR
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

SOURCE ID = L0371107 ;  SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371108 ;  SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371109 ;  SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371110 ;  SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371111 ;  SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

 *** ISCST3 - VERSION 02035 ***   *** V:\AQNOISE DIVISION\Active Projects\Gregory Canyon\ISC\Roadway.isc   ***
11/16/06
                ***                                    ***     12:00:31
**MODELOPTs:                                                   PAGE  29
CONC          RURAL ELEV      DFAULT

            * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

  HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR
SCALAR
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

SOURCE ID = L0371112 ;  SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371113 ;  SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371114 ;  SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371115 ;  SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371116 ;  SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

 *** ISCST3 - VERSION 02035 ***   *** V:\AQNOISE DIVISION\Active Projects\Gregory Canyon\ISC\Roadway.isc   ***
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                ***                                    ***     12:00:31
**MODELOPTs:                                                   PAGE  30
CONC          RURAL ELEV      DFAULT

            * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

  HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR   SCALAR    HOUR
SCALAR
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

SOURCE ID = L0371117 ;  SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371118 ;  SOURCE TYPE = VOLUME   :
   1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
   7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
  13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
  19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

SOURCE ID = L0371119 ;  SOURCE TYPE = VOLUME   :
```

```
  1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
  7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
 13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
 19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00


SOURCE ID = L0371120 ;  SOURCE TYPE = VOLUME   :
  1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
  7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
 13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
 19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00


SOURCE ID = L0371121 ;  SOURCE TYPE = VOLUME   :
  1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
  7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
 13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
 19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

 *** ISCST3 - VERSION 02035 ***    *** V:\AQNOISE DIVISION\Active Projects\Gregory Canyon\ISC\Roadway.isc   ***
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                  ***                                         ***      12:00:31
**MODELOPTs:                                                                   PAGE  31
CONC              RURAL ELEV       DFAULT

           * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *


  HOUR   SCALAR     HOUR   SCALAR     HOUR   SCALAR     HOUR   SCALAR     HOUR   SCALAR     HOUR
SCALAR
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -


SOURCE ID = L0371122 ;  SOURCE TYPE = VOLUME   :
  1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
  7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
 13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
 19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00


SOURCE ID = L0371123 ;  SOURCE TYPE = VOLUME   :
  1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
  7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
 13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
 19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00


SOURCE ID = L0371124 ;  SOURCE TYPE = VOLUME   :
  1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
  7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
 13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
 19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00


SOURCE ID = L0371125 ;  SOURCE TYPE = VOLUME   :
  1  .00000E+00    2  .00000E+00    3  .00000E+00    4  .00000E+00    5  .00000E+00    6  .00000E+00
  7  .00000E+00    8  .00000E+00    9  .10000E+01   10  .10000E+01   11  .10000E+01   12  .10000E+01
 13  .10000E+01   14  .10000E+01   15  .00000E+00   16  .10000E+01   17  .10000E+01   18  .10000E+01
 19  .00000E+00   20  .00000E+00   21  .00000E+00   22  .00000E+00   23  .00000E+00   24  .00000E+00

 *** ISCST3 - VERSION 02035 ***    *** V:\AQNOISE DIVISION\Active Projects\Gregory Canyon\ISC\Roadway.isc   ***
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                  ***                                         ***      12:00:31
**MODELOPTs:                                                                   PAGE  32
CONC              RURAL ELEV       DFAULT


                         *** DISCRETE CARTESIAN RECEPTORS ***
                          (X-COORD, Y-COORD, ZELEV, ZFLAG)
                                     (METERS)


  ( 486961.6, 3653745.8,    149.3,      0.0);       ( 486993.8, 3653745.8,    150.6,      0.0);
  ( 487025.9, 3653745.8,    150.6,      0.0);       ( 487058.1, 3653745.8,    149.9,      0.0);
  ( 487090.2, 3653745.8,    148.6,      0.0);       ( 487122.3, 3653745.8,    147.3,      0.0);
  ( 487154.5, 3653745.8,    145.1,      0.0);       ( 487186.6, 3653745.8,    142.2,      0.0);
  ( 487218.8, 3653745.8,    139.7,      0.0);       ( 487250.9, 3653745.8,    138.2,      0.0);
  ( 486961.6, 3653793.8,    139.2,      0.0);       ( 486993.8, 3653793.8,    141.6,      0.0);
  ( 487025.9, 3653793.8,    144.0,      0.0);       ( 487058.1, 3653793.8,    145.6,      0.0);
  ( 487090.2, 3653793.8,    145.6,      0.0);       ( 487122.3, 3653793.8,    144.4,      0.0);
  ( 487154.5, 3653793.8,    142.8,      0.0);       ( 487186.6, 3653793.8,    141.1,      0.0);
  ( 487218.8, 3653793.8,    139.4,      0.0);       ( 487236.6, 3653793.8,    138.0,      0.0);
  ( 486961.6, 3653841.8,    133.5,      0.0);       ( 486993.8, 3653841.8,    135.0,      0.0);
  ( 487025.9, 3653841.8,    139.4,      0.0);       ( 487058.1, 3653841.8,    140.6,      0.0);
  ( 487090.2, 3653841.8,    141.3,      0.0);       ( 487122.3, 3653841.8,    140.9,      0.0);
  ( 487154.5, 3653841.8,    139.9,      0.0);       ( 487186.6, 3653841.8,    139.1,      0.0);
  ( 487218.8, 3653841.8,    138.1,      0.0);       ( 487236.6, 3653841.8,    137.0,      0.0);
  ( 486961.6, 3653889.8,    135.8,      0.0);       ( 486993.8, 3653889.8,    136.6,      0.0);
  ( 487025.9, 3653889.8,    136.3,      0.0);       ( 487058.1, 3653889.8,    136.6,      0.0);
  ( 487090.2, 3653889.8,    136.8,      0.0);       ( 487122.3, 3653889.8,    136.6,      0.0);
  ( 487154.5, 3653889.8,    136.4,      0.0);       ( 487186.6, 3653889.8,    136.3,      0.0);
  ( 487218.8, 3653889.8,    136.1,      0.0);       ( 487236.6, 3653889.8,    136.0,      0.0);
  ( 486961.6, 3653937.8,    134.8,      0.0);       ( 486993.8, 3653937.8,    134.3,      0.0);
  ( 487025.9, 3653937.8,    133.6,      0.0);       ( 487058.1, 3653937.8,    133.4,      0.0);
  ( 487090.2, 3653937.8,    133.5,      0.0);       ( 487122.3, 3653937.8,    133.1,      0.0);
  ( 487154.5, 3653937.8,    133.0,      0.0);       ( 487186.6, 3653937.8,    133.3,      0.0);
  ( 487218.8, 3653937.8,    133.1,      0.0);       ( 487236.6, 3653937.8,    132.8,      0.0);
  ( 486961.6, 3653985.8,    134.7,      0.0);       ( 486993.8, 3653985.8,    132.9,      0.0);
  ( 487025.9, 3653985.8,    131.8,      0.0);       ( 487058.1, 3653985.8,    130.9,      0.0);
  ( 487090.2, 3653985.8,    130.4,      0.0);       ( 487122.3, 3653985.8,    130.3,      0.0);
  ( 487154.5, 3653985.8,    129.6,      0.0);       ( 487186.6, 3653985.8,    128.8,      0.0);
  ( 487218.8, 3653985.8,    128.6,      0.0);       ( 487236.6, 3653985.8,    128.3,      0.0);
  ( 486961.6, 3654033.8,    134.7,      0.0);       ( 486993.8, 3654033.8,    132.3,      0.0);
  ( 487025.9, 3654033.8,    129.5,      0.0);       ( 487058.1, 3654033.8,    128.1,      0.0);
  ( 487090.2, 3654033.8,    128.2,      0.0);       ( 487122.3, 3654033.8,    128.1,      0.0);
  ( 487154.5, 3654033.8,    127.7,      0.0);       ( 487186.6, 3654033.8,    127.0,      0.0);
  ( 487218.8, 3654033.8,    126.6,      0.0);       ( 486961.6, 3654081.8,    134.3,      0.0);
  ( 486993.8, 3654081.8,    131.5,      0.0);       ( 487025.9, 3654081.8,    128.8,      0.0);
  ( 487058.1, 3654081.8,    127.0,      0.0);       ( 487090.2, 3654081.8,    126.6,      0.0);
  ( 487122.3, 3654081.8,    126.1,      0.0);       ( 487154.5, 3654081.8,    126.1,      0.0);
  ( 487186.6, 3654081.8,    126.3,      0.0);       ( 487218.8, 3654081.8,    129.1,      0.0);
  ( 486961.6, 3654129.8,    132.8,      0.0);       ( 486993.8, 3654129.8,    130.3,      0.0);
  ( 487025.9, 3654129.8,    127.8,      0.0);       ( 487058.1, 3654129.8,    126.0,      0.0);
  ( 486961.6, 3654177.5,    130.6,      0.0);       ( 486993.8, 3654177.5,    128.8,      0.0);
  ( 487515.3, 3653769.8,    140.8,      0.0);       ( 487624.6, 3653769.8,    144.3,      0.0);
  ( 487734.0, 3653769.8,    146.6,      0.0);       ( 487843.4, 3653769.8,    146.8,      0.0);
  ( 487952.8, 3653769.8,    146.6,      0.0);       ( 488062.2, 3653769.8,    146.3,      0.0);
 *** ISCST3 - VERSION 02035 ***    *** V:\AQNOISE DIVISION\Active Projects\Gregory Canyon\ISC\Roadway.isc   ***
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                  ***                                         ***      12:00:31
**MODELOPTs:                                                                   PAGE  33
CONC              RURAL ELEV       DFAULT


