

NOISE REPORT LILAC HILLS RANCH SAN DIEGO COUNTY, CALIFORNIA

SPECIFIC PLAN
GENERAL PLAN AMENDMENT
REZONE
EIR
TENTATIVE MAP (MASTER)
TENTATIVE MAP (PHASE 1 IMPLEMENTING TM)
MAJOR USE PERMIT

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Glossary of Terms and Acronyms

°F	degrees Fahrenheit
ADT	average daily traffic
Caltrans	California Department of Transportation
CAL FIRE	California Department of Forestry and Fire Protection
CNEL	Community Noise Equivalent Level
County	County of San Diego
CRV	California Redemption Value
cy	cubic yards
dB	decibel
dBA	A-weighted decibel
DC	Design Consideration
du/ac	dwelling unit per acre
EIR	environmental impact report
FUHSD	Fallbrook Union High School District
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GPU	General Plan Update
HVAC	heating, ventilation, and air conditioning
in/sec	inches per second
I-15	Interstate 15
L_{eq}	equivalent noise level over a period of time
L_{max}	maximum noise level
NA	noise abatement
NAP	not-a-part
NSLU	noise sensitive land use
PPV	peak particle velocity
RF	Recycling Facility
RMS	root mean square
SLM	sound level meter
SR-76	State Route 76
TNM	Traffic Noise Model
VCPUSD	Valley Center Pauma Unified School District
VdB	vibration decibel
WRF	Water Reclamation Facility

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Executive Summary

This report analyzes the noise impacts from both construction and operation of the Lilac Hills Ranch Specific Plan project (project). The project is located on a 608-acre site located 0.25 mile east of Interstate 15 (I-15), south of West Lilac Road in San Diego County, California within the Bonsall and Valley Center community planning group areas.

The project would consist of a mix of residential, commercial, and institutional uses, along with parks and open space. Specifically, the project would include: 90,000 square feet of commercial, office, and retail, including a 50-room country inn; 903 traditional single-family detached houses; 164 single-family attached houses, 211 residential units within the commercial mixed-use areas; and 468 age-restricted residential houses within a senior citizen's neighborhood; necessary facilities and amenities to serve the senior population (including a senior community center, a 200-bed group residential and group care facility); options for civic facilities (fire); a school site (K-8), public and private neighborhood parks, a private recreational facility, and other recreational amenities. Also planned within the project site are a Recycling Facility (RF), a Water Reclamation Facility (WRF), and other supporting infrastructure. The mixed-use, commercial, and civic uses, with parks, form a Town Center and two Neighborhood Centers, to which residents can walk for various social and commercial needs. Open space is proposed to retain some of the existing citrus and avocado groves and add additional agricultural open space along with 103.6 acres of sensitive biological/wetland habitat.

Noise Sensitive Land Uses Affected By Airborne Noise

Traffic-generated noise at exterior receivers would be significant. Mitigation Measure (MM) N-1 requires the dedication of noise protection easements that require an analysis of noise compatibility at the time sufficient detail is available to determine site-specific mitigation, such as noise walls or site design. To demonstrate these measures would be effective, refined modeling, which incorporated the proposed grading, was conducted. Based on the results of the refined modeling, grading along West Lilac Road would provide sufficient attenuation to properties east of Main Street without additional mitigation, while properties west of Main Street would require a 6-foot-high sound wall to comply with the County exterior noise sensitive land use (NSLU) standards. For the properties fronting Main Street, located between West Lilac Road and C Street, site specific design for building placement and inclusion of wing walls would be required to reduce noise levels at exterior NSLU areas. As demonstrated, this mitigation measure would effectively reduce impacts as it would allow the identification of specifications for noise barriers and site design requirements at the time of construction.

Interior noise levels of second-floor receivers adjacent to the roadways could exceed allowable interior noise levels. MM N-2 requires an interior analysis of those receivers to be

conducted when specific building plans are available to determine whether interior noise levels would not exceed the applicable standard for the subject land use. This mitigation measure would be effective in identifying those units where additional noise-reduction measures may be indicated allowing a reduction in interior noise to a level that is less than significant. This mitigation measure would effectively reduce impacts because it will allow the identification of the specifications for structural components and other noise mitigation at the time of construction. Therefore, it is concluded that with mitigation noise impacts to NSLU would be less than significant.

Project-Generated Airborne Noise

Noise at exterior receivers due to the stationary sources would be a potentially significant impact. Stationary sources of concern include mechanical equipment, such as heating, ventilation, and air conditioning (HVAC) units and other venting, electrical generators, parking lots, loading docks, recreational and educational facilities, and the dog parks. Additionally, the project includes the construction and operation of a WRF and a RF. Thus, MM N-3 through MM N-7 would be required to demonstrate through analysis that airborne noise levels would be reduced to comply with the County property line limits and impacts would be less than significant levels.

As discussed, with the consideration of project design features, construction noise levels would not exceed the County's construction noise level limit of 75 A-weighted decibel equivalent noise level at adjacent property lines with the exception of properties within the boundary of the project. As these properties are located within the project boundary there is a possibility that on-site residences that are "not-a-part" (NAP) of the project could have construction occur along more than one property line, which would potentially create a doubling (+3) or even quadrupling (+6) of construction noise levels over those calculated if construction were to occur along two or more sides simultaneously. Therefore, if construction were to occur along more than one side of a NAP residence, property construction noise levels would exceed 75 dBA L_{eq} (A-weighted decibels equivalent noise level over a period of time). MM N-8 provides restrictions that would limit construction activities and reduce these impacts to less than significant.

As the expansion of Miller Station could occur after development of Phase 1, there is a potential to exceed the County construction noise limit at future occupied residential properties, which is a significant impact. However, potential impacts associated with the expansion of Miller Station would be mitigated with the incorporation of MM N-9.

As the location of rock crushing activities has not been identified, rock crushing activities could exceed the County construction noise level limits and are considered significant. Impacts associated with rock crushing activities would be mitigated with the incorporation of MM N-10.

Potential impulsive noise impacts due to blasting would be mitigated with the incorporation of MM N-11. No other mitigation is required for construction noise control. Therefore, it is concluded that with mitigation, stationary and construction noise impacts would be less than significant.

Groundborne Vibration and Noise Impacts

There are no substantial vibration sources associated with project operation. Therefore, vibration impacts associated with project operation are less than significant.

During project grading and blasting operations, potential impacts associated with the exposure of a noise-sensitive land use to groundborne vibration levels would be significant, which would be reduced by mitigation measure MM N-11. Heavy equipment operation would also result in significant vibrations and would be mitigated by MM N-12. Therefore, it is concluded that with mitigation groundborne vibration impacts would be less than significant.

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1.0 Introduction

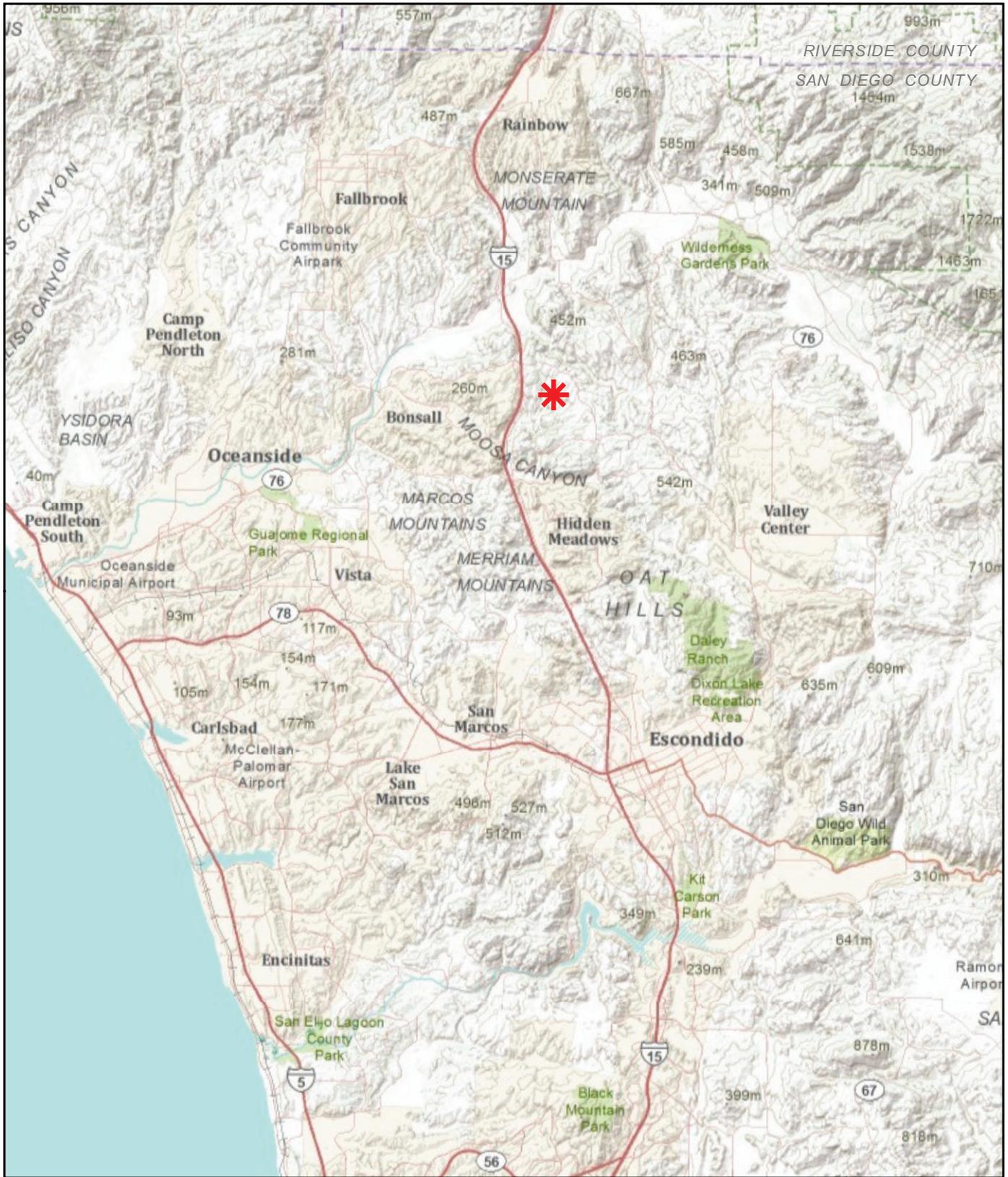
This report analyzes the noise impacts from both construction and operation of the Lilac Hills Ranch Specific Plan project (project). This report was prepared by RECON Environmental, Inc. (RECON), for Accretive Investments, Inc. The project consists of a 608-acre site located 0.25 mile east of Interstate 15 (I-15) south of West Lilac Road in San Diego County, California near the Bonsall and Valley Center community planning group areas (Figure 1).

The purpose of this analysis is to characterize the existing noise conditions, identify applicable regulations (i.e., County of San Diego General Plan Noise Element [County of San Diego 2011] and the County Noise Ordinance [County of San Diego 2009a]), assess noise impacts from construction and operation of the project, and identify mitigation measures and/or design considerations to reduce potential impacts. This report was prepared in accordance with the County's Guidelines for Determining Significance and Report Format and Content Requirements, Noise (County's Noise Guidelines) (County of San Diego 2009b). References cited in this report can be found in Attachment 1. The results of this noise report will be incorporated into an environmental impact report (EIR) prepared pursuant to the California Environmental Quality Act.

1.1 Project Description

The project would consist of a mix of residential, commercial, and institutional uses, along with parks and open space. Specifically, the project would include 90,000 square feet of commercial, office and retail uses, including a 50-room country inn; 903 traditional single-family detached residences; 164 single-family attached residences; 211 residential units within commercial mixed-use areas; and 468 age-restricted residences within a senior citizen's neighborhood; necessary facilities and amenities to serve the senior population (including a senior community center, a 200-bed group residential and group care facility); options for civic facilities (fire); a school site (K-8), public and private neighborhood parks, a private recreational facility, and other recreational amenities. Also planned within the project site are a Recycling Facility (RF), a Water Reclamation Facility (WRF), and other supporting infrastructure. Open space is proposed to retain some of the existing citrus and avocado groves, allows 103.6 acres of sensitive biological/wetland habitat.

As defined in the Lilac Hills Ranch Specific Plan, the residential component of the project consists of 1,746 units with an overall density less than 2.9 dwelling units per acre (du/ac).



 Project Location

FIGURE 1

Regional Location

The project application includes a Specific Plan (SP12-001), a General Plan Amendment (GPA 12-001), a Rezone (REZ 12-003), a Master Tentative Map (TM 5571 RPL 3), an implementing Tentative Map for Phase I (TM 5572 RPL 3); two site plans (S12-017 for “D” Designator and “V” for setbacks and S12-018 for Parks), and a Major Use Permit (MUP) for the WRF (MUP 12-005). The project would be implemented in five phases. Additional discretionary permits may be needed to implement latter phases, as identified in the Specific Plan.

1.1.1 Project Location

The project site is located in the unincorporated portion of San Diego County in the western most portion of the Valley Center Community Plan area and eastern most portion of the Bonsall Community Plan Area, and adjacent to I-15 and Old Highway 395, as illustrated on Figure 2. From the northwest project corner, West Lilac Road serves as the northern boundary of the project site, while Rodriguez Road serves generally as the project boundary to the south and east. From the southwest project corner, the western boundary of the project runs along Shirey Road and extends to Standell Lane, which serves as the northwestern project boundary.

1.1.2 Project’s Component Parts

1.1.2.1 Plan Amendments

In order to develop the project, a number of land use changes to the General Plan, the Valley Center Community Plan, and Bonsall Community Plan are required.

These include an amendment to the Regional Land Use Element Map, an amendment to the Valley Center Community Plan, an amendment to the Bonsall Community Plan, an amendment to the Regional Mobility Element, a rezone, adoption of the Lilac Hills Ranch Specific Plan, two tentative maps, two site plans, and a major use permit.