                         *** DISCRETE CARTESIAN RECEPTORS ***
                          (X-COORD, Y-COORD, ZELEV, ZFLAG)
                                     (METERS)


  ( 488171.6, 3653769.8,    146.3,      0.0);       ( 488281.0, 3653769.8,    146.3,      0.0);
  ( 488390.4, 3653769.8,    146.3,      0.0);       ( 487515.3, 3653819.5,    139.8,      0.0);
  ( 487624.6, 3653819.5,    141.4,      0.0);       ( 487734.0, 3653819.5,    142.4,      0.0);
  ( 487843.4, 3653819.5,    144.7,      0.0);       ( 487952.8, 3653819.5,    145.6,      0.0);
  ( 488062.2, 3653819.5,    146.6,      0.0);       ( 488171.6, 3653819.5,    146.3,      0.0);
  ( 488281.0, 3653819.5,    146.3,      0.0);       ( 488390.4, 3653819.5,    146.8,      0.0);
  ( 487515.3, 3653869.3,    136.0,      0.0);       ( 487624.6, 3653869.3,    138.9,      0.0);
  ( 487734.0, 3653869.3,    139.7,      0.0);       ( 487843.4, 3653869.3,    148.8,      0.0);
  ( 487952.8, 3653869.3,    151.7,      0.0);       ( 488062.2, 3653869.3,    148.0,      0.0);
  ( 488171.6, 3653869.3,    146.3,      0.0);       ( 488281.0, 3653869.3,    146.3,      0.0);
  ( 488390.4, 3653869.3,    147.8,      0.0);       ( 487515.3, 3653919.0,    135.2,      0.0);
  ( 487624.6, 3653919.0,    137.1,      0.0);       ( 487734.0, 3653919.0,    141.2,      0.0);
  ( 487843.4, 3653919.0,    153.8,      0.0);       ( 487952.8, 3653919.0,    154.1,      0.0);
  ( 488062.2, 3653919.0,    148.3,      0.0);       ( 488171.6, 3653919.0,    146.3,      0.0);
  ( 488281.0, 3653919.0,    146.3,      0.0);       ( 488390.4, 3653919.0,    150.1,      0.0);
  ( 487515.3, 3653968.5,    139.6,      0.0);       ( 487624.6, 3653968.5,    136.7,      0.0);
  ( 487734.0, 3653968.5,    143.8,      0.0);       ( 487843.4, 3653968.5,    150.9,      0.0);
  ( 487952.8, 3653968.5,    156.1,      0.0);       ( 488062.2, 3653968.5,    148.4,      0.0);
  ( 488171.6, 3653968.5,    146.3,      0.0);       ( 488281.0, 3653968.5,    146.3,      0.0);
  ( 488390.4, 3653968.5,    152.6,      0.0);       ( 487734.0, 3654018.3,    142.3,      0.0);
  ( 487843.4, 3654018.3,    147.0,      0.0);       ( 487952.8, 3654018.3,    149.8,      0.0);
  ( 488062.2, 3654018.3,    148.9,      0.0);       ( 488171.6, 3654018.3,    146.3,      0.0);
  ( 488281.0, 3654018.3,    147.0,      0.0);       ( 488390.4, 3654018.3,    153.6,      0.0);
  ( 487734.0, 3654068.0,    135.2,      0.0);       ( 487843.4, 3654068.0,    141.1,      0.0);
  ( 487952.8, 3654068.0,    147.9,      0.0);       ( 488062.2, 3654068.0,    150.7,      0.0);
  ( 488171.6, 3654068.0,    146.3,      0.0);       ( 488281.0, 3654068.0,    153.1,      0.0);
  ( 488390.4, 3654068.0,    154.8,      0.0);       ( 487734.0, 3654117.8,    133.5,      0.0);
  ( 487843.4, 3654117.8,    149.5,      0.0);       ( 487952.8, 3654117.8,    149.3,      0.0);
  ( 488062.2, 3654117.8,    155.1,      0.0);       ( 488171.6, 3654117.8,    149.8,      0.0);
  ( 488281.0, 3654117.8,    156.5,      0.0);       ( 488390.4, 3654117.8,    157.3,      0.0);
  ( 487734.0, 3654167.5,    136.6,      0.0);       ( 487843.4, 3654167.5,    154.9,      0.0);
  ( 487952.8, 3654167.5,    160.8,      0.0);       ( 488062.2, 3654167.5,    162.1,      0.0);
  ( 488171.6, 3654167.5,    153.7,      0.0);       ( 488281.0, 3654167.5,    160.3,      0.0);
  ( 488390.4, 3654167.5,    160.1,      0.0);       ( 487734.0, 3654217.3,    130.6,      0.0);
  ( 487843.4, 3654217.3,    161.7,      0.0);       ( 487952.8, 3654217.3,    173.1,      0.0);
  ( 488062.2, 3654217.3,    165.8,      0.0);       ( 488171.6, 3654217.3,    155.3,      0.0);
  ( 488281.0, 3654217.3,    158.9,      0.0);       ( 488390.4, 3654217.3,    163.1,      0.0);
  ( 487443.6, 3653868.3,    134.5,      0.0);       ( 487465.0, 3653922.3,    135.0,      0.0);
 *** ISCST3 - VERSION 02035 ***    *** V:\AQNOISE DIVISION\Active Projects\Gregory Canyon\ISC\Roadway.isc   ***
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                  ***                                         ***      12:00:31
**MODELOPTs:                                                                   PAGE  34
CONC              RURAL ELEV       DFAULT

           * SOURCE-RECEPTOR COMBINATIONS FOR WHICH CALCULATIONS MAY NOT BE PERFORMED *
             LESS THAN 1.0 METER OR 3*ZLB IN DISTANCE, OR WITHIN OPEN PIT SOURCE


                 SOURCE       - - RECEPTOR LOCATION - -       DISTANCE
                   ID        XR (METERS)   YR (METERS)       (METERS)
                 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -


                 L0371125       487250.9    3653745.8          -5.22
 *** ISCST3 - VERSION 02035 ***    *** V:\AQNOISE DIVISION\Active Projects\Gregory Canyon\ISC\Roadway.isc   ***
11/16/06
                  ***                                         ***      12:00:31
**MODELOPTs:                                                                   PAGE  35
CONC              RURAL ELEV       DFAULT


                     *** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
                                     (1=YES; 0=NO)

      1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1
      1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1
      1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1
      1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1
      1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1
      1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1
      1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1
      1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1

         NOTE:  METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED
IN THE DATA FILE.



                *** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES ***
                                   (METERS/SEC)

                              1.54,   3.09,   5.14,   8.23,  10.80,


                              *** WIND PROFILE EXPONENTS ***


         STABILITY                  WIND SPEED CATEGORY
         CATEGORY       1          2          3          4          5          6
            A      .70000E-01  .70000E-01  .70000E-01  .70000E-01  .70000E-01  .70000E-01
            B      .70000E-01  .70000E-01  .70000E-01  .70000E-01  .70000E-01  .70000E-01
            C      .10000E+00  .10000E+00  .10000E+00  .10000E+00  .10000E+00  .10000E+00
            D      .15000E+00  .15000E+00  .15000E+00  .15000E+00  .15000E+00  .15000E+00
            E      .35000E+00  .35000E+00  .35000E+00  .35000E+00  .35000E+00  .35000E+00
            F      .55000E+00  .55000E+00  .55000E+00  .55000E+00  .55000E+00  .55000E+00


                    *** VERTICAL POTENTIAL TEMPERATURE GRADIENTS ***
```

(DEGREES KELVIN PER METER)

STABILITY	WIND SPEED CATEGORY					
CATEGORY	1	2	3	4	5	6
A	.00000E+00	.00000E+00	.00000E+00	.00000E+00	.00000E+00	.00000E+00
B	.00000E+00	.00000E+00	.00000E+00	.00000E+00	.00000E+00	.00000E+00
C	.00000E+00	.00000E+00	.00000E+00	.00000E+00	.00000E+00	.00000E+00
D	.00000E+00	.00000E+00	.00000E+00	.00000E+00	.00000E+00	.00000E+00
E	.20000E-01	.20000E-01	.20000E-01	.20000E-01	.20000E-01	.20000E-01
F	.35000E-01	.35000E-01	.35000E-01	.35000E-01	.35000E-01	.35000E-01

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**MODELOPTs: PAGE 36
CONC RURAL ELEV DFAULT

*** THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

FILE: Met\mir95.asc
FORMAT: (4I2,2F9.4,F6.1,I2,2F7.1,f9.4,f10.1,f8.4,i4,f7.2)
SURFACE STATION NO.: 72293 UPPER AIR STATION NO.: 3190
NAME: UNKNOWN NAME: UNKNOWN
YEAR: 1995 YEAR: 1995

YR	MN	DY	HR	FLOW VECTOR	SPEED (M/S)	TEMP (K)	STAB CLASS	MIXING HEIGHT (M) RURAL	MIXING HEIGHT (M) URBAN	USTAR (M/S)	M-O LENGTH (M)	Z-0 (M)	IPCODE	PRATE (mm/HR)
95	01	01	01	181.0	1.00	282.6	6	940.7	339.0	0.0000	0.0	0.0000	0	0.00
95	01	01	02	268.0	1.03	282.0	6	941.8	339.0	0.0000	0.0	0.0000	0	0.00
95	01	01	03	244.0	1.03	282.6	6	943.0	339.0	0.0000	0.0	0.0000	0	0.00
95	01	01	04	293.0	1.54	282.6	6	944.2	339.0	0.0000	0.0	0.0000	0	0.00
95	01	01	05	293.0	2.06	282.6	5	945.4	339.0	0.0000	0.0	0.0000	0	0.00
95	01	01	06	292.0	0.00	282.6	6	946.6	339.0	0.0000	0.0	0.0000	0	0.00
95	01	01	07	285.0	1.03	280.4	5	9.4	345.1	0.0000	0.0	0.0000	0	0.00
95	01	01	08	253.0	1.00	283.2	4	144.6	432.3	0.0000	0.0	0.0000	0	0.00
95	01	01	09	247.0	0.00	288.7	3	279.8	519.6	0.0000	0.0	0.0000	0	0.00
95	01	01	10	151.0	2.06	288.7	3	415.1	606.9	0.0000	0.0	0.0000	0	0.00
95	01	01	11	144.0	2.06	289.3	3	550.3	694.2	0.0000	0.0	0.0000	0	0.00
95	01	01	12	136.0	3.09	289.3	3	685.5	781.4	0.0000	0.0	0.0000	0	0.00
95	01	01	13	143.0	3.09	289.3	3	820.8	868.7	0.0000	0.0	0.0000	0	0.00
95	01	01	14	129.0	4.12	289.3	3	956.0	956.0	0.0000	0.0	0.0000	0	0.00
95	01	01	15	132.0	4.12	290.4	3	956.0	956.0	0.0000	0.0	0.0000	0	0.00
95	01	01	16	144.0	3.09	289.3	4	956.0	956.0	0.0000	0.0	0.0000	0	0.00
95	01	01	17	161.0	2.06	288.2	5	952.6	935.7	0.0000	0.0	0.0000	0	0.00
95	01	01	18	57.0	1.03	284.8	6	935.3	834.2	0.0000	0.0	0.0000	0	0.00
95	01	01	19	64.0	0.00	283.7	7	918.1	732.6	0.0000	0.0	0.0000	0	0.00
95	01	01	20	57.0	0.00	281.5	7	900.9	631.1	0.0000	0.0	0.0000	0	0.00
95	01	01	21	280.0	1.03	282.0	7	883.7	529.6	0.0000	0.0	0.0000	0	0.00
95	01	01	22	272.0	1.03	280.9	7	866.5	428.1	0.0000	0.0	0.0000	0	0.00
95	01	01	23	270.0	1.54	280.9	7	849.3	326.5	0.0000	0.0	0.0000	0	0.00
95	01	01	24	270.0	1.54	282.0	7	832.0	225.0	0.0000	0.0	0.0000	0	0.00

*** NOTES: STABILITY CLASS 1=A, 2=B, 3=C, 4=D, 5=E AND 6=F.
FLOW VECTOR IS DIRECTION TOWARD WHICH WIND IS BLOWING.

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*** *** 12:00:31
**MODELOPTs: PAGE 37
CONC RURAL ELEV DFAULT

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): IDLE , L0371151, L0371152, L0371153, L0371154, L0371155, L0371156,
L0371157, L0371158, L0371159, L0371160, L0371161, L0371162, L0371163, L0371164, L0371165, L0371166, L0371167, L0371168,
L0371169, L0371170, L0371171, L0371172, L0371173, L0371174, L0371175, L0371176, L0371177, L0371178, L0371179, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
486961.63	3653745.75	0.00025	486993.78	3653745.75	0.00028
487025.91	3653745.75	0.00033	487058.06	3653745.75	0.00041
487090.19	3653745.75	0.00052	487122.34	3653745.75	0.00061
487154.47	3653745.75	0.00076	487186.63	3653745.75	0.00104
487218.75	3653745.75	0.00183	487250.88	3653745.75	0.00452
486961.63	3653793.75	0.00026	486993.78	3653793.75	0.00030
487025.91	3653793.75	0.00036	487058.06	3653793.75	0.00044
487090.19	3653793.75	0.00058	487122.34	3653793.75	0.00078
487154.47	3653793.75	0.00106	487186.63	3653793.75	0.00160
487218.75	3653793.75	0.00283	487236.59	3653793.75	0.00475
486961.63	3653841.75	0.00031	486993.78	3653841.75	0.00036
487025.91	3653841.75	0.00044	487058.06	3653841.75	0.00054
487090.19	3653841.75	0.00070	487122.34	3653841.75	0.00095
487154.47	3653841.75	0.00130	487186.63	3653841.75	0.00180
487218.75	3653841.75	0.00307	487236.59	3653841.75	0.00489
486961.63	3653889.75	0.00038	486993.78	3653889.75	0.00044
487025.91	3653889.75	0.00053	487058.06	3653889.75	0.00064
487090.19	3653889.75	0.00078	487122.34	3653889.75	0.00096
487154.47	3653889.75	0.00129	487186.63	3653889.75	0.00190
487218.75	3653889.75	0.00310	487236.59	3653889.75	0.00475
486961.63	3653937.75	0.00044	486993.78	3653937.75	0.00050
487025.91	3653937.75	0.00057	487058.06	3653937.75	0.00066
487090.19	3653937.75	0.00077	487122.34	3653937.75	0.00094
487154.47	3653937.75	0.00123	487186.63	3653937.75	0.00178
487218.75	3653937.75	0.00286	487236.59	3653937.75	0.00414
486961.63	3653985.75	0.00046	486993.78	3653985.75	0.00050
487025.91	3653985.75	0.00056	487058.06	3653985.75	0.00063
487090.19	3653985.75	0.00074	487122.34	3653985.75	0.00091
487154.47	3653985.75	0.00113	487186.63	3653985.75	0.00141
487218.75	3653985.75	0.00197	487236.59	3653985.75	0.00253
486961.63	3654033.75	0.00045	486993.78	3654033.75	0.00048
487025.91	3654033.75	0.00052	487058.06	3654033.75	0.00057
487090.19	3654033.75	0.00069	487122.34	3654033.75	0.00085
487154.47	3654033.75	0.00105	487186.63	3654033.75	0.00127
487218.75	3654033.75	0.00167	486961.63	3654081.75	0.00043
486993.78	3654081.75	0.00046	487025.91	3654081.75	0.00049
487058.06	3654081.75	0.00054	487090.19	3654081.75	0.00063
487122.34	3654081.75	0.00073	487154.47	3654081.75	0.00088
487186.63	3654081.75	0.00107	487218.75	3654081.75	0.00175
486961.63	3654129.75	0.00042	486993.78	3654129.75	0.00045

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*** *** 12:00:31
**MODELOPTs: PAGE 38
CONC RURAL ELEV DFAULT