1.1.2.2 Rezone

The majority of the project site, which lies within the Valley Center Community Plan Area, is zoned “Limited Agriculture” (A70); the portion of the site, which lies within the Bonsall Community Plan Area, is zoned Rural Residential (RR). The project includes a Rezone (R12-003) which would replace the existing Rural Residential (RR) and Limited Agriculture (A70) Use Regulations with two new Use Regulations:

1. Outside of the Town Center and two Neighborhood Centers, the project site would be rezoned with the RU Use Regulation.
2. The Town Center would be rezoned as the General Commercial–Residential C34 Use Regulation, as would be the two Neighborhood Centers south of the Town Center and the RF.

1.1.2.3 Specific Plan

This Specific Plan (SP12-001) provides the guidelines for implementation of the project including future approvals and improvement plans, and establishes permitted land uses, densities, maximum number of residential units, required public facilities, phasing and implementation mechanisms, and demonstrates compliance with applicable County policies. In addition, to establishing regulations and zoning for the proposed planning areas, the Specific Plan also sets forth guidelines for the character and design of the project site including architectural and landscape design guidelines.

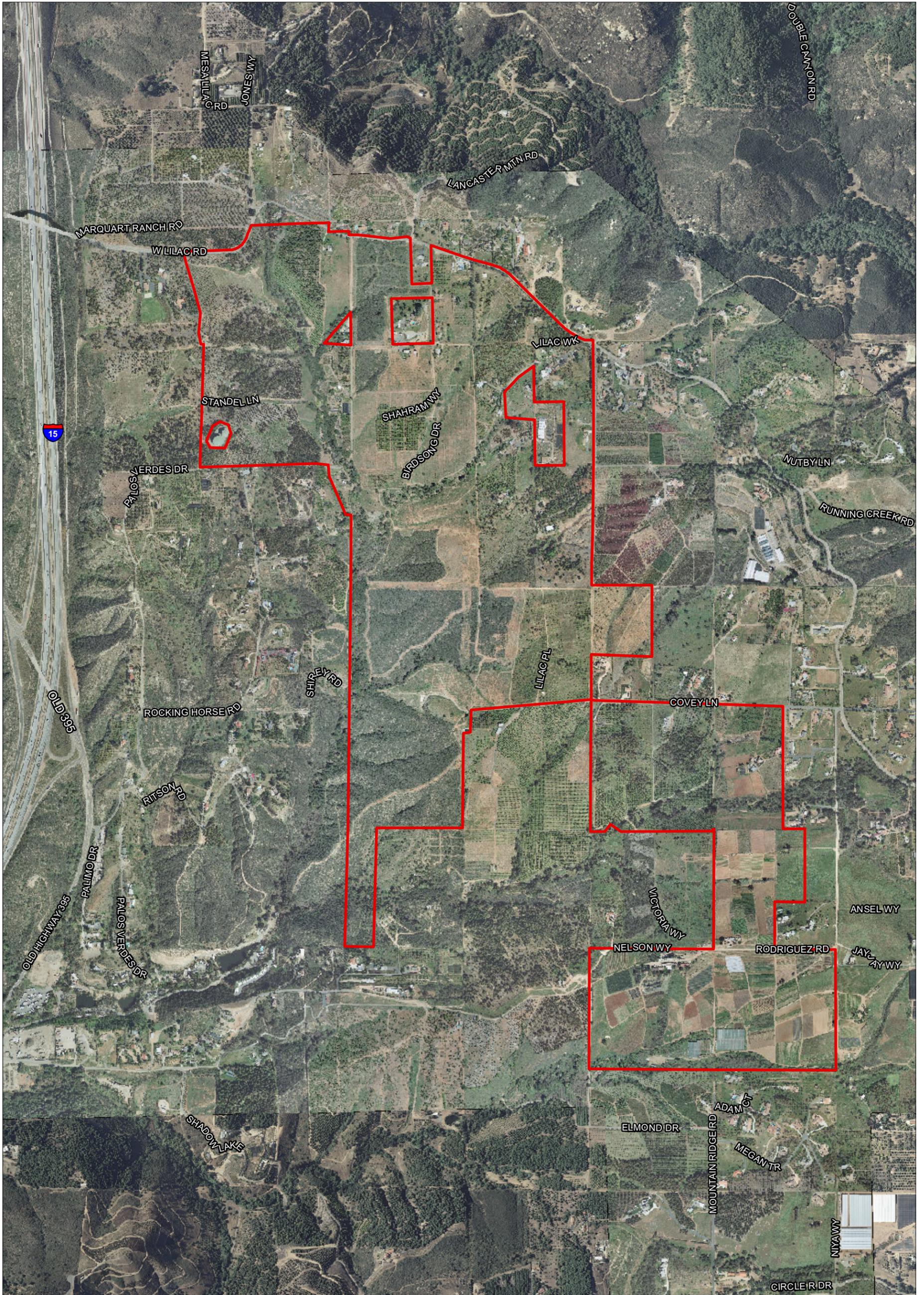
a. Specific Plan Planning Areas

The project would be implemented in five phases. Phasing is discussed in detail below. Table 1, below, provides a summary of the planning areas by category and their associated zoning.

**TABLE 1
PLANNING AREA SUMMARY**

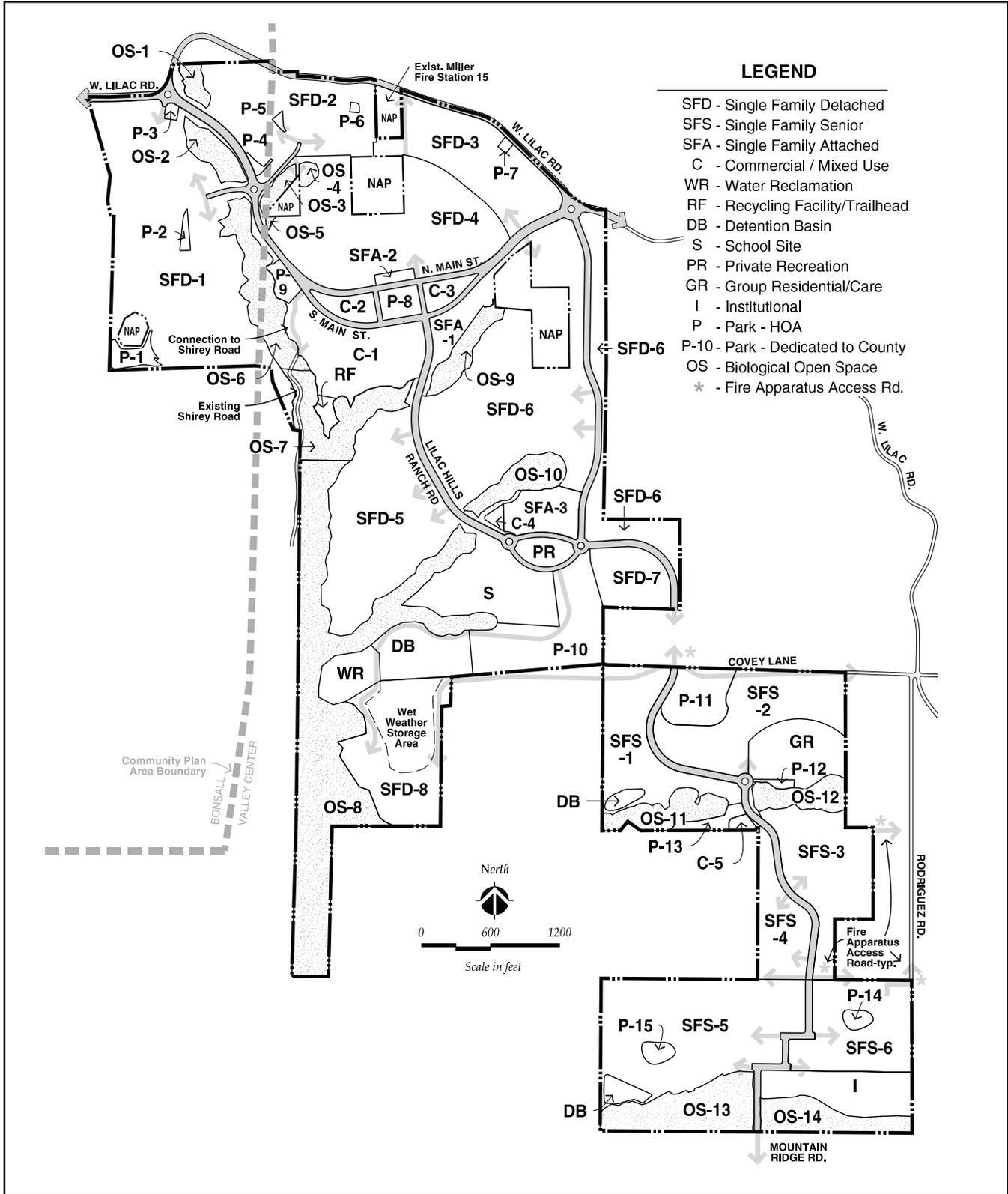
Land Use	Planning Areas	Gross Acreage	Dwelling Units/ Square Feet (s.f.)
Single-family Detached	SFD	158.8	903
Single-family Senior	SFS	75.9	468
Single-family Attached	SFA	7.9	164
Group Residential/Group Care	GR	6.5	N/A
Commercial and Mixed-Use	C	15.3	211/ (90,000 s.f.)
K-8 School Site	S	12.0	N/A
Institutional Use	I	10.7	N/A
Parks - Dedicated to County	P10	12.0	N/A
Parks - HOA	P	11.8	N/A
Private Recreation	PR	2.0	N/A
Biological Open Space	OS	103.6	N/A
Common Areas/Agricultural Buffers	--	20.2	N/A
Manufactured Slopes	--	67.5	N/A
Circulating and Non-Circulating Roads	--	83.3	N/A
Water Reclamation Facility	WRF	2.4	N/A
Recycling Facility/Trail Head/Staging Area	RF	0.6	N/A
Detention Basins	DB	9.4	N/A
TOTAL		608	1,746

The Specific Plan map (Figure 3) shows the community divided into multiple planning areas with types of land uses ranging from single-family residential to biological open space. The phasing map (Figure 4) shows how the community has been divided into five phases with Phase 1 at the northeast corner and Phase 5 in the southeast corner of the community.



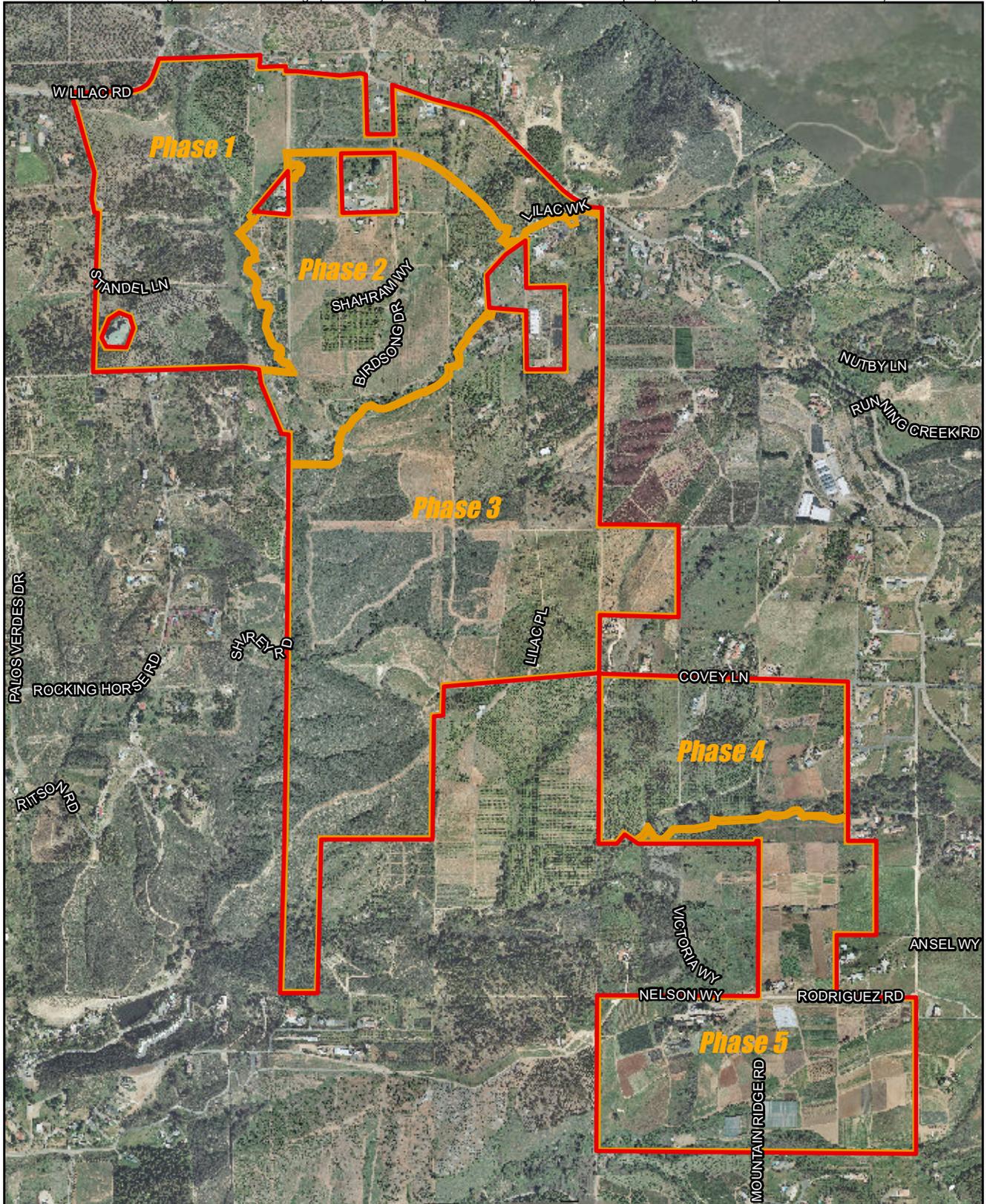
 Project Boundary





No Scale 

FIGURE 3
Specific Plan Map



-  Project Boundary
-  Phase Boundaries

FIGURE 4
Project Phases

Phase 1 encompasses 121.5 acres and would be located in the northern portion of the project site, adjacent to West Lilac Road. This area would include approximately 350 single-family detached units, along with 3.2 acres of public pocket park(s).