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): IDLE , L0371151, L0371152, L0371153, L0371154, L0371155, L0371156,
L0371157, L0371158, L0371159, L0371160, L0371161, L0371162, L0371163, L0371164, L0371165, L0371166, L0371167, L0371168,
L0371169, L0371170, L0371171, L0371172, L0371173, L0371174, L0371175, L0371176, L0371177, L0371178, L0371179, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
487025.91	3654129.75	0.00047	487058.06	3654129.75	0.00051
486961.63	3654177.50	0.00039	486993.78	3654177.50	0.00042
487515.25	3653769.75	0.01008	487624.63	3653769.75	0.00933
487734.03	3653769.75	0.00875	487843.41	3653769.75	0.00796
487952.81	3653769.75	0.00682	488062.19	3653769.75	0.00590
488171.59	3653769.75	0.00522	488280.97	3653769.75	0.00464
488390.38	3653769.75	0.00385	487515.25	3653819.50	0.00658
487624.63	3653819.50	0.00544	487734.03	3653819.50	0.00471
487843.41	3653819.50	0.00436	487952.81	3653819.50	0.00395
488062.19	3653819.50	0.00358	488171.59	3653819.50	0.00322
488280.97	3653819.50	0.00282	488390.38	3653819.50	0.00250
487515.25	3653869.25	0.00559	487624.63	3653869.25	0.00450
487734.03	3653869.25	0.00373	487843.41	3653869.25	0.00367
487952.81	3653869.25	0.00320	488062.19	3653869.25	0.00273
488171.59	3653869.25	0.00236	488280.97	3653869.25	0.00207
488390.38	3653869.25	0.00189	487515.25	3653919.00	0.00535
487624.63	3653919.00	0.00408	487734.03	3653919.00	0.00352
487843.41	3653919.00	0.00333	487952.81	3653919.00	0.00271
488062.19	3653919.00	0.00221	488171.59	3653919.00	0.00186
488280.97	3653919.00	0.00167	488390.38	3653919.00	0.00154
487515.25	3653968.50	0.00569	487624.63	3653968.50	0.00387
487734.03	3653968.50	0.00341	487843.41	3653968.50	0.00286
487952.81	3653968.50	0.00233	488062.19	3653968.50	0.00183
488171.59	3653968.50	0.00157	488280.97	3653968.50	0.00142
488390.38	3653968.50	0.00133	487734.03	3654018.25	0.00298
487843.41	3654018.25	0.00238	487952.81	3654018.25	0.00193
488062.19	3654018.25	0.00159	488171.59	3654018.25	0.00139
488280.97	3654018.25	0.00127	488390.38	3654018.25	0.00119
487734.03	3654068.00	0.00226	487843.41	3654068.00	0.00196
487952.81	3654068.00	0.00171	488062.19	3654068.00	0.00147
488171.59	3654068.00	0.00128	488280.97	3654068.00	0.00119
488390.38	3654068.00	0.00109	487734.03	3654117.75	0.00193
487843.41	3654117.75	0.00201	487952.81	3654117.75	0.00160
488062.19	3654117.75	0.00140	488171.59	3654117.75	0.00119
488280.97	3654117.75	0.00110	488390.38	3654117.75	0.00100
487734.03	3654167.50	0.00178	487843.41	3654167.50	0.00190
487952.81	3654167.50	0.00155	488062.19	3654167.50	0.00129
488171.59	3654167.50	0.00109	488280.97	3654167.50	0.00099
488390.38	3654167.50	0.00090	487734.03	3654217.25	0.00125
487843.41	3654217.25	0.00166	487952.81	3654217.25	0.00135

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*** *** 12:00:31
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CONC RURAL ELEV DFAULT

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): IDLE , L0371151, L0371152, L0371153, L0371154, L0371155, L0371156,
L0371157, L0371158, L0371159, L0371160, L0371161, L0371162, L0371163, L0371164, L0371165, L0371166, L0371167, L0371168,
L0371169, L0371170, L0371171, L0371172, L0371173, L0371174, L0371175, L0371176, L0371177, L0371178, L0371179, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
488062.19	3654217.25	0.00113	488171.59	3654217.25	0.00096
488280.97	3654217.25	0.00087	488390.38	3654217.25	0.00081
487443.59	3653868.25	0.00733	487465.03	3653922.25	0.00654

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CONC RURAL ELEV DFAULT

*** THE SUMMARY OF MAXIMUM PERIOD (8760 HRS) RESULTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	NETWORK RECEPTOR (XR, YR, ZELEV, ZFLAG)	OF TYPE	GRID-ID
ALL	1ST HIGHEST VALUE IS	0.01008 AT (487515.25, 3653769.75, 140.78, 0.00)	DC	NA
	2ND HIGHEST VALUE IS	0.00933 AT (487624.63, 3653769.75, 144.27, 0.00)	DC	NA
	3RD HIGHEST VALUE IS	0.00875 AT (487734.03, 3653769.75, 146.60, 0.00)	DC	NA
	4TH HIGHEST VALUE IS	0.00796 AT (487843.41, 3653769.75, 146.84, 0.00)	DC	NA

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      5TH HIGHEST VALUE IS      0.00733 AT (  487443.59,  3653868.25,    134.48,      0.00)  DC      NA
      6TH HIGHEST VALUE IS      0.00682 AT (  487952.81,  3653769.75,    146.55,      0.00)  DC      NA
      7TH HIGHEST VALUE IS      0.00658 AT (  487515.25,  3653819.50,    139.82,      0.00)  DC      NA
      8TH HIGHEST VALUE IS      0.00654 AT (  487465.03,  3653922.25,    135.00,      0.00)  DC      NA
      9TH HIGHEST VALUE IS      0.00590 AT (  488062.19,  3653769.75,    146.30,      0.00)  DC      NA
     10TH HIGHEST VALUE IS      0.00569 AT (  487515.25,  3653968.50,    139.64,      0.00)  DC      NA


 *** RECEPTOR TYPES:  GC = GRIDCART
                      GP = GRIDPOLR
                      DC = DISCCART
                      DP = DISCPOLR
                      BD = BOUNDARY
 *** ISCST3 - VERSION 02035 ***    *** V:\AQNOISE DIVISION\Active Projects\Gregory Canyon\ISC\Roadway.isc   ***
11/16/06
                          ***                                                    ***        12:00:31
**MODELOPTs:                                                                                   PAGE  41
CONC                  RURAL ELEV        DFAULT


*** Message Summary : ISCST3 Model Execution ***

 --------- Summary of Total Messages --------

A Total of           0 Fatal Error Message(s)
A Total of           1 Warning Message(s)
A Total of        1625 Informational Message(s)

A Total of        1502 Calm Hours Identified

A Total of         123 Cases Identified with HE > ZI


   ******** FATAL ERROR MESSAGES ********
            ***  NONE  ***


   ********   WARNING MESSAGES   ********
RE W282   996 CHK_EL:RecElev < SrcBase; See non-DFAULT HE>ZI option in  MCB#9

   ************************************
   *** ISCST3 Finishes Successfully ***
   ************************************
```