Phase 2 would be located just south of Phase 1 and is the only phase which is entirely surrounded by the other phases of the project (Phases 1 and 3), and is not adjacent to any existing homes or parcels. The 89.6-acre area would include the location of the Town Center and would include a maximum of approximately 196 single-family detached units; 59 single-family attached units; and 211 mixed-use residential units; 80,000 square feet of commercial space, 2.8 acres of park, including a 2.0-acre Village Green. The RF would also be located within this phase, south of the Town Center.

Phase 3 encompasses 223 acres and would be located directly south of Phase 2. This phase would include the construction of a maximum of 355 single-family detached and 105 single-family attached dwelling units and 7,500 square feet of commercial space. Also located within Phase 3 are the school site, the WRF, detention basin, a 12-acre public park, private recreation, and other civic facilities.

Phase 4 would be located southeast of Phase 3. A total of 171 age-restricted/single-family detached houses are proposed on 61.5 acres. Primary access to Phase 4 would be via Lilac Hills Ranch Road from Phase 3. Covey Lane would provide alternative access and secondary emergency access would be provided via Street "B", connecting to Rodriguez Road on the east. Also proposed within Phase 4 is a 3.3-acre senior center private park, a 200-bed group residential/group care facility (these units are permitted to have small private kitchens in addition to the facility group kitchen), a half-acre pocket park, and a detention basin.

Phase 5 would be located directly south of Phase 4. Phase 5 includes 297 age-restricted/single-family senior detached houses, 2,500 square feet of commercial space, and 10.7 acres for a religious/institutional use. Also included in Phase 5 is a detention basin. Primary access would be from a connection to Lilac Hills Ranch Road constructed in Phase 4 to the north and a secondary fire apparatus access road would be provided via Rodriguez Road to the east and Mountain Ridge Road to the south for the Institutional parcel. Mountain Ridge Road is planned to be a gated road that will be accessible by a portion of Phase 5 residences and opened during emergencies to facilitate evacuation of residents in the area during an emergency.

b. Construction

Infrastructure

Required roadway improvements and storm drains would be constructed in phases, to ensure that improvements are in place at the time of need. The Specific Plan and Traffic Impact Study prepared for the project detail when roadway improvements occur in relation

to residential occupancies of the phases. Water and wastewater facilities, along with dry utilities, would be phased as the residential units are occupied.

On-Site

The project would require on-site grading and improvements, including fuel modification zones, on 505.3 acres of the site, as depicted on the conceptual grading plan. Both cuts and fills are proposed within each grading area. Fill material would be transferred between the areas as required.

All grading would be balanced on-site. The maximum (worst case) grading/construction conditions would assume that no more than 10–20 acres a day would be actively graded¹. It is assumed blasting would occur by phase and would occur at various times during each phase as the grading reaches an appropriate depth. Rock crushing would be required and would occur on-site, as needed, for continuous periods of less than 30 days.

Grading would be balanced with an estimated 4.07 million cubic yards (cy) of cut and fill will be balanced on-site (less than 2,300 cy per home), without the need for export or import of soil. The majority of cut and fill slopes would be approximately 10 feet, and approximately 85 percent of all cubic yardage moved would be less than 20 feet deep. The grading plan also includes three hydromodification basins, located throughout the project site.

On-site grading quantities by phase are shown in Table 2, below. A detailed grading plan has been prepared for only Phase 1, in conjunction with the implementing Tentative Map. Grading plans also would be required in conjunction with Tentative Maps for future phases.

**TABLE 2
GRADING QUANTITIES BY PHASE**

Phase	Cut	Fill	Net
1	715,000	860,000	(145,000)
2	635,000	830,000	(195,000)
3	1,815,000	1,260,000	555,000
4	295,000	420,000	(125,000)
5	610,000	700,000	(90,000)
TOTAL	4,070,000	4,070,000	-

¹This is based on a 50,000 cubic yard a day cut, transport, and spread. (50,000 cy/27=X/10 ft=Y/43,560 sq. ft. =Z acres * 3 activities = ~10 acres, then assume a max of two crews working on site for 20).

c. Off-site Roadway Improvements

The project would be required to make improvements to the following off-site roadways and intersections:

- West Lilac Road
- Gopher Canyon Road/I-15 Northbound Ramps
- Gopher Canyon Road/I-15 Southbound Ramps
- Mountain Ridge Road to Circle R Drive
- Covey Lane from the eastern project boundary to West Lilac Road
- Mountain Ridge Road from the southern project boundary to Circle R Drive
- Lilac Ranch Road between development Phases 3 and 4
- Street “B” to Rodriguez Road
- Rodriguez Road from the project site to Rodriguez Road

d. Blasting

Blasting would be required for several areas within the project site. Deep blasting (greater than 50 feet in depth) would occur in one location within the project site, near the detention basin in Phase 3. Blasting in this location is anticipated to remove 1,500 cy of material. Moderate depth blasting (30–40 feet below existing grade) would occur in several areas across the site and occur within each phase. Blasting in these locations is anticipated to remove 24,000 cy of material. Shallow blasting would occur in two locations (Phases 1 and 4) and would remove approximately 28,000 cy of material. In total, between 1 to 2 percent of the total volume of material (a total of approximately 81,400 cy) to be moved would be the result of blasting.

e. Construction Vehicles and Equipment

A variety of equipment would be used during the construction of the project. All equipment would be Tier III, operational for eight hours per day. The maximum equipment that would be operational would include: 1 concrete/industrial saw, 4 tractors/loaders/backhoes, 6 crawler tractors, 5 rubber tired loaders, 2 bore/drill rigs, 1 grader, 8 scrapers, 1 crane, 3 forklifts, 2 generator sets, 1 welder, 2 pavers, 2 paving equipment, 2 rollers, and 2 air compressors.

In addition to blasting noise, blasting operations would require three to four drill rigs working per day. To accomplish 81,400 cy of cut, blasting would occur over approximately 9 days during the entire build-out of the project (assuming each blast can generate approximately 10,000 cy per blast.) One or two hoe rams would be working on-site for the majority of grading, along with a mobile rock crusher. The mobile rock crusher would be utilized a total of 2 to 3 months maximum, spread out over 6 to 12 months (may move in and out as needed), per phase.

Construction vehicles would access the project site via I-15, Old Highway 395 and West Lilac Road. Construction staging areas would be located within areas proposed for grading within the project site. The grading equipment to be used for the project would be brought to the site at the beginning of the grading period and would remain on-site until the completion of the grading period (e.g., equipment would not be hauled to and from the site daily). A traffic control plan, approved prior to grading, would be prepared to minimize traffic impacts to surrounding communities.

1.2 Environmental Settings and Existing Conditions

1.2.1 Noise Terminology

The unit of measurement used to describe a noise level is the decibel (dB). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. A 10 dB increase represents a 10-fold increase in sound intensity, a 20 dB change is a 100-fold difference, 30 dB is a 1,000-fold increase, etc. Thus, a doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the energy would result in a 3-dB decrease.

The human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, a method called “A-weighting” is used to filter noise frequencies that are not audible to the human ear. A-weighting approximates the frequency response of the average young ear when listening to most ordinary everyday sounds. When people make relative judgments of the loudness or annoyance of a sound, their judgments correlate well with the “A-weighted” levels of those sounds. Therefore, the A-weighted noise scale is used for measurements and standards involving the human perception of noise. In this report, all noise levels are A-weighted and “dBA” is understood to identify the A-weighted decibel.

In addition to noise levels, the duration or exceedance of noise over time is also important for the assessment of potential noise disturbance. Average noise levels over a period of minutes or hours are usually expressed as dBA L_{eq} , or the equivalent noise level for that period. The period of time averaged may be specified; $L_{eq(3)}$ would be a 3-hour average; when no period is specified, a 1-hour average is assumed.

The timing of noise is also an important factor to consider in assessing potential noise impacts as noise levels that may be acceptable during the day may create disturbance during evening or nighttime hours. Community Noise Equivalent Level (CNEL) is the energy average of the A-weighted sound levels occurring during a 24-hour period, with a 5 dBA penalty added to the sound levels occurring between 7:00 p.m. and 10:00 p.m. and 10 dBA added to the sound levels occurring between 10:00 p.m. and 7:00 a.m.

Human perception of noise has no simple correlation with acoustical energy. The perception of noise is not linear in terms of dBA or in terms of acoustical energy. Two equivalent noise sources do not sound twice as loud as one source. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increase or decrease; that a change of 5 dBA is readily perceptible; and that an increase (decrease) of 10 dBA sounds twice (half) as loud (California Department of Transportation [Caltrans] 2009). Table 3 provides examples of common activities and the sound levels associated with those activities.

From the source to the receiver, noise changes both in level and frequency spectrum. The most obvious change is the decrease in noise as the distance from the source increases. The manner in which noise reduces with distance depends on the following important factors: ground absorption, atmospheric effects and refraction, shielding by natural and man-made features, noise barriers, diffraction, and reflection. For a point or stationary noise source, such as construction equipment, the attenuation or drop-off in noise level would be at least -6 dBA for each doubling of unobstructed distance between source and the receiver and could increase to -7.5 dBA depending on the acoustic characteristics of the intervening ground. For a linear noise source, such as vehicles traveling on a roadway, the attenuation or drop-off in noise level would be approximately -3 dBA for each doubling of unobstructed distance between source and the receiver and could increase to -4.5 dBA depending on the acoustic characteristics of the intervening ground.

**TABLE 3
TYPICAL NOISE LEVELS**

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet Fly-over at 300 m (1,000 feet)	100	
Gas Lawn Mower at 1 m (3 feet)	90	
Diesel Truck at 15 meter (50 feet), at 80 kilometer/hour (50 mph)	80	Food Blender at 1 meter (3 feet) Garbage Disposal at 1 meter (3 feet)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 meters (100 feet)	70	Vacuum Cleaner at 3 meters (10 feet)
Commercial Area Heavy Traffic at 90 meters (300 feet)	60	Normal Speech at 1 meter (3 feet)
Quiet Urban Daytime	50	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	30	Library
Quiet Rural Nighttime	20	Bedroom at Night, Concert Hall (Background)
	10	Broadcast/Recording Studio
	0	Lowest Threshold of Human Hearing

SOURCE: Caltrans 2009.

A large object in the path between a noise source and a receiver can significantly attenuate noise levels at that receiver. The amount of attenuation provided by this “shielding” depends on the size of the object and the frequencies of the noise levels. Natural terrain features, such as hills and dense woods, as well as man-made features, such as buildings and walls, can significantly alter noise levels. Walls or berms are often specifically used to reduce or attenuate noise.

Noise-sensitive receptors are generally considered humans engaged in activities, or occupying land uses, that may be subject to the stress of significant interference from noise. Human activities usually associated with sensitive receptors include, but are not limited to, talking, reading, and sleeping. Land uses associated with noise sensitive human receptors include residential dwellings including mobile homes, hotels/motels, hospitals, nursing homes, educational facilities, and libraries. In addition to human receptors, protected animal species and their habitats may be considered sensitive noise receptors, especially during their breeding season.

1.2.1.1 Settings and Location

The majority of the proposed project site is located in the westernmost portion of the Valley Center Community Plan Area of San Diego County. A small portion is within the southeastern portion of the Bonsall Community Plan Area. The project site is located east of I-15 and Old Highway 395 immediately south of West Lilac Road.

The existing site is predominately zoned agricultural (A70) and rural residential (RR). The A70 zone covers the majority of the site. The RR zone is generally located in the north western portion of the site located north and south of West Lilac Hills Road and west of Shirley Road. The surrounding properties are all zoned A70 or RR5.

1.2.2 Existing Noise Conditions

The primary continuous existing noise source at the project site and within the vicinity is vehicle traffic on I-15 to the west and traffic on local roadways. Secondary and intermittent noise sources include tractors, discing, tree trimming and branch grinding, as well as delivery activities associated with agricultural activities. Existing traffic volumes for I-15 and local roadways are shown in Table 4. These roadways have been included for consistency with the Traffic Impact Study prepared for the project. Additionally, it is generally required that a noise analysis assess the locations where the traffic analysis provides information on volumes.