Gregory Canyon
Technical Appendix (Attachment 3)

Noise Assessment Files

Provided by PCR Services Corporation

March 2007

- Roadway Noise Analysis (Landfill Area) – TENS Method
- Roadway Noise Analysis (Water Reclamation Area) – Sound2000
- Roadway Noise Analysis (Recycled Water Haul Route) – TENS Method

SR-76 FUTURE TRAFFIC DATA FOR GREGORY CANYON

Existing				Average Hourly Traffic Volumes									Peak Hour Traffic Volumes		
	Existing	Adjusted[1]	Number	Day			Evening			Night					
SEGMENT	ADT	ADT	of Lanes	Auto	MDT	HDT	Auto	MDT	HDT	Auto	MDT	HDT	Auto	MDT	HDT
W of 395	22,514	19,323	2	973	67	310	355	22	59	167	10	24	1,216	84	387
395 to I-15	24,689	21,189	2	1,067	74	339	389	24	64	184	11	27	1,334	93	424
E OF I-15	12,977	11,138	2	561	39	178	205	13	34	97	6	14	701	49	223
PANKWY RD TO RICE CYN	12,977	11,138	2	561	39	178	205	13	34	97	6	14	701	49	223
RICE CYN TO COUSER CYN	12,977	11,138	2	561	39	178	205	13	34	97	6	14	701	49	223
COUSER CYN TO ACCESS RD	14,042	12,052	2	607	42	193	222	14	37	104	6	15	759	53	241
EAST OF ACCESS RD	14,265	12,243	2	616	43	196	225	14	37	106	6	15	771	53	245
Existing Plus Project				**Average Hourly Traffic Volumes**									**Peak Hour Traffic Volumes**		
	Existing Plus Project	Adjusted[1]	Number	Day			Evening			Night					
SEGMENT	ADT	ADT	of Lanes	Auto	MDT	HDT	Auto	MDT	HDT	Auto	MDT	HDT	Auto	MDT	HDT
W of 395	22,723	19,462	2	973	67	321	355	22	59	167	10	24	1,217	84	398
395 to I-15	24,898	21,329	2	1,067	74	351	389	24	64	184	11	27	1,334	93	436
E OF I-15	14,957	12,478	2	566	39	285	205	13	34	97	6	14	706	49	330
PANKWY RD TO RICE CYN	14,957	12,478	2	566	39	285	205	13	34	97	6	14	706	49	330
RICE CYN TO COUSER CYN	14,957	12,478	2	566	39	285	205	13	34	97	6	14	706	49	330
COUSER CYN TO ACCESS RD	16,022	13,392	2	612	42	300	222	14	37	104	6	15	763	53	348
EAST OF ACCESS RD	14,370	12,313	2	617	43	202	225	14	37	106	6	15	771	53	251
Near Term No Project				**Average Hourly Traffic Volumes**									**Peak Hour Traffic Volumes**		
	Near Term No Project	Adjusted[1]	Number	Day			Evening			Night					
SEGMENT	ADT	ADT	of Lanes	Auto	MDT	HDT	Auto	MDT	HDT	Auto	MDT	HDT	Auto	MDT	HDT
W of 395	25,561	21,938	2	1,105	77	351	403	25	67	190	11	27	1,381	96	439
395 to I-15	28,573	24,523	2	1,235	86	393	451	28	75	212	13	31	1,544	107	491
E OF I-15	22,209	19,061	2	960	67	305	350	21	58	165	10	24	1,200	83	382
PANKWY RD TO RICE CYN	21,284	18,267	2	920	64	293	336	21	56	158	10	23	1,150	80	366
RICE CYN TO COUSER CYN	21,310	18,289	2	921	64	293	336	21	56	158	10	23	1,151	80	366
COUSER CYN TO ACCESS RD	21,310	18,289	2	921	64	293	336	21	56	158	10	23	1,151	80	366
EAST OF ACCESS RD	21,533	18,481	2	931	65	296	340	21	56	160	10	23	1,163	81	370
Near Term With Project				**Average Hourly Traffic Volumes**									**Peak Hour Traffic Volumes**		
	Near Term With Project	Adjusted[1]	Number	Day			Evening			Night					
SEGMENT	ADT	ADT	of Lanes	Auto	MDT	HDT	Auto	MDT	HDT	Auto	MDT	HDT	Auto	MDT	HDT
W of 395	25,728	22,077	2	1,105	77	363	403	25	67	190	11	27	1,381	96	450
395 to I-15	28,740	24,662	2	1,235	86	404	451	28	75	212	13	31	1,544	107	502
E OF I-15	24,189	20,401	2	965	67	412	350	21	58	165	10	24	1,205	83	489
PANKWY RD TO RICE CYN	23,264	19,607	2	925	64	399	336	21	56	158	10	23	1,155	80	473
RICE CYN TO COUSER CYN	23,290	19,629	2	926	64	400	336	21	56	158	10	23	1,156	80	473
COUSER CYN TO ACCESS RD	23,290	19,629	2	926	64	400	336	21	56	158	10	23	1,156	80	473
EAST OF ACCESS RD	21,638	18,551	2	931	65	302	340	21	56	160	10	23	1,163	81	376
Cumulative (2030) No Project				**Average Hourly Traffic Volumes**									**Peak Hour Traffic Volumes**		
	Cumulative (2030) No Project	Adjusted[1]	Number	Day			Evening			Night					
SEGMENT	ADT	ADT	of Lanes	Auto	MDT	HDT	Auto	MDT	HDT	Auto	MDT	HDT	Auto	MDT	HDT
W of 395	31,760	27,258	2	1,373	95	437	501	31	83	236	14	34	1,716	119	546
395 to I-15	38,000	32,614	2	1,642	114	522	599	37	99	283	17	41	2,053	142	653
E OF I-15	42,110	36,141	2	1,820	126	579	664	41	110	313	19	45	2,275	158	724
PANKWY RD TO RICE CYN	24,040	20,632	2	1,039	72	330	379	23	63	179	11	26	1,299	90	413
RICE CYN TO COUSER CYN	24,040	20,632	2	1,039	72	330	379	23	63	179	11	26	1,299	90	413
COUSER CYN TO ACCESS RD	18,580	15,946	2	803	56	255	293	18	49	138	8	20	1,004	70	319
EAST OF ACCESS RD	18,685	16,036	2	808	56	257	295	18	49	139	8	20	1,009	70	321
Cumulative (2030) With Project				**Average Hourly Traffic Volumes**									**Peak Hour Traffic Volumes**		
	Cumulative (2030) With Project	Adjusted[1]	Number	Day			Evening			Night					
SEGMENT	ADT	ADT	of Lanes	Auto	MDT	HDT	Auto	MDT	HDT	Auto	MDT	HDT	Auto	MDT	HDT
W of 395	31,969	27,398	2	1,373	95	448	501	31	83	236	14	34	1,716	119	557
395 to I-15	38,209	32,753	2	1,643	114	534	599	37	99	283	17	41	2,053	142	664
E OF I-15	44,090	37,481	2	1,825	126	686	664	41	110	313	19	45	2,280	158	831
PANKWY RD TO RICE CYN	26,020	21,972	2	1,044	72	437	379	23	63	179	11	26	1,304	90	520
RICE CYN TO COUSER CYN	26,020	21,972	2	1,044	72	437	379	23	63	179	11	26	1,304	90	520
COUSER CYN TO ACCESS RD	20,560	17,286	2	808	56	362	293	18	49	138	8	20	1,009	70	426
EAST OF ACCESS RD	18,790	16,106	2	808	56	262	295	18	49	139	8	20	1,010	70	327

[1] Adjusted traffic volumes discount passenger car equivalents (PCE)

Gregory Canyon
TENS Analysis
CNEL Summary

Predicted Future Noise Levels Table — **CNEL @ 100 ft. from ROW**

Roadway/Segment	Existing	Existing + Project	Near Term No Project	Near Term With Project	Cumulative No Project	Cumulative with Project	Future No Project
W of 395	71.7	71.8	72.3	72.3	73.2	73.2	74.9
395 to I-15	72.1	72.2	72.7	72.8	74.0	74.0	75.4
E OF I-15	69.3	70.2	71.7	72.2	74.4	74.7	73.1
PANKWY RD TO RICE CYN	69.3	70.2	71.5	72.0	72.0	72.5	73.1
RICE CYN TO COUSER CYN	69.3	70.2	71.5	72.0	72.0	72.2	73.1
COUSER CYN TO ACCESS RD	69.7	70.5	71.5	72.0	70.9	71.5	73.2
EAST OF ACCESS RD	69.7	69.8	71.5	71.5	70.9	70.9	73.3

Incremental Increases

Roadway/Segment		Existing vs. Existing + Project	Existing vs. Near Term No NP	Existing vs. Near Term WP	Near Term NP vs. Near Term WP	Cumulative NP vs. Cumulative WP	Existing vs. Cumulative NP	Existing vs. Cumulative WP
W of 395		0.1	0.6	0.6	0.1	0.0	1.5	1.5
395 to I-15		0.1	0.6	0.7	0.0	0.0	1.9	1.9
E OF I-15		0.9	2.3	2.9	0.6	0.3	5.1	5.4
PANKWY RD TO RICE CYN		0.9	2.1	2.7	0.6	0.5	2.7	3.2
RICE CYN TO COUSER CYN		0.9	2.2	2.7	0.6	0.2	2.7	2.9
COUSER CYN TO ACCESS RD		0.8	1.8	2.3	0.6	0.6	1.2	1.8
EAST OF ACCESS RD		0.1	1.8	1.8	0.0	0.0	1.2	1.2

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Existing						
	Leq			CNEL		
Roadway/Segment	**ROW**	**50 Feet**	**100 Feet**	**ROW**	**50 Feet**	**100 Feet**
W of 395	82.5	76.1	71.9	82.4	76.0	71.7
395 to I-15	82.9	76.5	72.3	82.8	76.4	72.1
E OF I-15	80.1	73.7	69.5	80.0	73.6	69.3
PANKWY RD TO RICE CYN	80.1	73.7	69.5	80.0	73.6	69.3
RICE CYN TO COUSER CYN	80.1	73.7	69.5	80.0	73.6	69.3
Existing with Project						
	Leq			CNEL		
Roadway/Segment	**ROW**	**50 Feet**	**100 Feet**	**ROW**	**50 Feet**	**100 Feet**
W of 395	82.6	76.3	72.0	82.4	76.1	71.8
395 to I-15	83.0	76.7	72.4	82.8	76.5	72.2
E OF I-15	81.7	75.4	71.1	80.9	74.5	70.2
PANKWY RD TO RICE CYN	81.7	75.4	71.1	80.9	74.5	70.2
RICE CYN TO COUSER CYN	81.7	75.4	71.1	80.9	74.5	70.2

	CNEL	
Summary	**50 ft. from ROW**	**At ROW**
Roadway/Segment	**Project Increment**	**Project Increment**
W of 395	-0.2	-0.3
395 to I-15	-0.4	-0.5
E OF I-15	-0.4	-0.4
PANKWY RD TO RICE CYN	-0.4	-0.4
RICE CYN TO COUSER CYN	-0.4	-0.4

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Existing						
	Leq			CNEL		
Roadway/Segment	**ROW**	**50 Feet**	**100 Feet**	**ROW**	**50 Feet**	**100 Feet**
COUSER CYN TO ACCESS RD	80.5	74.1	69.8	80.3	73.9	69.7
EAST OF ACCESS RD	80.5	74.2	69.9	80.4	74.0	69.7
Existing With Project						
	Leq			CNEL		
Roadway/Segment	**ROW**	**50 Feet**	**100 Feet**	**ROW**	**50 Feet**	**100 Feet**
COUSER CYN TO ACCESS RD	82.0	75.6	71.3	81.2	74.8	70.5
EAST OF ACCESS RD	80.6	74.3	70.0	80.4	74.1	69.8

	CNEL	
Summary	**50 ft. from ROW**	**At ROW**
Roadway/Segment	**Project Increment**	**Project Increment**
COUSER CYN TO ACCESS RD	-0.2	-0.1
EAST OF ACCESS RD	-0.9	-1.0