**TABLE 4
MODELING TRAFFIC VOLUMES**

Roadway	Segment	ADT Volumes		
		Existing	Phase 1	Phase 1-5
I-15	Riverside County Boundary to Old Highway 395	134,000	134,590	136,550
	Old Highway 395 to SR-76	134,000	134,610	136,640
	SR-76 to Old Highway 395	113,000	113,530	115,320
	Old Highway 395 to Gopher Canyon Rd	110,000	111,160	113,700
	Gopher Canyon Rd to Deer Springs Rd	117,000	118,160	121,580
	Deer Springs Rd to Centre City Pkwy	117,000	117,940	121,050
	Centre City Pkwy to El Norte Pkwy	111,000	111,750	114,210
	El Norte Pkwy to SR-78	127,000	127,690	129,970
	SR-78 to W Valley Pkwy	192,000	192,510	194,200
	W Valley Pkwy to Auto Pkwy	179,000	179,430	180,850
	Auto Pkwy to W Citracado Pkwy	172,000	172,420	173,800
	W Citracado Pkwy to Via Rancho Pkwy	196,000	196,370	197,590
	Via Rancho Pkwy to Bernardo Dr.	198,000	198,340	199,470
	Bernardo Dr. to Rancho Bernardo Rd	201,000	201,320	202,380
Rancho Bernardo Rd to Bernardo Center Dr.	209,000	209,200	210,290	
Bernardo Center Dr. to Camino Del Norte	214,000	214,290	215,230	
E. Dulin Road	Old Highway 395 to SR-76	1,830	2,320	3,960
West Lilac Road	Camino Del Rey to Camino Del Cielo	2,270	2,470	3,160
	Camino Del Cielo to Old Highway 395	2,140	2,410	3,290
	Old Highway 395 to W. Main Street	1,150	4,310	12,650
	W. Main Street to E. Main Street	1,150	1,500	2,960
	E. Main Street to Covey Lane	1,150	1,500	1,810
	Covey Lane to Circle R Drive	480	830	1,660
	Circle R Drive to Lilac Road	1,170	1,490	2,470

**TABLE 4
MODELING TRAFFIC VOLUMES**

Roadway	Segment	ADT Volumes		
		Existing	Phase 1	Phase 1-5
Camino Del Cielo	Camino Del Rey to West Lilac Road	630	640	680
Olive Hill Road	Shamrock Road to SR-76	3,380	3,400	3,470
Camino Del Rey	SR-76 to Old River Road	9,350	9,420	9,660
	Old River Road to West Lilac Road	8,640	8,850	9,560
	West Lilac Road to Camino Del Cielo	6,730	6,740	6,790
	Camino Del Cielo to Old Highway 395	4,850	4,870	4,950
Gopher Canyon Road	E. Vista Way to I-15 SB Ramps	15,320	15,450	15,890
	I-15 SB Ramps to I-15 NB Ramps	12,390	12,520	13,480
	I-15 NB Ramps to Old Highway 395	11,870	12,000	13,440
Circle R Drive	Old Highway 395 to Mountain Ridge Road	4,030	4,060	5,940
	Mountain Ridge Road to West Lilac Road	1,770	1,800	6,970
Old Castle Road	Old Highway 395 to Lilac Road	6,840	6,870	15,330
E. Vista Way	SR-76 to Gopher Canyon Road	15,120	15,160	21,340
	Gopher Canyon Road to Osborne Street	21,020	21,090	4,690
Old River Road	SR-76 to Camino Del Rey	4,070	4,210	5,210
Old Highway 395	Pala Mesa Drive to SR-76	4,770	4,870	6,230
	SR-76 to E. Dulin Road	4,720	5,070	8,010
	E. Dulin Road to West Lilac Road	4,340	5,190	10,580
	West Lilac Road to I-15 SB Ramps	4,450	6,400	6,840
	I-15 SB Ramps to I-15 NB Ramps	3,600	4,700	3,190
	I-15 NB Ramps to Camino Del Rey	2,430	2,730	6,650
	Camino Del Rey to Circle R Drive	5,820	6,080	12,670
	Circle R Drive to Gopher Canyon Road	10,710	10,940	9,050
Gopher Canyon Road to Old Castle Road	8,660	8,750	4,440	
Champagne Boulevard	Old Castle Road to Lawrence Welk Drive	4,170	4,230	1,910
Pankey Road	Pala Mesa Drive to SR-76	70	70	70
Lilac Road	Couser Canyon Road to West Lilac Road	1,150	1,200	1,380
	West Lilac Road to Old Castle Road	2,640	2,890	3,720
	Old Castle Road to Anthony Road	9,010	9,240	10,020
	Anthony Road to Betsworth Road	8,740	8,870	9,330
	Betsworth Road to Valley Center Road	9,620	9,730	10,100
Valley Center Road	Woods Valley Road to Lilac Road	21,290	21,310	21,370
	Lilac Road to Miller Road	24,280	24,370	24,670
	Miller Road to Cole Grade Rd	22,440	22,530	22,820
	Cole Grade Road to Vesper Road	11,490	11,540	11,710
Miller Road	Misty Oak Road to Valley Center Road	1,460	1,470	1,480
Cole Grade Road	Fruitvale Road to Valley Center Road	10,660	10,690	10,780
Mountain Ridge Road	Project Southern Boundary to Circle R Drive	160	160	2,220
Covey Lane	Project Eastern Boundary to West Lilac Road	190	190	1,110
Lilac Hills Ranch Road	Phase 3 to Phase 4	DNE	DNE	2,060

NOTES: ADT = average daily traffic; DNE = does not exist, SR-# = State Route.

SOURCE: Chen Ryan 2013

1.2.2.1 Noise Measurements and Observations

Eight 15-minute noise measurements were taken within the project site boundaries on July 25, 2012. The locations of the noise measurements are shown in Figure 5. A summary of the measurements is presented in Table 5.

**TABLE 5
NOISE MEASUREMENT SUMMARY**

ID	Description	Start Time/ Duration	Noise Level dBA				Notes
			L _{eq}	L _{Max}	L _{min}	L ₉₀	
1	30 feet East of Shirley Road	11:02 a.m./ 15 minutes	45.1	66.7	34.5	37.7	Traffic on I-15 dominant source, Lilac Road traffic minor, as well as aircraft and animal vocalizations
2	30 feet east of Birdsong Road	11:26 a.m./ 15 minutes	41.9	61.7	32.1	35.4	Traffic on I-15 aircraft were minor sources
3	20 feet south of Lilac Walk	11:51 a.m./ 15 minutes	40.7	55.9	31.9	35.8	Traffic on I-15 aircraft and animal vocalizations were minor sources
4	50 feet south of West Lilac Road	3:38 p.m./ 15 minutes	58.8	80.4	36.9	41.4	Traffic on I-15 dominant source, aircraft and animal vocalizations
5	50 feet North of West Lilac Road	12:17 p.m./ 15 minutes	52.7	79.0	31.1	34.3	Traffic on I-15 aircraft and animal vocalizations were minor sources
6	50 feet north of Covey Lane	12:40 p.m./ 15 minutes	43.9	67.0	33.8	36.4	Traffic on I-15 aircraft and animal vocalizations were minor sources
7	30 feet north of Nelson Way	2:23 p.m./ 15 minutes	40.1	61.3	34.9	37.4	Traffic on I-15 aircraft and animal vocalizations were minor sources
8	30 feet east of Rocking Horse Road	3:09 p.m./ 15 minutes	54.1	61.2	49.0	52.3	Traffic on I-15 dominant source, Lilac Road traffic secondary, aircraft and animal vocalizations were minor sources

*The Site ID corresponds to locations shown in Figure 5.

L_{eq} – Average noise level for the measurement period; L_{max} – Maximum noise level for the measurement period;

L_{min} – Minimum noise level for the measurement period; L₉₀ – Noise level exceeded 90 percent of the time during the measurement period.

The dominant noise source at the project site is traffic noise from I-15 with additional traffic noise attributed to local roadways. Secondary noise sources included distant aircraft, tractors, tree-trimming activities, and other noise sources associated with agricultural activities. Background noise levels can be estimated based on the L₉₀ measurements (which represent the noise level exceeded 90 percent of the time during the measurement) for each location. Background noise levels at the project site were measured between 34 and 52 dBA L₉₀.

1.3 Methodology and Equipment

1.3.1 Noise Measuring Methodology and Procedures

Noise levels were measured within the project site and in the surrounding community with a Larson-Davis Model 820 sound level meter (SLM). All measurements were taken at a height of five feet above existing ground level. SLM calibrations were checked before and after use. The following parameters were used for the noise measurements:

Filter:	A-weighted
Response:	Fast
Interval Period:	1 Minute
Time History Period:	5 Seconds

Short-term noise level measurements were taken within the project site and along local roadways, on July 25, 2012, between the hours of 11:00 a.m. and 3:30 p.m. During the measurement period, the weather was dry and slightly breezy (>3.5 miles per hour), and the temperature ranged between 72 degrees Fahrenheit (°F) and 76°F.

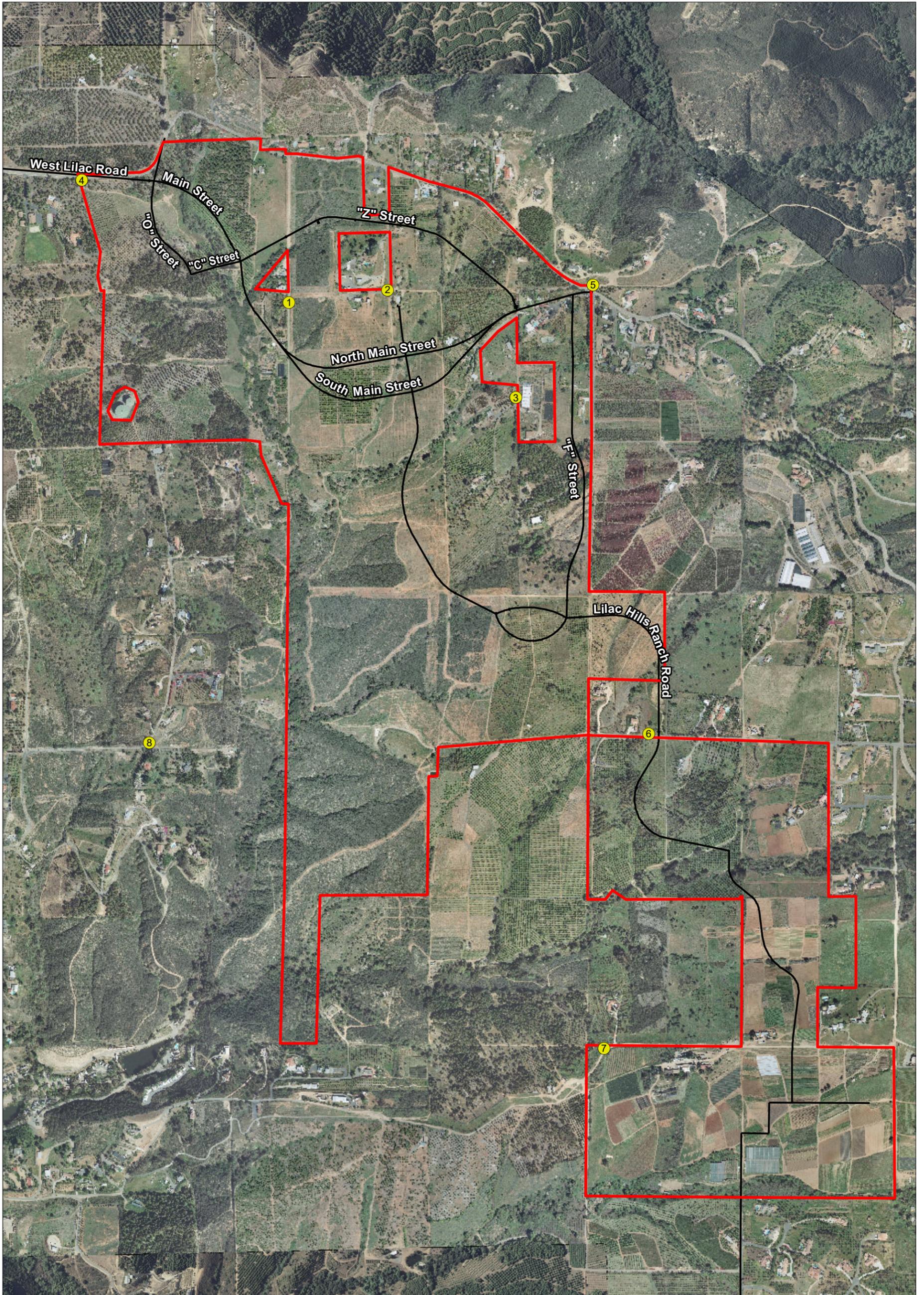
1.3.2 Noise Modeling Software

Existing vehicle traffic noise levels near the Project area were modeled by RECON using the Federal Highway Administration (FHWA) Highway Traffic Noise Model (TNM) and traffic data provided by the project traffic report. Existing traffic noise modeling is intended to establish a baseline for existing noise conditions generated from traffic operations adjacent to the project area. The FHWA model is based on reference noise emission factors for automobiles, medium trucks, heavy trucks, motorcycles, and buses with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and ground type. Truck usage and vehicle speeds on study area roadways were estimated from field observations.

1.3.3 Noise Formulas and Calculations

1.3.3.1 Construction Noise

Noise impacts from construction are a function of the noise generated by equipment, the distance to and sensitivity of nearby land uses, and the timing and duration of the noise-generating activities. Noise levels from construction activities are typically considered as point sources and would drop off at a rate of -6 dBA per doubling of distance over hard site surfaces, such as streets and parking lots. The drop-off rate would be approximately



- Project Boundary
- Proposed Roadways
- Noise Measurements



FIGURE 5

Noise Measurement Locations

-7.5 dBA per doubling of distance for soft site surfaces, such as grass fields and open terrain with vegetation (Federal Transit Administration [FTA] 2006).

The magnitude of construction noise impacts depends on the type of construction activity, the noise level generated by various pieces of construction equipment, the duration of the activity, and the distance between the activity and noise sensitive receivers. As shown in Table 6, maximum noise levels from construction equipment range from approximately 70 dBA to 90 dBA at 50 feet from the source (FTA 2006). The noise levels vary for each type of equipment, as equipment may come in different sizes and with different engines. Construction equipment noise levels also vary as a function of the activity level or duty cycle. In a typical construction project, the loudest short-term noise levels are those of earth-moving equipment under full load, which are on the order of 85 to 90 dBA at a distance of 50 feet from the source.

Typical construction projects, with equipment moving from one point to another, work breaks, and idle time, have long-term noise averages that are lower than louder short-term noise events. Additionally, due to the dynamic nature of a construction site, noise levels are calculated from the center of the activity.

Off-site construction-related worker traffic noise and daily construction trips were compared to existing average daily traffic (ADT) and peak volumes and LOS levels.

1.3.3.2 Operational Noise

On-site noise and land use compatibility were assessed using the FHWA TNM and traffic volumes taken from the project traffic report. All compatibility noise levels and contours were modeled using hard site conditions without consideration of topography or intervening structures. Off-site traffic noise level increases were calculated using accepted mathematical correlations between traffic volume changes and noise levels. Stationary source noise levels were calculated and attenuated based on standard equipment reference data and hard site propagation characteristics.

**TABLE 6
CONSTRUCTION EQUIPMENT NOISE EMISSION LEVELS**

Equipment	Noise Level at 50 feet	Typical Duty Cycle
Auger Drill Rig	85	20%
Backhoe	80	40%
Blasting	94	1%
Chain Saw	85	20%
Clam Shovel	93	20%
Compactor (ground)	80	20%
Compressor (air)	80	40%
Concrete Mixer Truck	85	40%
Concrete Pump	82	20%
Concrete Saw	90	20%
Crane (mobile or stationary)	85	20%
Dozer	85	40%
Dump Truck	84	40%
Excavator	85	40%
Front End Loader	80	40%
Generator (25 KVA or less)	70	50%
Generator (more than 25 KVA)	82	50%
Grader	85	40%
Hydra Break Ram	90	10%
Impact Pile Driver (diesel or drop)	95	20%
Insitu Soil Sampling Rig	84	20%
Jackhammer	85	20%
Mounted Impact Hammer (hoe ram)	90	20%
Paver	85	50%
Pneumatic Tools	85	50%
Pumps	77	50%
Rock Drill	85	20%
Rock Crusher	95	50%
Scraper	85	40%
Tractor	84	40%
Vacuum Excavator (vac-truck)	85	40%
Vibratory Concrete Mixer	80	20%
Vibratory Pile Driver	95	20%

KVA = kilovolt amps
SOURCE: FHWA 2008.

2.0 Noise Sensitive Land Uses Affected By Airborne Noise

2.1 Guidelines for the Determination of Significance

Guidelines for the determination of significance of environmental noise impacts for this and other impact sections were promulgated by the County in January 2009 in the County's Noise Guidelines (County of San Diego 2009a).

A proposed project would result in a significant impact if the implementation would result in the exposure of any on-site or off-site existing or reasonably foreseeable future NSLUs to exterior or interior noise (including noise generated from a project, together with noise from roads, railroads, airports, heliports, and all other noise sources) in excess of any of the following:

A. Exterior Locations:

- i. 60 dB (CNEL); or
- ii. An increase of 10 dB CNEL over preexisting noise.

In the case of single-family residential detached NSLUs, exterior noise shall be measured at an outdoor living area that adjoins and is on the same lot as the dwelling, and that contains at least the following minimum area:

- (1) Net lot area up to 4,000 square feet: 400 square feet
- (2) Net lot area 4,000 square feet to 10 acres: 10% of net lot area
- (3) Net lot area over 10 acres: 1 acre

For all projects, exterior noise shall be measured at all exterior areas provided for group or private usable open space.

B. Interior Locations:

45 dB (CNEL) except for the following cases:

- i. Rooms which are usually occupied only a part of the day (schools, libraries, or similar facilities), the interior 1 hour average sound level due to noise outside should not exceed 50 decibels (A).

- ii. Corridors, hallways, stairwells, closets, bathrooms, or any room with a volume less than 490 cubic feet.

County General Plan

The General Plan Update (GPU) was adopted by the County on August 3, 2011. Revisions to the General Plan Noise Element have not been updated in the Guidelines at this time; however, the new GPU noise compatibility guidelines and standards as contained in the GPU are applicable to the project. Table 7 provides County’s current noise compatibility guidelines and Table 8 provides the County’s noise standards.

**TABLE 7
NOISE COMPATIBILITY GUIDELINES**

Land Use Category		Exterior Noise Levels					
		55	60	65	70	75	80
A	Residential—single family residences, mobile homes, senior housing, convalescent homes						
B	Residential—multi-family residences, mixed-use (commercial/residential)						
C	Transient lodging—motels, hotels, resorts						
D	Schools, churches, hospitals, nursing homes, child care facilities						
E	Passive recreational parks, nature preserves, contemplative spaces, cemeteries						
F	Active parks, golf courses, athletic fields, outdoor spectator sports, water recreation						
G	Office\professional, government, medical\dental, commercial, retail, laboratories						
H	Industrial, manufacturing, utilities, agriculture, mining, stables, ranching, warehouse, maintenance/repair						
ACCEPTABLE—Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal construction, without any special noise insulation requirements.							
CONDITIONALLY ACCEPTABLE—New construction or development should be undertaken only after a detailed noise analysis is conducted to determine if noise reduction measures are necessary to achieve acceptable levels for land use. Criteria for determining exterior and interior noise levels are listed in Table 8, Noise Standards. If a project cannot mitigate noise to a level deemed Acceptable, the appropriate county decision-maker must determine that mitigation has been provided to the greatest extent practicable or that extraordinary circumstances exist.							
UNACCEPTABLE—New construction or development shall not be undertaken.							

* Denotes facilities used for part of the day; therefore, an hourly standard would be used rather than CNEL, refer to Table 8.

**TABLE 8
NOISE STANDARDS**

1. The exterior noise level (as defined in Item 3) standard for Category A shall be 60 CNEL, and the interior noise level standard for indoor habitable rooms shall be 45 CNEL.
2. The exterior noise level standard for Categories B and C shall be 65 CNEL, and the interior noise level standard for indoor habitable rooms shall be 45 CNEL.
3. The exterior noise level standard for Categories D and G shall be 65 CNEL and the interior noise level standard shall be 50 dBA Leq (one hour average).
4. For single-family detached dwelling units, "exterior noise level" is defined as the noise level measured at an outdoor living area which adjoins and is on the same lot as the dwelling, and which contains at least the following minimum net lot area: (i) for lots less than 4,000 square feet in area, the exterior area shall include 400 square feet, (ii) for lots between 4,000 square feet to 10 acres in area, the exterior area shall include 10 percent of the lot area; (iii) for lots over 10 acres in area, the exterior area shall include 1 acre.
5. For all other residential land uses, "exterior noise level" is defined as noise measured at exterior areas which are provided for private or group usable open space purposes. "Private Usable Open Space" is defined as usable open space intended for use of occupants of one dwelling unit, normally including yards, decks, and balconies. When the noise limit for Private Usable Open Space cannot be met, then a Group Usable Open Space that meets the exterior noise level standard shall be provided. "Group Usable Open Space" is defined as usable open space intended for common use by occupants of a development, either privately owned and maintained or dedicated to a public agency, normally including swimming pools, recreation courts, patios, open landscaped areas, and greenbelts with pedestrian walkways and equestrian and bicycle trails, but not including off-street parking and loading areas or driveways.
6. For non-residential noise sensitive land uses, exterior noise level is defined as noise measured at the exterior area provided for public use.
7. For noise sensitive land uses where people normally do not sleep at night, the exterior and interior noise standard may be measured using either CNEL or the one-hour average noise level determined at the loudest hour during the period when the facility is normally occupied.
8. The exterior noise standard does not apply for land uses where no exterior use area is proposed or necessary, such as a library.
9. For Categories E and F the exterior noise level standard shall not exceed the limit defined as "Acceptable" in Table N-1 or an equivalent one-hour noise standard.

NOTE: Exterior Noise Level compatibility guidelines for Land Use Categories A-H are identified in Table 7, Noise Compatibility Guidelines.

2.2 Potential Noise Impacts

2.2.1 Potential Build-out Noise Conditions and Impacts

Future on-site traffic volumes were taken from the project traffic report (Chen 2013). Compatibility of the project with the future on-site noise environment was assessed using the peak hourly volumes. Peak hour traffic volumes were calculated as 10 percent of the total ADT. Based on traffic data for West Lilac Road and other local roadways, the peak hour noise levels are equal to the CNEL.

The traffic mix used in the modeling for local roadways was developed from traffic counts during noise measurements, which indicated a mix of 94.75 percent automobile, 2.75 percent medium trucks, 0.5 percent buses, 1 percent motorcycles, and 2 percent heavy trucks. The traffic count data from the measurements was used for vehicle classification at the project site for future traffic conditions. Traffic classification data for the I-15 was taken from the *Caltrans 2010 Truck Counts Data* collected near the I-15 and State Route (SR-76) interchange at post mile 46.491. It was assumed for modeling purposes the classification mix would remain the same in the future.

Traffic speeds were taken from observations and the San Diego Association of Governments Transportation Forecast Information Center website (SANDAG; 2012). All posted speed limits were assumed to be actual traffic speeds for purposes of noise modeling. Sixty-five receptors were modeled at proposed residential lot locations or at various locations within the property boundary 50 feet from proposed primary circulation streets, 5 feet above proposed grade elevation. Receptor points on lots located within Phase I were set 10 feet back from the property lines of the first row of properties along West Lilac Road, Lilac Hills Ranch Road and C Street.

Traffic noise impacts at existing land uses are assessed in Section 2.3.

i. Exterior Locations

The predicted exterior noise levels are presented in Table 9. The traffic generated 60 CNEL noise contour is shown in Figures 6a and 6b. Off-site traffic data sheets are provided in Attachment 2, and TNM noise model output and input data sheets are provided in Attachment 3.

As indicated in bold in Table 9 and Figures 6a and 6b, there are potential locations of NSLUs which would be exposed to noise levels in excess the County Noise Compatibility Guidelines, see Table 7. This would result in a **significant impact** to future land uses. However, at this point in project design, specific lot configurations and building locations are unknown. Solid barriers can achieve between 5 and 20 dBA attenuation depending on height. Therefore, exterior noise levels could be reduced to comply with the County standards when site-specific details and plans are available.

To demonstrate that the proposed walls and future topography would be effective, detailed modeling was conducted using the proposed Phase 1 grading contours and sample building configuration on four lots. Lot layouts used in the modeling are included in Attachment 3. The results of detailed modeling of receivers in Phase 1 lots are shown in Table 10. As shown in Table 10, many of the properties within the noise easement will likely not require any additional mitigation beyond the proposed grading.

**TABLE 9
ON-SITE FUTURE NOISE LEVELS**

Modeled Point	Land Use/ Acceptable CNEL	Noise Level CNEL	Lot Number	Modeled Point	Land Use/ Acceptable CNEL	Noise Level CNEL	Lot Number
R-1	A/60	60	10	R-34	A/60	52	294
R-2	A/60	55	14	R-35	A/60	62	342
R-3	A/60	64	3	R-36	A/60	61	339
R-4	A/60	58	176	R-37	A/60	53	331
R-5	B/65	61	HOA CC	R-38	E/65	61	Park QQ
R-6	A/60	57	120	R-39	A/60	53	227
R-7	A/60	56	116	R-40	A/60	52	289
R-8	A/60	56	110	R-41	A/60	54	333
R-9	E/65	54	OS	R-42	NA	56	NA
R-10	A/60	53	70	R-43	A/60	52	282
R-11	A/60	51	64	R-44	A/60	54	285
R-12	A/60	51	57	R-45	A/60	56	NA
R-13	A/60	58	190	R-46	A/60	53	NA
R-14	A/60	59	193	R-47	P	57	NA
R-15	A/60	60	186	R-48	A/60	54	NA
R-16	A/60	60	179	R-49	E/65	56	NA
R-17	A/60	56	208	R-50	E/65	57	NA
R-18	A/60	55	210	R-51	A/60	56	NA
R-19	A/60	56	211	R-52	A/60	57	NA
R-20	A/60	60	213	R-53	A/60	56	NA
R-21	A/60	54	248	R-54	A/60	55	NA
R-22	A/60	53	237	R-55	A/60	55	NA
R-23	A/60	62	215	R-56	A/60	55	NA
R-24	A/60	61	218	R-57	A/60	55	NA
R-25	A/60	54	244	R-58	A/60	53	NA
R-26	A/60	61	221	R-59	A/60	56	NA
R-27	A/60	53	222	R-60	A/60	56	NA
R-28	A/60	62	351	R-61	A/60	55	NA
R-29	A/60	54	311	R-62	A/60	56	NA
R-30	A/60	63	348	R-63	A/60	55	NA
R-31	A/60	52	319	R-64	A/60	58	NA
R-32	A/60	61	344	R-65	A/60	53	NA
R-33	A/60	52	301				

NOTE: Bold numbers and receivers indicate potential traffic noise impacts.

**TABLE 10
PHASE 1 FUTURE NOISE LEVELS WITH MITIGATION**

Modeled Point	Land Use/ Acceptable	Noise Level CNEL	Lot Number	Modeled Point	Land Use/ Acceptable	Noise Level CNEL	Lot Number
R-1	A/60	60	10	R-26	A/60	55	221
R-2	A/60	54	14	R-27	A/60	53	222
R-3	A/60	57	3	R-28	A/60	57	351
R-4	A/60	59	176	R-29	A/60	55	311
R-5	A/60	63	CC	R-30	A/60	59	348
R-6	A/60	59	120	R-31	A/60	54	319
R-7	A/60	58	116	R-32	A/60	57	344
R-8	A/60	59	110	R-33	A/60	54	301
R-10	A/60	54	70	R-34	A/60	53	294
R-11	A/60	52	64	R-35	A/60	59	342
R-12	A/60	49	57	R-36	A/60	60	339
R-13	A/60	60	190	R-37	A/60	57	331
R-15*	A/60	63	186	R-40	A/60	60	289
R-16*	A/60	63	179	R-39	A/60	56	326
R-17	A/60	57	208	R-40	A/60	55	289
R-18	A/60	57	210	R-41	A/60	58	333
R-19	A/60	56	211	R-42	A/60	62	ROW
R-20	A/60	58	213	R-43	NA	56	282
R-21	A/60	56	248	R-44	A/60	58	285
R-22	A/60	55	237	House 1	A/60	57	6
R-23	A/60	57	215	House 2	A/60	52	182
R-24	A/60	55	218	House 3	A/60	52	193
R-25	A/60	54	244	House 4	A/60	55	192

*No Abatement modeled at these locations.

Bold numbers and receivers indicate potential traffic noise impacts.