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Existing						
	Leq			CNEL		
Roadway/Segment	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
W of 395	82.5	76.1	71.9	82.4	76.0	71.7
395 to I-15	82.9	76.5	72.3	82.8	76.4	72.1
E OF I-15	80.1	73.7	69.5	80.0	73.6	69.3
PANKWY RD TO RICE CYN	80.1	73.7	69.5	80.0	73.6	69.3
RICE CYN TO COUSER CYN	80.1	73.7	69.5	80.0	73.6	69.3
Near Term No Project						
	Leq			CNEL		
Roadway/Segment	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
W of 395	83.1	76.7	72.4	82.9	76.5	72.3
395 to I-15	83.5	77.2	72.9	83.4	77.0	72.7
E OF I-15	82.4	76.1	71.8	82.3	75.9	71.7
PANKWY RD TO RICE CYN	82.3	75.9	71.6	82.1	75.8	71.5
RICE CYN TO COUSER CYN	82.3	75.9	71.6	82.1	75.8	71.5
Near Term With Project						
	Leq			CNEL		
Roadway/Segment	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
W of 395	83.2	76.8	72.5	83.0	76.6	72.3
395 to I-15	83.6	77.3	73.0	83.4	77.1	72.8
E OF I-15	83.5	77.1	72.8	82.9	76.5	72.2
PANKWY RD TO RICE CYN	83.3	77.0	72.7	82.7	76.3	72.0
RICE CYN TO COUSER CYN	83.3	77.0	72.7	82.7	76.3	72.0

	CNEL			
Summary	50 ft. from ROW		At ROW	
Roadway/Segment	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
W of 395	0.1	0.6	0.1	0.6
395 to I-15	0.1	0.7	0.0	0.6
E OF I-15	0.6	2.9	0.6	2.9
PANKWY RD TO RICE CYN	0.5	2.7	0.6	2.7
RICE CYN TO COUSER CYN	0.5	2.7	0.6	2.7

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Existing						
	Leq			CNEL		
Roadway/Segment	**ROW**	**50 Feet**	**100 Feet**	**ROW**	**50 Feet**	**100 Feet**
COUSER CYN TO ACCESS RD	80.5	74.1	69.8	80.3	73.9	69.7
EAST OF ACCESS RD	80.5	74.2	69.9	80.4	74.0	69.7
Near Term No Project						
	Leq			CNEL		
Roadway/Segment	**ROW**	**50 Feet**	**100 Feet**	**ROW**	**50 Feet**	**100 Feet**
COUSER CYN TO ACCESS RD	82.3	75.9	71.6	82.1	75.8	71.5
EAST OF ACCESS RD	82.3	75.9	71.7	82.2	75.8	71.5
Near Term With Project						
	Leq			CNEL		
Roadway/Segment	**ROW**	**50 Feet**	**100 Feet**	**ROW**	**50 Feet**	**100 Feet**
COUSER CYN TO ACCESS RD	83.3	77.0	72.7	82.7	76.3	72.0
EAST OF ACCESS RD	82.4	76.0	71.7	82.2	75.8	71.5

	CNEL			
Summary	**50 ft. from ROW**		**At ROW**	
Roadway/Segment	**Project Increment**	**Cumulative Increment**	**Project Increment**	**Cumulative Increment**
COUSER CYN TO ACCESS RD	0.5	2.4	0.6	2.4
EAST OF ACCESS RD	0.0	1.8	0.0	1.8

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Existing						
	Leq			CNEL		
Roadway/Segment	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
W of 395	82.5	76.1	71.9	82.4	76.0	71.7
395 to I-15	82.9	76.5	72.3	82.8	76.4	72.1
E OF I-15	80.1	73.7	69.5	80.0	73.6	69.3
PANKWY RD TO RICE CYN	80.1	73.7	69.5	80.0	73.6	69.3
RICE CYN TO COUSER CYN	80.1	73.7	69.5	80.0	73.6	69.3
Cumulative (2030) No Project						
	Leq			CNEL		
Roadway/Segment	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
W of 395	84.0	77.6	73.4	83.9	77.5	73.2
395 to I-15	84.8	78.4	74.1	84.6	78.3	74.0
E OF I-15	85.2	78.9	74.6	85.1	78.7	74.4
PANKWY RD TO RICE CYN	82.8	76.4	72.1	82.6	76.3	72.0
RICE CYN TO COUSER CYN	82.8	76.4	72.1	82.6	76.3	72.0
Cumulative (2030) With Project						
	Leq			CNEL		
Roadway/Segment	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
W of 395	84.1	77.7	73.4	83.9	77.5	73.2
395 to I-15	84.8	78.5	74.2	84.7	78.3	74.0
E OF I-15	85.8	79.4	75.1	85.4	79.0	74.7
PANKWY RD TO RICE CYN	83.7	77.4	73.1	83.2	76.8	72.5
RICE CYN TO COUSER CYN	83.7	77.4	73.1	82.9	76.5	72.2

	CNEL			
Summary	50 ft. from ROW		At ROW	
Roadway/Segment	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
W of 395	0.0	1.5	0.0	1.5
395 to I-15	0.0	1.9	0.1	1.9
E OF I-15	0.3	5.4	0.3	5.4
PANKWY RD TO RICE CYN	0.5	3.2	0.6	3.2
RICE CYN TO COUSER CYN	0.2	2.9	0.3	2.9

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Existing						
	Leq			CNEL		
Roadway/Segment	**ROW**	**50 Feet**	**100 Feet**	**ROW**	**50 Feet**	**100 Feet**
COUSER CYN TO ACCESS RD	80.5	74.1	69.8	80.3	73.9	69.7
EAST OF ACCESS RD	80.5	74.2	69.9	80.4	74.0	69.7
Cumulative (2030) No Project						
	Leq			CNEL		
Roadway/Segment	**ROW**	**50 Feet**	**100 Feet**	**ROW**	**50 Feet**	**100 Feet**
COUSER CYN TO ACCESS RD	81.7	75.3	71.0	81.5	75.2	70.9
EAST OF ACCESS RD	81.7	75.3	71.0	81.5	75.2	70.9
Cumulative (2030) With Project						
	Leq			CNEL		
Roadway/Segment	**ROW**	**50 Feet**	**100 Feet**	**ROW**	**50 Feet**	**100 Feet**
COUSER CYN TO ACCESS RD	82.9	76.5	72.2	82.2	75.8	71.5
EAST OF ACCESS RD	81.8	75.4	71.1	81.6	75.2	70.9

			CNEL	
Summary	**50 ft. from ROW**		**At ROW**	
Roadway/Segment	**Project Increment**	**Cumulative Increment**	**Project Increment**	**Cumulative Increment**
COUSER CYN TO ACCESS RD	0.6	1.9	0.7	1.9
EAST OF ACCESS RD	0.0	1.2	0.1	1.2

Gregory Canyon
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TENS Analysis

Existing									
	Traffic Volumes			Leq			CNEL		
Roadway/Segment	AM	PM	ADT	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
I-15, South of SR-76			132000	84.0	79.8	75.6	85.2	81.0	76.8
I-15, North of SR-76			135000	84.5	80.3	76.1	85.7	81.5	77.3
Existing with Project									
	Traffic Volumes			Leq			CNEL		
Roadway/Segment	AM	PM	ADT	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
I-15, South of SR-76			133563	84.1	79.8	75.6	85.3	81.0	76.9
I-15, North of SR-76			135209	84.5	80.3	76.1	85.7	81.5	77.3

	CNEL	
Summary	50 ft. from ROW	At ROW
Roadway/Segment	Project Increment	Project Increment
I-15, South of SR-76	0.0	0.1
I-15, North of SR-76	0.0	0.0

Gregory Canyon
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TENS Analysis

Existing									
	Traffic Volumes			Leq			CNEL		
Roadway/Segment	AM	PM	ADT	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
I-15, South of SR-76			132000	84.0	79.8	75.6	85.2	81.0	76.8
I-15, North of SR-76			135000	84.5	80.3	76.1	85.7	81.5	77.3
Cumulative (2030) With Project									
	Traffic Volumes			Leq			CNEL		
Roadway/Segment	AM	PM	ADT	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
I-15, South of SR-76			226563	86.3	82.1	77.9	87.6	83.3	79.1
I-15, North of SR-76			231209	86.8	82.6	78.4	88.1	83.8	79.6
Cumulative (2030) With Project									
	Traffic Volumes			Leq			CNEL		
Roadway/Segment	AM	PM	ADT	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
I-15, South of SR-76			226563	86.3	82.1	77.9	87.6	83.3	79.1
I-15, North of SR-76			231209	86.8	82.6	78.4	88.1	83.8	79.6

	CNEL			
Summary	50 ft. from ROW		At ROW	
Roadway/Segment	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
I-15, South of SR-76	0.0	2.3	0.0	2.4
I-15, North of SR-76	0.0	2.3	0.0	2.4

Gregory Canyon
Revised FEIR
Noise Contour Distances from Right of Way (ROW)

CNEL Contours (feet)

		Existing		
Segment		70 dBA	65 dBA	60 dBA
SR-76	W of 395	135	307	679
	395 to I-15	144	328	723
	E OF I-15	89	208	466
	PANKWY RD TO RICE CYN	89	208	466
	RICE CYN TO COUSER CYN	89	208	466
	COUSER CYN TO ACCESS RD	94	220	492
	EAST OF ACCESS RD	95	223	497
I-15	SOUTH OF SR-76	340	767	1,687
	NORTH OF SR-76	370	831	1,826

		Existing with Project		
Segment		70 dBA	65 dBA	60 dBA
SR-76	W of 395	136	310	685
	395 to I-15	145	331	729
	E OF I-15	104	242	538
	PANKWY RD TO RICE CYN	104	242	538
	RICE CYN TO COUSER CYN	104	242	538
	COUSER CYN TO ACCESS RD	109	253	562
	EAST OF ACCESS RD	96	224	501
I-15	SOUTH OF SR-76	343	773	1,701
	NORTH OF SR-76	370	832	1,828