Based on the results of the more refined modeling, two locations are of greatest concern: the residential lots proposed along West Lilac Road, lots 1 through 10, west of the West Lilac Road/O Street/Main Street intersection and the residences proposed along Main Street, lots 178 through 195, between the West Lilac Road/O Street/Main Street intersection and the Main Street/C Street intersection. Thus, a sample residence was placed on lot 6, representing lots 1 through 10, and a 6-foot-high sound wall was modeled along West Lilac Road west of the West Lilac Road/O Street/Main Street intersection, as shown in Figure 6a. This wall would be required to reduce noise levels from traffic to comply with the County standards for these lots. Lots 178 through 195 are located on the east side of Main Street and would be more difficult to mitigate as these properties would front Main Street and a single continuous barrier, as used along West Lilac Road, would not be feasible due to access restrictions. Thus, the detailed modeling was conducted using the sample layout to

shield the back yards (NSLU area) of the properties. This detailed modeling was conducted at lots 182, 192, and 193 to represent lots 178 through 195, and the modeled layout is shown in Attachment 3. The results of the detailed modeling are shown in Table 10, which, as shown, the proposed structures would reduce noise levels to comply with County standards.

As previously stated, the refined modeling presented is for demonstration purposes. As the final design and layout of individual lots has not been fully developed for the entire project, site-specific mitigation has not been developed for all lots at this point. Therefore, the project would dedicate a noise protection easement over areas that would potentially be exposed to noise levels greater than 60 CNEL as shown in Figure 6a. A noise protection easement requires a noise study to be submitted to the County that demonstrates the project would meet all County noise standards and requires a dedicated noise easement to be shown on the final map.

ii. Interior Locations

Typical modern residential construction can provide 20 dBA attenuation from exterior to interior locations (Egan 1988). Thus, an exterior noise level of 60 CNEL at the building façade would be attenuated to 40 CNEL at interior locations. Based on the noise contours presented in Figures 6a and 6b, exterior noise levels would not exceed 65 CNEL, thus interior noise levels would not be anticipated to exceed 45 CNEL at these locations.

To provide a margin of safety, County standards require an interior noise assessment for residential areas exposed to noise levels greater than 60 CNEL. As identified, exterior noise levels at some locations would exceed 60 CNEL. While barriers would be effective for first-floor locations, noise sensitive second-floor locations may require additional attenuation measures, such as acoustically rated windows and doors, structure setbacks, or limiting openings on walls facing local roads. With consideration of these additional measures, closed windows would typically provide sufficient exterior-to-interior noise reduction to reduce traffic noise levels to comply with County interior noise standards. Thus, a mitigation measure has been identified which requires that the project evaluate interior noise levels for properties located in areas exceeding 60 CNEL and provide air conditioning or equivalent forced air circulation for any residential structure where the interior standard can only be met with closed or inoperable windows.

2.2.2 Design Considerations and Mitigation Measures

Due to the potential conflicts with the proposed land uses and predicted future noise levels along West Lilac Road, Main Street, Lilac Hills Ranch Road, and Street F, the following measures would be required to reduce potential traffic noise impacts to a less than significant level and ensure the project complies with the County's noise standards:

i. Exterior Locations

MM N-1: Prior to approval of the master tentative map, or subsequent implementing tentative map, as appropriate, the project applicant shall dedicate “noise protection easements” on the master tentative map and each subsequent implementing tentative map for all lots located within the noise easement contour, as shown on Figures 6a and 6b.

- The noise protection easements shall contain a restriction requiring compliance with the standards for the subject land use as stated in Tables N-1 and N-2 of the County General Plan Noise Element (see Tables 7 and 8 of this report). Thus, the noise easement shall contain the following language.
 - For single-family lots: The noise level at exterior use areas associated with single-family detached dwelling units shall contain at least the following minimum net lot area:
 - for lots less than 4,000 square feet in area, the exterior area shall include 400 square feet,
 - for lots between 4,000 square feet to 10 acres in area, the exterior area shall include 10 percent of the lot area;
 - for lots over 10 acres in area, the exterior area shall include 1 acre.

Noise levels with the single-family residential exterior use areas shall not exceed 60 CNEL.

- For single-family lots along West Lilac Road, west of Main Street, would require a 6-foot-high sound wall as shown on Figure 6a within the Noise Report to comply with the County exterior noise sensitive land use (NSLU) standards.
- For single-family properties fronting Main Street, located between West Lilac Road and C Street, a site specific design for building placement and inclusion of wing walls would be required to reduce noise levels at exterior NSLU areas.
- For residential lots other than single-family lots: The noise level at exterior use area is defined as areas which are provided for private or group usable open space purposes (as defined in Table N-2 of the County General Plan Noise Element).

Noise levels with the exterior use areas for all other residential lots shall not exceed 65 CNEL.

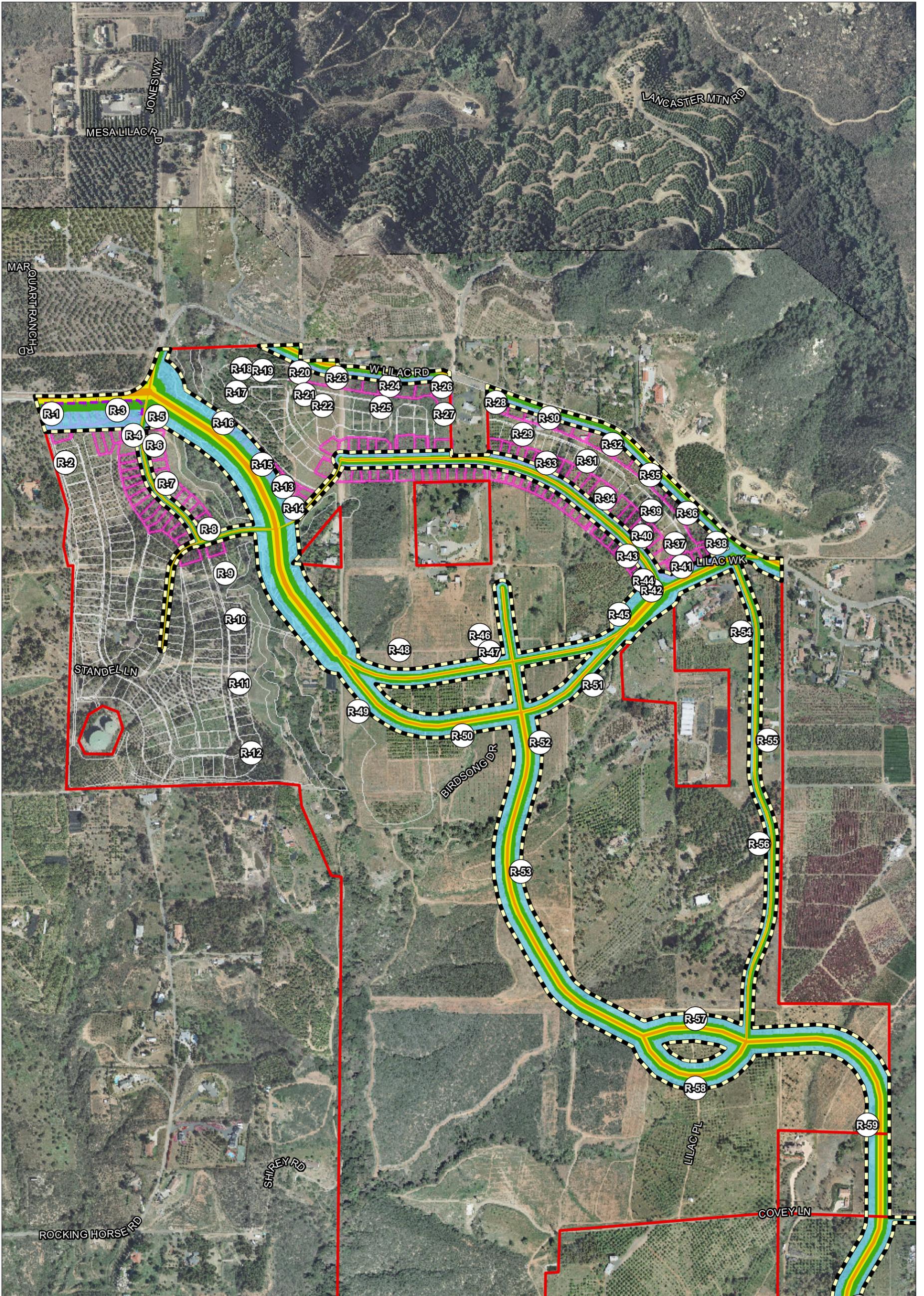
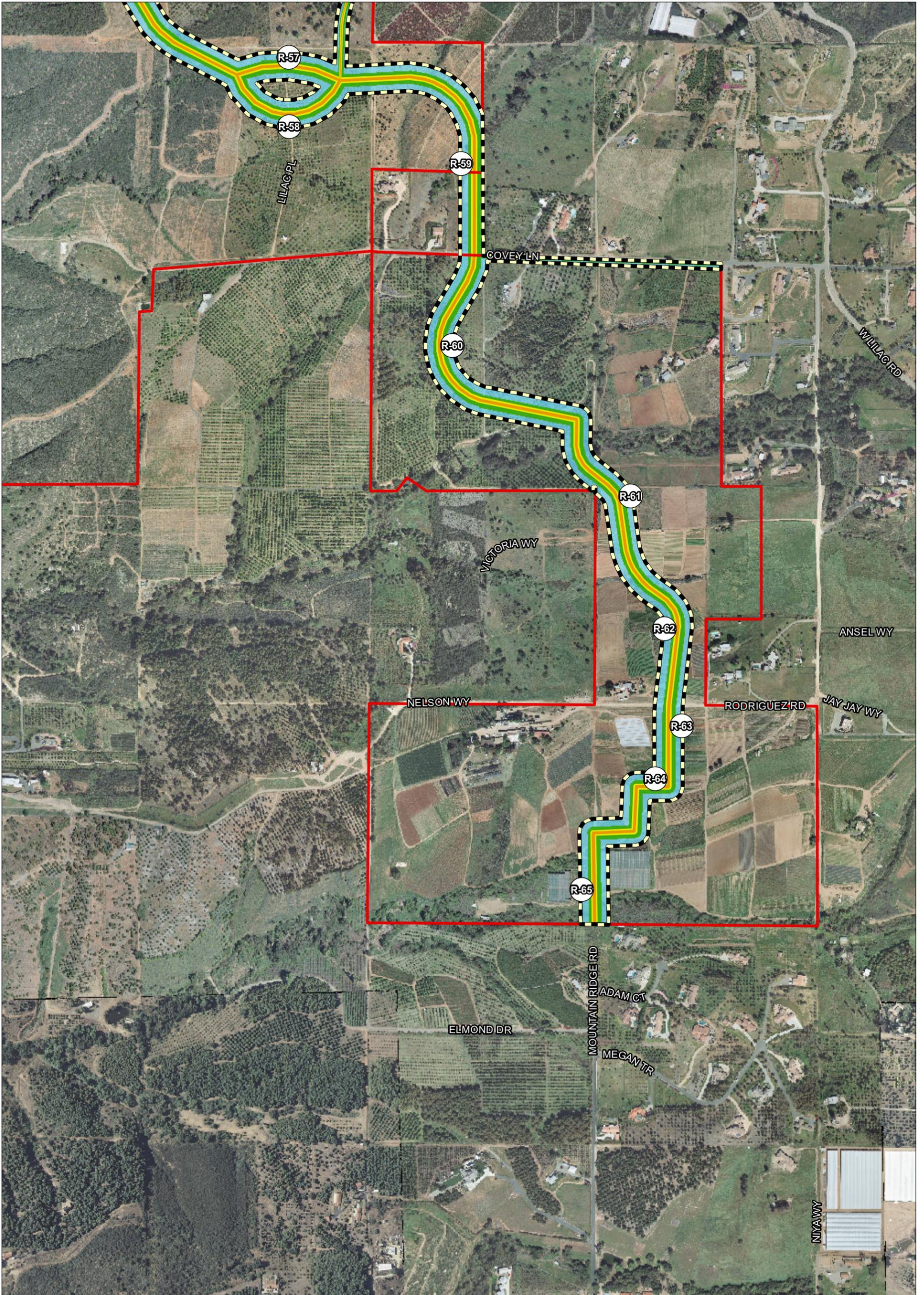


FIGURE 6a



- Project Boundary
- Noise Easement
- Onsite TNM Receivers
- 75 CNEL Onsite
- 70 CNEL Onsite
- 65 CNEL Onsite
- 60 CNEL Onsite



FIGURE 6b

- For non-residential noise sensitive land uses, the exterior area is the public use provided.

The exterior noise level standard for shall be 65 CNEL and the interior noise level standard shall be 50 dBA L_{eq} (one hour average).

- Exterior noise standards do not apply for land uses where no exterior use area is proposed or necessary.
- For all other land uses the exterior noise level standard shall not exceed the limit defined as “Acceptable” in Table N-1 of the County General Plan Noise Element or the equivalent one-hour noise standard.
- The lots with the noise protection easements shall be identified on all final maps.

Implementation: Project applicant(s) and primary contractor(s) of all project phases.

Timing: Prior to approval of the master tentative map and issuance of building permits for lots within the noise easements.

Enforcement: County

ii. Interior Locations

MM N-2: Prior to approval of any building permit for properties located within a noise protection easement, the building permit applicant shall demonstrate that interior noise levels due to exterior noise sources would not exceed the applicable standard shown in Table 8 for the subject land use (see Figures 6a and 6b). In these cases, it is anticipated that the typical method of compliance would be to provide air conditioning or equivalent forced air circulation to allow occupancy with closed windows, which, for most construction, would provide sufficient exterior-to-interior noise reduction.

- An acoustical study shall be prepared to demonstrate and verify that interior noise levels are below 45 CNEL within all residential structures, and below 50 CNEL schools, churches, medical/dental facilities (i.e., hospitals, laboratories, nursing homes) child care facilities, government facilities, and commercial uses (office and retail).

Implementation: Project applicant(s) and primary contractor(s) of all project phases.

Timing: Prior to issuance of building permits for development of on-site residential areas.

Enforcement: County

2.3 Off-site Direct and Cumulative Noise Impacts

The project would increase traffic volumes on local roadways. Noise level increases would be greatest nearest the project site, which would represent the greatest concentration of project-related traffic. Traffic noise is primarily a function of volume, vehicle mix, speed, and proximity. For purposes of this evaluation, the vehicle mix, speed, and proximity are assumed to remain constant in the future. Thus, the primary factor affecting noise levels would be increased traffic volumes.

Direct impacts were determined by comparing existing average daily traffic volumes with the existing condition plus the project at full build-out. Cumulative impacts were determined by comparing the future with project and no project conditions and determining the project's contribution to the future cumulative noise levels.

2.3.1 Direct Noise Impacts

Table 4 presents the existing average daily traffic volumes for the existing condition, and for the existing condition with the project at full build-out. Off-site traffic noise impacts have been evaluated based on the calculated change in noise levels due to the increase or decrease in traffic volumes from the existing condition.

A substantial noise increase is defined as an increase of 10 dBA CNEL above existing conditions as stated in the County of San Diego Noise Report Guidelines Section 4.1-A (ii). However, the Report Format and Content Requirements include a statement that a "doubling of sound energy" is considered a significant impact at a "documented noisy site." A doubling of sound energy is equivalent to a 3 dBA increase. A documented noisy site is assumed to be a location with NSLU that currently exceeds 60 dBA CNEL. Thus, a substantial increase is defined as a 10 dBA increase, or greater, over existing noise levels when existing and future noise levels are below the County's 60 dBA CNEL standard, or a 3 dBA increase when existing or future noise levels equal or exceed the County's 60 CNEL standard. As shown in Table 11, upon completion of Phase 5 the project would increase noise levels by 3 dBA CNEL or greater over existing conditions along the following segments:

- E. Dulin Road: Old Highway 395 to SR-76
- West Lilac Road: Old Highway 395 to Main Street
Main Street to Street F
Covey Lane to Circle R Drive
- Old Highway 395: E. Dulin Road to West Lilac Road
West Lilac Road to I-NB Ramps
- Covey Lane: Eastern Project Boundary to West Lilac Road
- Mountain Ridge Road: Southern Project Boundary to Circle R Drive
- Rodriguez Road: Project Boundary to West Lilac Road
- Lilac Hills Ranch Road: Between Phases 3 and 4

**TABLE 11
CHANGES IN OFF-SITE TRAFFIC CNEL AT 100 FEET FROM CENTERLINE**

Street	Segment		Existing	Phase 1	Delta	Phases	
	Start	End				1-5	Delta
E. Dulin Road	Old Highway 395	SR-76	61	62	1	65	3
	Camino Del Rey	Camino Del Cielo	62	63	0	64	1
	Camino Del Cielo	Old Highway 395	59	59	1	61	2
W. Lilac Road	Old Highway 395	Main Street	56	62	6	66	10
	Main Street	Street "F"	56	57	1	60	4
	Street "F"	Covey Lane	56	57	1	58	2
	Covey Lane	Circle R Drive	53	56	2	59	5
	Circle R Drive	Lilac Road	59	59	0	59	0
Camino Del Cielo	Camino Del Rey	W. Lilac Road	65	65	0	65	0
Olive Hill Road	Shamrock Road	SR-76	62	62	0	62	0
Camino Del Rey	SR-76	Old River Road	66	66	0	66	0
	Old River Road	W. Lilac Road	66	66	0	66	0
	W. Lilac Road	Camino Del Cielo	65	65	0	65	0
	Camino Del Cielo	Old Highway 395	63	63	0	64	0
Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	68	68	0	69	0
	I-15 SB Ramps	I-15 NB Ramps	68	68	0	68	0
	I-15 NB Ramps	Old Highway 395	65	65	0	66	1
Circle R Drive	Old Highway 395	Mountain Ridge Road	63	63	0	64	2
	Mountain Ridge Road	W. Lilac Road	59	59	0	59	0
Old Castle Road	Old Highway 395	Lilac Road	65	65	0	65	0
E. Vista Way	SR-76	Gopher Canyon Road	68	68	0	68	0
	Gopher Canyon Road	Osborne Street	70	70	0	70	0
Old River Road	SR-76	Camino Del Rey	62	62	0	62	1
Old Highway 395	Pala Mesa Drive	SR-76	65	65	0	66	0
	SR-76	E. Dulin Road	63	64	0	65	1
	E. Dulin Road	W. Lilac Road	63	64	1	66	3
	W. Lilac Road	I-15 SB Ramps	61	62	2	65	4
	I-15 SB Ramps	I-15 NB Ramps	61	62	1	64	3
	I-15 NB Ramps	Camino Del Rey	59	60	1	61	1
	Camino Del Rey	Circle R Drive	63	63	0	64	1
	Circle R Drive	Gopher Canyon Road	66	66	0	66	1
Gopher Canyon Road	Old Castle Road	65	65	0	65	0	
Champagne Boulevard	Old Castle Road	Lawrence Welk Drive	62	62	0	62	0
Pankey Road	Pala Mesa Drive	SR-76	44	44	0	44	0

TABLE 11
CHANGES IN OFF-SITE TRAFFIC CNEL AT 100 FEET FROM CENTERLINE
(continued)

Street	Segment		Existing	Phase 1	Delta	Phases 1-5	Delta
	Start	End					
Lilac Road	Couser Canyon Road	W. Lilac Road	56	56	0	57	1
	W. Lilac Road	Old Castle Road	60	60	0	61	2
	Old Castle Road	Anthony Road	65	65	0	65	0
	Anthony Road	Betsworth Road	65	65	0	65	0
	Betsworth Road	Valley Center Road	65	65	0	66	0
Valley Center Road	Woods Valley Road	Lilac Road	69	69	0	69	0
	Lilac Road	Miller Road	69	69	0	69	0
	Miller Road	Cole Grade Road	69	69	0	69	0
	Cole Grade Road	Vesper Road	66	66	0	66	0
Miller Road	Misty Oak Road	Valley Center Road	57	57	0	57	0
Cole Grade Road	Fruitvale Road	Valley Center Road	66	66	0	66	0
Covey Lane	Project Eastern Boundary	W. Lilac Road	44	44	0	56	12
Mountain Ridge Road	Project Southern Boundary	Circle R Drive	45	45	0	53	8
Lilac Hills Ranch Road	Phase 3 Southern Boundary	Phase 4 Northern Boundary	DNE	DNE	0	58	58
I-15	Riverside County Boundary	Old Highway 395	82	82	0	82	0
	Old Highway 395	SR-76	82	82	0	82	0
	SR-76	Old Highway 395	81	81	0	81	0
	Old Highway 395	Gopher Canyon Road	81	81	0	81	0
	Gopher Canyon Road	Deer Springs Road	81	81	0	81	0
	Deer Springs Road	Centre City Parkway	84	84	0	84	0
	Centre City Parkway	El Norte Parkway	83	83	0	83	0
	El Norte Parkway	SR-78	84	84	0	84	0
	SR-78	W Valley Parkway	86	86	0	86	0
	W Valley Parkway	Auto Parkway	85	85	0	85	0
	Auto Parkway	W Citracado Parkway	85	85	0	85	0
	W Citracado Parkway	Via Rancho Parkway	86	86	0	86	0
	Via Rancho Parkway	Bernardo Drive	86	86	0	86	0
	Bernardo Drive	Rancho Bernardo Road	86	86	0	86	0
	Rancho Bernardo Road	Bernardo Center Drive	86	86	0	86	0
Bernardo Center Drive	Camino Del Norte	86	86	0	86	0	

NOTE: DNE = Does not exist; **Bold** numbers and receivers indicate potential traffic noise impacts.

In addition, based on the increase in traffic volumes the project would result in a noise level increase of 10 dBA over existing conditions without the project on the segment of West Lilac Road between Old Highway 395 and Main Street. Increases along all other segments would range from 3 to 6 dBA.

NSLU potentially impacted by substantial noise increase are primarily residential land uses fronting West Lilac Road, E. Dulin Road, and Old Highway 395. In addition to residential land uses, the Kamp Kuper Retreat Center is located south of West Lilac Road between Old Highway 395 and Main Street, which would be exposed to an 11 dBA increase.

Single-family residences located along E, Dulin Road are uniform and set back approximately 20 feet from the roadway edge. At these distances, noise levels would exceed the County's acceptable level for single-family residential uses. The structures currently provide some shielding for the exterior use areas in the rear of the property further from the roadways; however, there are no shared sound walls or similar continuous acoustical barriers due to access requirements. Based on a site survey, the majority of properties have wood fencing with substantial gapping and are not considered effective sound walls. Thus, it is assumed the spacing of the existing structures would provide between 3 and 5 dBA reduction (FHWA 2011). Based on predicted noise levels along E. Dulin Road shown in Table 11, a 3-5 dBA reduction would result in future noise levels ranging from 57–59 CNEL at exterior NSLU areas, i.e., backyards. Therefore, future noise levels would not exceed the County's "acceptable" level for Category A land uses (60 CNEL). The predicted 3 dBA increase in traffic noise would be considered a less than substantial increase in ambient noise levels. Therefore, traffic noise impacts along E. Dulin Road would be **less than significant**.

One off-site NSLU is located along Old Highway 395 between the West Lilac Road and I-15 northbound on-ramps. The residence is approximately 400 feet from the roadway and at this distance traffic noise levels would attenuate to approximately 54 CNEL, thus the increase of 3 dBA is not considered a significant noise level increase and a **less than significant impact** would occur along this portion of Old Highway 395.

Two off-site NSLU are located along West Lilac Road between Old Highway 395 and Main Street. One is a residence, 8269 West Lilac Road, located approximately 650 feet west of I-15 and approximately 250 south of West Lilac Road. The nearest exterior use area of the second, Kamp Kuper, is located approximately 890 feet east of I-15, adjacent to the east of the project site and approximately 340 feet south of West Lilac Road. At these locations noise levels are dominated by traffic noise on I-15 and would range from 69 to 67 CNEL at the residence and at Kamp Kuper, respectively, while noise levels from West Lilac Road would be 59 to 57 at the residence and Kamp Kuper, respectively. As the project would not increase traffic noise levels associated with the I-15, the predicted noise level increase from West Lilac Road would be **less than significant** as the traffic noise generated by West Lilac Road would not affect the ambient noise level at the residence or at Kamp Kuper.

According to Table 11, existing receivers along Mountain Ridge Road south of the project site would experience a potentially substantial increase in ambient noise levels of 8 CNEL; however, noise levels within 100 feet of the roadway centerline would be 53 CNEL or less. Based on the distance to this noise level, the 60 CNEL would fall about 50 feet from the centerline of Mountain Ridge Road. The nearest residence to the future centerline of Mountain Ridge Road is approximately 50 feet to the west or east. Based on this distance, no off-site NSLU along Mountain Ridge Road would be exposed to noise levels in excess of 60 CNEL. Therefore, while existing residences would experience an increase of 8 CNEL in future noise levels, the increase would not expose off-site NSLU to noise levels in excess of the County noise and land use “acceptable” compatibility standards, i.e., 60 CNEL, and the increase is considered **less than significant**.

Substantial increase would also occur along the majority of West Lilac Road. However, as with other development in this area, due to the large residential lots located along West Lilac Road substantial increase in proximity to roadways may not result in significant impacts at existing NSLU. Due to the proximity to the project site, off-site receivers along West Lilac Road between the project entrances and immediately to the west and east, were included in the TNM model to represent exterior NSLU at the majority of these residences, which were used to calculate existing and future noise levels. Receiver locations are shown in Figure 7. If modeled noise levels at these locations indicate noise levels in excess of the County’s “acceptable” levels, the predicted increase would result in a substantial increase. The results of the modeling are shown in Table 12. Based on the noise levels shown in Table 12, one existing NSLU (R-66), 8269 West Lilac Road, would potentially be exposed to noise levels in excess of the County’s land use compatibility guidelines “acceptable” level. Due to the future noise level calculated with TNM, additional detailed modeling was conducted to determine the increase associated with the project at this location by modeling the existing traffic conditions in TNM for this interchange. Based on the additional modeling the existing noise level at R-66 is 60.3 CNEL and the future noise level would be 61.5 CNEL, which represents an increase of 1.2 dBA and is a **less than significant impact**. Detailed modeling input and output data sheets are included in Attachment 2.

Traffic noise impacts to proposed on-site land uses are discussed in Section 2.2.