		Cumulative (2030) No Project		
Segment		70 dBA	65 dBA	60 dBA
SR-76	W of 395	173	390	858
	395 to I-15	197	442	969
	E OF I-15	212	474	1,039
	PANKWY RD TO RICE CYN	141	322	710
	RICE CYN TO COUSER CYN	141	322	710
	COUSER CYN TO ACCESS RD	117	268	596
	EAST OF ACCESS RD	117	269	598
I-15	SOUTH OF SR-76	498	1,107	2,421
	NORTH OF SR-76	542	1,202	2,625

		Cumulative (2030) with Project		
Segment		70 dBA	65 dBA	60 dBA
SR-76	W of 395	174	393	864
	395 to I-15	198	444	974
	E OF I-15	223	497	1,088
	PANKWY RD TO RICE CYN	154	349	770
	RICE CYN TO COUSER CYN	147	334	736
	COUSER CYN TO ACCESS RD	130	298	660
	EAST OF ACCESS RD	118	271	601
I-15	SOUTH OF SR-76	500	1,113	2,432
	NORTH OF SR-76	542	1,203	2,626

Gregory Canyon
Revised FEIR
Noise Contour Distances from Right of Way (ROW)

Peak Hour Leq Contours (feet)

		Existing		
Segment		70 dBA	65 dBA	60 dBA
SR-76	W of 395	162	367	809
	395 to I-15	174	392	861
	E OF I-15	108	250	556
	PANKWY RD TO RICE CYN	108	250	556
	RICE CYN TO COUSER CYN	108	250	556
	COUSER CYN TO ACCESS RD	115	264	586
	EAST OF ACCESS RD	116	267	593
I-15	SOUTH OF SR-76	277	631	1,395
	NORTH OF SR-76	302	685	1,510

		Existing with Project		
Segment		70 dBA	65 dBA	60 dBA
SR-76	W of 395	165	373	821
	395 to I-15	176	397	872
	E OF I-15	136	310	686
	PANKWY RD TO RICE CYN	136	310	686
	RICE CYN TO COUSER CYN	136	310	686
	COUSER CYN TO ACCESS RD	142	323	713
	EAST OF ACCESS RD	117	270	600
I-15	SOUTH OF SR-76	279	637	1,406
	NORTH OF SR-76	302	685	1,512

		Cumulative (2030) No Project		
Segment		70 dBA	65 dBA	60 dBA
SR-76	W of 395	208	466	1,021
	395 to I-15	237	527	1,153
	E OF I-15	254	565	1,235
	PANKWY RD TO RICE CYN	170	384	845
	RICE CYN TO COUSER CYN	170	384	845
	COUSER CYN TO ACCESS RD	141	321	710
	EAST OF ACCESS RD	142	323	712
I-15	SOUTH OF SR-76	408	914	2,004
	NORTH OF SR-76	444	993	2,173

		Cumulative (2030) with Project		
Segment		70 dBA	65 dBA	60 dBA
SR-76	W of 395	211	471	1,032
	395 to I-15	239	532	1,163
	E OF I-15	274	608	1,326
	PANKWY RD TO RICE CYN	194	435	954
	RICE CYN TO COUSER CYN	194	435	954
	COUSER CYN TO ACCESS RD	166	376	827
	EAST OF ACCESS RD	143	326	719
I-15	SOUTH OF SR-76	410	918	2,013
	NORTH OF SR-76	445	993	2,175

Gregory Canyon
Water Reclamation Facility
Sound 2000 Input

Maranatha School Trips

	Future NP	Cumulative NP
AM Peak Hour Trips	664	1373
PM Peak Hour Trips	407	842
Off Peak Hour Trips	119	246

Future Near Term Hourly Traffic

	LDT	MDT	HDT	
% Breakdown	98%	1%	2%	
Olivenhain Water District Personnel (Peak Hour)	2	1	0	
AM Peak Hour Number of Trips (NP)	**652**	**4**	**10**	
PM Peak Hour Number of Trips (NP)	**401**	**3**	**6**	**Maranatha School + Olivenhain Personnel**
Off Peak Hour Number of Trips (NP)	**119**	**2**	**2**	
Off Peak Hour Number of Trips (WP)	**119**	**2**	**26**	**Maranatha School + Olivenhain Personnel + Water Truck Trips**

Cumulative Hourly Traffic

	LDT	MDT	HDT	
% Breakdown	98%	1%	2%	
AM Peak Hour Number of Trips (NP)	**1348**	**8**	**21**	
PM Peak Hour Number of Trips (NP)	**827**	**5**	**13**	**Maranatha School + Olivenhain Personnel**
Off Peak Hour Number of Trips (NP)	**243**	**2**	**4**	
Off Peak Hour Number of Trips (WP)	**243**	**2**	**28**	**Maranatha School + Olivenhain Personnel + Water Truck Trips**

Roadway Coordinates

Points	X	Y
1	0	-10000
2	0	0
3	0	10000

Receptor Coordinates

Points	X	Y	Notes
1	-260	0	260 ft. Minimum Setback

-To mitigate conflicts with the School the Olivenhain Water District has recommended that trucks not be allowed during the morning and the afternoon school peak. With this condition the average hourly truck traffic would be 30 pce trips per hour (or 10 trucks)
-It is assumed that all trucks will be travelling 25 mph along Maranatha Way. However, Sound2000 allows a minimum input of 30 mph. Therefore, a speed of 30 mph will be used in the model.

Future Near Term (AM Peak)

SOUND32 - RELEASE 07/30/91, MODIFIED 04/22/00

TITLE:
GREGORY CANYON (MARANATHA SCHOOL)

BASED ON FHWA-RD-108 AND
CALIFORNIA REFERENCE ENERGY MEAN EMISSION LEVELS

RECEIVER	LEQ
BUILDING	**56.3**

Future Near Term (PM Peak)

SOUND32 - RELEASE 07/30/91, MODIFIED 04/22/00

TITLE:
GREGORY CANYON (MARANATHA SCHOOL)

BASED ON FHWA-RD-108 AND
CALIFORNIA REFERENCE ENERGY MEAN EMISSION LEVELS

RECEIVER	LEQ
BUILDING	**54.1**

Future Near Term No Project (Off Peak Hour)

SOUND32 - RELEASE 07/30/91, MODIFIED 04/22/00

TITLE:
GREGORY CANYON (MARANATHA SCHOOL)

BASED ON FHWA-RD-108 AND
CALIFORNIA REFERENCE ENERGY MEAN EMISSION LEVELS

RECEIVER	LEQ
BUILDING	**49.3**

Future Near Term With Project (Off Peak Hour)

SOUND32 - RELEASE 07/30/91, MODIFIED 04/22/00

TITLE:
GREGORY CANYON (MARANATHA SCHOOL)

BASED ON FHWA-RD-108 AND
CALIFORNIA REFERENCE ENERGY MEAN EMISSION LEVELS

RECEIVER	LEQ
BUILDING	**57.4**

Cumulative (AM Peak)

SOUND32 - RELEASE 07/30/91, MODIFIED 04/22/00

TITLE:
GREGORY CANYON (MARANATHA SCHOOL)

BASED ON FHWA-RD-108 AND
CALIFORNIA REFERENCE ENERGY MEAN EMISSION LEVELS

RECEIVER	LEQ
BUILDING	**59.4**

Cumulative (PM Peak)

SOUND32 - RELEASE 07/30/91, MODIFIED 04/22/00

TITLE:
GREGORY CANYON (MARANATHA SCHOOL)

BASED ON FHWA-RD-108 AND
CALIFORNIA REFERENCE ENERGY MEAN EMISSION LEVELS

RECEIVER	LEQ
BUILDING	**57.3**

Cumulative No Project (Off Peak Hour)

SOUND32 - RELEASE 07/30/91, MODIFIED 04/22/00

TITLE:
GREGORY CANYON (MARANATHA SCHOOL)

BASED ON FHWA-RD-108 AND
CALIFORNIA REFERENCE ENERGY MEAN EMISSION LEVELS

RECEIVER	LEQ
BUILDING	**52.2**

Cumulative With Project (Off Peak Hour)

SOUND32 - RELEASE 07/30/91, MODIFIED 04/22/00

TITLE:
GREGORY CANYON (MARANATHA SCHOOL)

BASED ON FHWA-RD-108 AND
CALIFORNIA REFERENCE ENERGY MEAN EMISSION LEVELS

RECEIVER	LEQ
BUILDING	**58.0**

CAMINO DEL NORTE FUTURE TRAFFIC DATA FOR GREGORY CANYON

Existing			Average Hourly Traffic Volumes								
		Number of	Day			Evening			Night		
SEGMENT	ADT	Lanes	Auto	MDT	HDT	Auto	MDT	HDT	Auto	MDT	HDT
Camino del Norte between I-15 SB/Bernardo Center	42,413	6	2,771	28	28	1,385	14	14	462	5	5
Camino del Norte between Bernardo Center/Camino San Bernardo	34,754	6	2,271	23	23	1,135	12	12	378	4	4
Camino del Norte between Camino San Bernardo/Dove Canyon	26,095	6	1,705	17	17	852	9	9	284	3	3
Camino del Norte between Dove Canyon/4S Parkway	19,322	4	1,262	13	13	631	6	6	210	2	2
Camino del Norte between 4S Parkway/Rancho Bernardo Rc	14,972	4	978	10	10	489	5	5	163	2	2
Existing Plus Project			**Average Hourly Traffic Volumes**								
		Number of	Day			Evening			Night		
SEGMENT	ADT	Lanes	Auto	MDT	HDT	Auto	MDT	HDT	Auto	MDT	HDT
Camino del Norte between I-15 SB/Bernardo Center	42,502	6	2,771	28	35	1,385	14	14	462	5	5
Camino del Norte between Bernardo Center/Camino San Bernardo	34,843	6	2,271	23	30	1,135	12	12	378	4	4
Camino del Norte between Camino San Bernardo/Dove Canyon	26,184	6	1,705	17	24	852	9	9	284	3	3
Camino del Norte between Dove Canyon/4S Parkway	19,411	4	1,262	13	20	631	6	6	210	2	2
Camino del Norte between 4S Parkway/Rancho Bernardo Rc	15,061	4	978	10	17	489	5	5	163	2	2
Cumulative (2030) No Project			**Average Hourly Traffic Volumes**								
		Number of	Day			Evening			Night		
SEGMENT	ADT	Lanes	Auto	MDT	HDT	Auto	MDT	HDT	Auto	MDT	HDT
Camino del Norte between I-15 SB/Bernardo Center	48,300	6	3,156	32	32	1,578	16	16	526	5	5
Camino del Norte between Bernardo Center/Camino San Bernardo	44,000	6	2,875	29	29	1,437	15	15	479	5	5
Camino del Norte between Camino San Bernardo/Dove Canyon	25,400	6	1,659	17	17	830	8	8	277	3	3
Camino del Norte between Dove Canyon/4S Parkway	28,700	4	1,875	19	19	938	10	10	313	3	3
Camino del Norte between 4S Parkway/Rancho Bernardo Rc	25,800	4	1,686	17	17	843	9	9	281	3	3
Cumulative (2030) With Project			**Average Hourly Traffic Volumes**								
		Number of	Day			Evening			Night		
SEGMENT	ADT	Lanes	Auto	MDT	HDT	Auto	MDT	HDT	Auto	MDT	HDT
Camino del Norte between I-15 SB/Bernardo Center	48,567	6	3,173	32	32	1,587	16	16	529	5	5
Camino del Norte between Bernardo Center/Camino San Bernardo	44,267	6	2,892	30	30	1,446	15	15	482	5	5
Camino del Norte between Camino San Bernardo/Dove Canyon	25,667	6	1,677	17	17	838	9	9	279	3	3
Camino del Norte between Dove Canyon/4S Parkway	28,967	4	1,893	19	19	946	10	10	315	3	3
Camino del Norte between 4S Parkway/Rancho Bernardo Rc	26,067	4	1,703	17	17	852	9	9	284	3	3

Gregory Canyon
2006 Recirculated EIR
TENS Analysis

Existing									
	Traffic Volumes			Leq			CNEL		
Roadway/Segment	**AM**	**PM**	**ADT**	**ROW**	**50 Feet**	**100 Feet**	**ROW**	**50 Feet**	**100 Feet**
Camino del Norte between I-15 SB/Bernardo Center			42413	72.3	58.6	64.0	73.5	59.8	65.2
Camino del Norte between Bernardo Center/Camino San Bernardo			34754	71.4	57.8	63.1	72.6	59.0	64.4
Camino del Norte between Camino San Bernardo/Dove Canyon			26095	70.2	56.5	61.9	71.4	57.7	63.1
Camino del Norte between Dove Canyon/4S Parkway			19322	69.7	55.7	60.9	70.9	56.9	62.1
Camino del Norte between 4S Parkway/Rancho Bernardo Rd			14972	68.6	54.6	59.8	69.8	55.8	61.0
Cumulative No Project									
	Traffic Volumes			Leq			CNEL		
Roadway/Segment	**AM**	**PM**	**ADT**	**ROW**	**50 Feet**	**100 Feet**	**ROW**	**50 Feet**	**100 Feet**
Camino del Norte between I-15 SB/Bernardo Center			48300	72.9	67.7	64.6	74.1	68.9	65.8
Camino del Norte between Bernardo Center/Camino San Bernardo			44000	72.5	67.3	64.2	73.7	68.5	65.4
Camino del Norte between Camino San Bernardo/Dove Canyon			25400	70.1	64.9	61.8	71.3	66.1	63.0
Camino del Norte between Dove Canyon/4S Parkway			28700	71.4	65.9	62.6	72.6	67.1	63.8
Camino del Norte between 4S Parkway/Rancho Bernardo Rd			25800	71.0	65.4	62.1	72.2	66.6	63.3
Cumulative With Project									
	Traffic Volumes			Leq			CNEL		
Roadway/Segment	**AM**	**PM**	**ADT**	**ROW**	**50 Feet**	**100 Feet**	**ROW**	**50 Feet**	**100 Feet**
Camino del Norte between I-15 SB/Bernardo Center			48567	72.9	59.2	64.6	74.1	60.4	65.8
Camino del Norte between Bernardo Center/Camino San Bernardo			44267	72.5	58.8	64.2	73.7	60.0	65.4
Camino del Norte between Camino San Bernardo/Dove Canyon			25667	70.1	56.4	61.8	71.3	57.7	63.0
Camino del Norte between Dove Canyon/4S Parkway			28967	71.5	57.4	62.6	72.7	58.6	63.8
Camino del Norte between 4S Parkway/Rancho Bernardo Rd			26067	71.0	57.0	62.2	72.2	58.2	63.4

Gregory Canyon
2006 Recirculated EIR
TENS Analysis

Existing									
	Traffic Volumes			Leq			CNEL		
Roadway/Segment	AM	PM	ADT	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
I-15 between Pomerado Rd/Rancho Bernardo			207171	83.5	70.0	75.6	84.7	71.2	76.8
I-15 between Rancho Bernardo/Bernardo Center			196000	83.2	69.8	75.3	84.4	71.0	76.5
I-15 between Bernardo Center/Camino del Norte			200000	83.3	69.9	75.4	84.5	71.1	76.6
I-15 between Camino del Norte/Carmel Mountain			205000	83.4	70.0	75.5	84.6	71.2	76.7
Cumulative No Project									
	Traffic Volumes			Leq			CNEL		
Roadway/Segment	AM	PM	ADT	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
I-15 between Pomerado Rd/Rancho Bernardo			252100	84.3	79.4	76.4	85.5	80.6	77.6
I-15 between Rancho Bernardo/Bernardo Center			248500	84.3	79.3	76.3	85.5	80.5	77.6
I-15 between Bernardo Center/Camino del Norte			246000	84.2	79.3	76.3	85.4	80.5	77.5
I-15 between Camino del Norte/Carmel Mountain			249200	84.3	79.3	76.4	85.5	80.5	77.6
Cumulative With Project									
	Traffic Volumes			Leq			CNEL		
Roadway/Segment	AM	PM	ADT	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
I-15 between Pomerado Rd/Rancho Bernardo			252367	84.3	70.9	76.4	85.5	72.1	77.6
I-15 between Rancho Bernardo/Bernardo Center			248767	84.3	70.8	76.3	85.5	72.0	77.6
I-15 between Bernardo Center/Camino del Norte			246267	84.2	70.8	76.3	85.4	72.0	77.5
I-15 between Camino del Norte/Carmel Mountain			249200	84.3	70.8	76.4	85.5	72.0	77.6

Existing + Project									
	Traffic Volumes			Leq			CNEL		
Roadway/Segment	AM	PM	ADT	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
Camino del Norte between I-15 SB/Bernardo Center			42502	72.5	67.4	64.2	73.6	68.4	65.3
Camino del Norte between Bernardo Center/Camino San Bernardo			34843	71.7	66.5	63.4	72.8	67.6	64.5
Camino del Norte between Camino San Bernardo/Dove Canyon			26184	70.6	65.4	62.3	71.5	66.4	63.3
Camino del Norte between Dove Canyon/4S Parkway			19411	70.2	64.7	61.4	71.1	65.6	62.3
Camino del Norte between 4S Parkway/Rancho Bernardo Rd			15061	69.2	63.7	60.4	70.1	64.5	61.2

Existing + Project									
	Traffic Volumes			Leq			CNEL		
Roadway/Segment	AM	PM	ADT	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
I-15 between Pomerado Rd/Rancho Bernardo			207171	83.5	78.6	75.6	84.7	79.8	76.8
I-15 between Rancho Bernardo/Bernardo Center			196000	83.3	78.3	75.3	84.5	79.5	76.5
I-15 between Bernardo Center/Camino del Norte			200000	83.3	78.4	75.4	84.5	79.6	76.6
I-15 between Camino del Norte/Carmel Mountain			205000	83.5	78.5	75.5	84.6	79.7	76.7