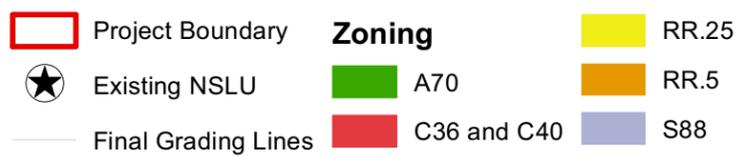
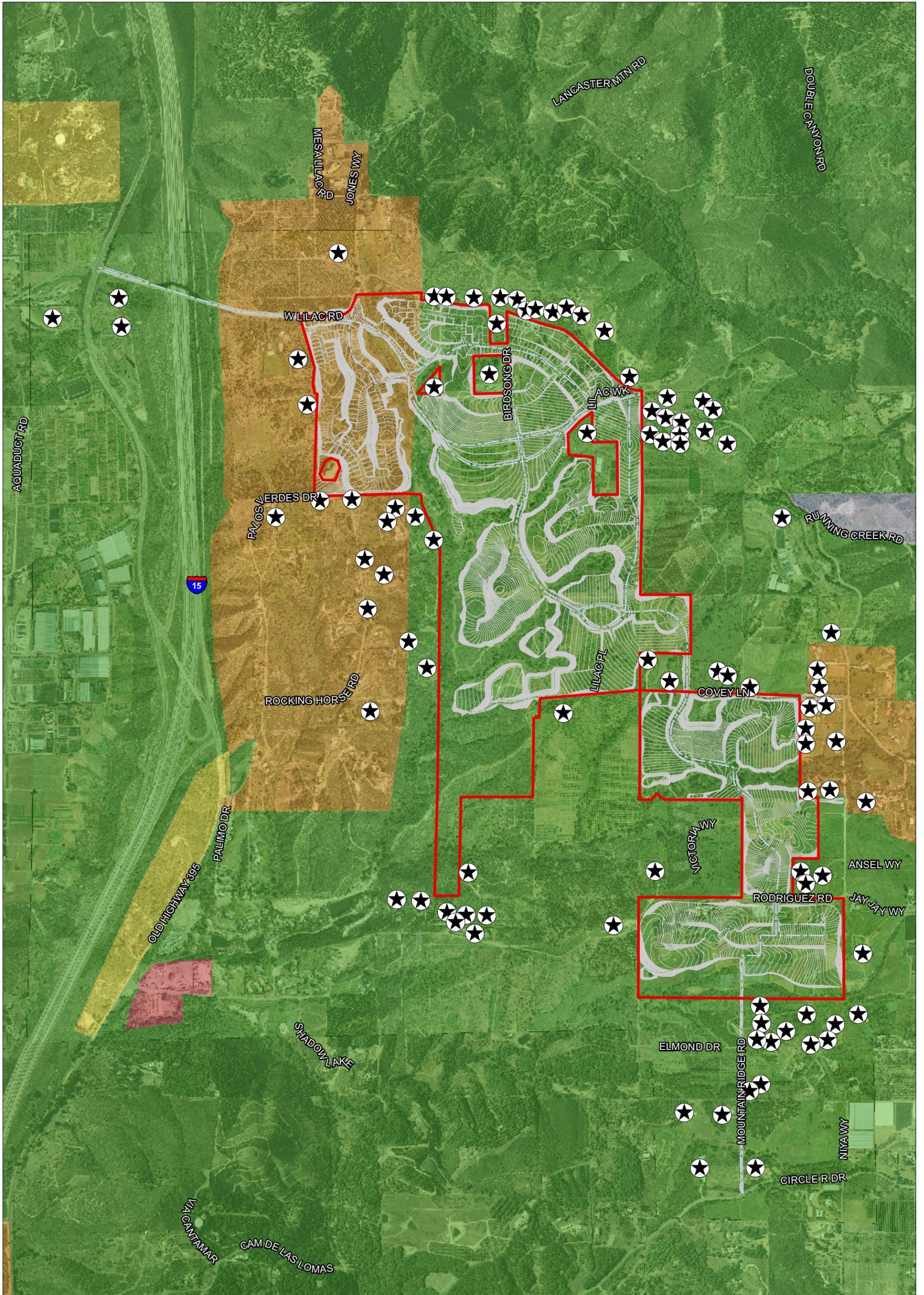


FIGURE 7

Off-Site Receivers

**TABLE 12
FUTURE OFF-SITE NOISE LEVELS AT SPECIFIC LOCAL RECEIVER LOCATIONS**

Modeled Point	Land Use/ Acceptable CNEL	Noise Level CNEL	APN	Modeled Point	Land Use/ Acceptable CNEL	Noise Level CNEL	APN
R-66	A/60	62	127-07-22800	R-90	A/60	49	128-29-07600
R-67	A/60	57	127-07-22800	R-91	A/60	54	128-29-07700
R-68	A/60	55	125-23-25100	R-92	A/60	51	128-29-03600
R-69	A/60	53	125-23-23100	R-93	A/60	50	128-29-03700
R-70	A/60	54	125-23-21000	R-94	A/60	48	128-29-06400
R-71	A/60	54	128-28-05300	R-95	A/60	54	128-29-06500
R-72	A/60	55	128-28-05200	R-96	A/60	51	129-01-08300
R-73	A/60	56	128-28-02300	R-97	A/60	53	129-01-08400
R-74	A/60	51	128-28-02800	R-98	A/60	46	129-01-08500
R-75	A/60	51	128-28-00700	R-99	A/60	45	129-01-08600
R-76	A/60	50	128-28-03200	R-100	A/60	45	129-01-06500
R-77	A/60	51	128-28-03300	R-101	A/60	44	129-01-06600
R-78	A/60	50	128-28-03400	R-102	A/60	50	129-01-11800
R-79	A/60	57	128-28-04300	R-103	A/60	45	129-01-12100
R-80	A/60	50	128-28-05600	R-104	A/60	47	129-01-11900
R-81	A/60	50	128-28-05100	R-105	A/60	51	129-43-00300
R-82	A/60	48	128-28-06100	R-106	A/60	48	129-43-00400
R-83	A/60	51	128-31-05000	R-107	A/60	50	129-30-03500
R-84	A/60	51	128-44-01100	R-108	A/60	47	129-43-01200
R-85	A/60	48	128-44-00700	R-109	A/60	52	129-43-01300
R-86	A/60	51	128-31-03800	R-110	A/60	46	129-43-01400
R-87	A/60	50	28-31-04600	R-111	A/60	46	129-39-03800
R-88	A/60	47	128-31-04700	R-112	A/60	46	129-39-01800
R-89	A/60	50	128-31-05100				

Based on the detailed TNM modeling, while receivers along West Lilac Road between Old Highway 395 and the future Main Street would experience a substantial increase in ambient noise levels (+10 CNEL), the noise levels at these receivers would be less than 60 CNEL. Residences located further from roadways would experience lower noise levels due to attenuation, such as residences further south along West Lilac Road. Such as the residence at West Lilac Road, where due to the distance from the roadway the future cumulative noise level, 58 CNEL at 100 feet, is calculated to be approximately 54 CNEL, without consideration of ground interference or atmospheric absorption. Therefore, future noise levels along West Lilac Road would not expose off-site residences to noise levels in excess of the County noise and land use “acceptable” compatibility standards.

Based on the traffic noise modeling, existing receivers along Covey Lane between the project site and West Lilac Road would experience a potentially substantial increase in ambient noise levels (12 CNEL); however, the noise levels within 100 feet of the roadway centerline would be 59 CNEL or less. With a few exceptions, existing residences located along Covey Lane are located further than 100 feet from the centerline. The exceptions are

9550, 9869, 9852, and 9877 Covey Lane, where portions of the structures are located within 100 feet of the roadway. Based on the location of the 59 CNEL and assessor parcel data, all of these properties have still contain sufficient land located in area with noise levels below 60 CNEL to comply with the compatibility standard of the County General Plan. Therefore, existing residences would experience a substantial increase (12 CNEL) in future noise levels, i.e., greater than 10 CNEL, and the increase is considered **significant**.

Similarly to Covey Lane, existing receivers along the future Lilac Hills Ranch Road between Phases 3 and 4 of the project site would experience a substantial increase in ambient noise levels. The proposed Lilac Hills Ranch Road is calculated to generate noise levels of 58 CNEL at 100 feet. Based on the modeling residences along Covey Lane, existing noise levels at the nearest residence, 9550 Covey Lane, are 44 CNEL. Thus, the proposed Lilac Hills Ranch Road is predicted to increase existing noise levels by approximately 14 dBA. When Covey Lane and Lilac Hills Ranch Road are combined there is the potential to result in a combined noise level increase of 16 dBA over the existing noise levels. The nearest residence to the future centerline of Lilac Hills Ranch Road is approximately 200 feet to the west and 50 feet north of Covey Lane, which would result in a combined noise level of 61 CNEL at the façade. The next nearest residence is approximately 375 feet to the east of Lilac Hills Ranch Road and 200 feet north of Covey Lane at these distance the combined noise levels would be approximately 50 CNEL. Therefore, while existing residences would not be exposed to noise levels in excess of the County “acceptable” noise compatibility standards, i.e., 60 CNEL, the substantial increase is considered **significant**.

While several methods are available to attenuate traffic noise, such as noise barriers, road surface improvements, regulatory measures (such as lower speed limits), and traffic calming devices (such as speed bumps), these measures are generally beyond the scope of the proposed project’s authority, such as constructing barriers on private property where the issues of liability and maintenance into perpetuity becomes a concern. Additionally, some measures, such as wall barriers, may not be desired by the local residents due to visual impacts or they may not be effective due to needs for driveways and other access points limiting the continuity of the wall. Measures such as reduced speed limits or traffic calming devices may have an unacceptable traffic impacts.

The analysis of future off-site traffic noise levels has shown that project-related traffic itself would result in a direct noise-related significant impact, i.e., traffic generated by the project would not increase noise levels along affected roadways with off-site sensitive receptors and would result in a substantial increase, i.e., greater than 10 CNEL along Covey Lane and the future Lilac Hills Ranch Road. Off-site noise Increase along all other roadway segments would result is less than significant impacts.

2.3.2 Cumulatively Significant Noise Impacts

Similar to direct traffic noise impacts, a cumulative traffic noise impact occurs when the noise level would exceed the applicable standard and a substantial noise level increase over existing noise occurs. The project's contribution to the future noise level is determined by comparing the future with project and no project conditions.

Table 13 presents the future noise levels for the existing, future cumulative condition (i.e., no project), and for the future cumulative condition with the proposed project for affected roadways. Off-site traffic noise impacts have been evaluated based on the calculated change in noise levels due to the increase or decrease in traffic volumes. As shown in Table 13, at most locations, the project would not noticeably increase (less than a 5 dBA CNEL change) noise levels over conditions without the proposed project. Additionally, the project's contribution along most segments would be less than cumulatively considerable, i.e., less than 2 CNEL. The only exceptions to this occur along the following segments:

- E. Dulin Road: Old Highway 395 to SR-76
- West Lilac Road: Old Highway 395 to W. Main Street
E. Main Street to W. Main Street
Covey Lane to Circle R Drive
- Old Highway 395: E. Dulin Road to West Lilac Road
West Lilac Road to I-15 SB Ramps
I-15 SB Ramps to I-15 NB Ramps
- Covey Lane: Eastern Project Boundary to West Lilac Road
- Mountain Ridge Road: Southern Project Boundary to Circle R Drive
- Lilac Hills Ranch Road: Between Phases 3 and 4

Noise level increase along Covey Lane, the future Lilac Hills Ranch Road, and West Lilac Road would increase by 10 CNEL or more. The project contribution to the noise level increases along the remaining segments would range from 3 to 8 CNEL. As indicated, increases of 2 dBA and greater are considered cumulatively considerable and potentially significant. However, as with direct off-site noise impacts, if the future noise level is not predicted to exceed the County's "acceptable" compatibility standard at the NSLU, the increase is not considered significant since the land use would remain compatible with the noise environment. Based on traffic noise modeling, the noise level increase along East Dulin Road would be 6 CNEL and the project would contribute 3 dBA. However, as discussed previously, the absolute future noise levels (57 to 59 CNEL) at the exterior NSLU area would be less than 60 CNEL, which would be compatible with the affected NSLU and, thus, the increase is considered a **less than significant impact**.

**TABLE 13
CUMULATIVE OFF-SITE TRAFFIC CNEL AT 100 FEET FROM CENTERLINE**

Street/Freeway	Segment		Existing	Phases 1-5, Build-out	Cumulative	Total Increase	Project Contribution
	Start	End					
E. Dulin Road	Old Highway 395	SR-76	61.2	64.5	67.2	6.0	3.3
W. Lilac Road	Camino Del Rey	Camino Del Cielo	62.1	63.5	63.8	1.7	1.4
	Camino Del Cielo	Old Highway 395	58.7	60.6	60.9	2.2	1.9
	Old Highway 395	Main Street	56.0	66.4	66.5	10.5	10.4
	Main Street	Street "F"	56.0	60.1	60.3	4.3	4.1
	Street "F"	Covey Lane	56.0	58.0	58.1	2.1	2.0
	Covey Lane	Circle R Drive	53.3	58.7	59.6	6.3	5.4
Camino Del Cielo	Camino Del Rey	W. Lilac Road	64.9	65.0	66.7	1.8	0.1
Olive Hill Road	Shamrock Road	SR-76	61.8	61.9	63.0	1.2	0.1
Camino Del Rey	SR-76	Old River Road	66.2	66.4	66.7	0.5	0.2
	Old River Road	W. Lilac Road	65.9	66.3	67.3	1.4	0.4
	W. Lilac Road	Camino Del Cielo	64.8	64.9	66.3	1.5	0.1
	Camino Del Cielo	Old Highway 395	63.4	63.5	64.0	0.6	0.1
Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	68.4	68.5	68.6	0.2	0.1
	I-15 SB Ramps	I-15 NB Ramps	67.5	67.8	69.2	1.7	0.3
	I-15 NB Ramps	Old Highway 395	65.0	65.5	66.9	1.9	0.5
Circle R Drive	Old Highway 395	Mountain Ridge Road	62.6	64.3	65.3	2.7	1.7
	Mountain Ridge Road	W. Lilac Road	59.0	59.3	59.6	0.6	0.3
Old Castle Road	Old Highway 395	Lilac Road	64.9	65.0	66.7	1.8	0.1
E. Vista Way	SR-76	Gopher Canyon Road	68.3	68.4	69.7	1.4	0.1
	Gopher Canyon Road	Osborne Street	69.8	69.8	70.8	1.0	0.0
Old River Road	SR-76	Camino Del Rey	61.5	62.1	62.2	0.7	0.6
Old Highway 395	Pala Mesa Drive	SR-76	65.3	65.7	69.0	3.7	0.4
	SR-76	E. Dulin Road	63.3	64.5	66.5	3.2	1.2
	E. Dulin Road	W. Lilac Road	62.9	65.6	67.6	4.7	2.7
	W. Lilac Road	I-15 SB Ramps	60.7	64.5	65.4	4.7	3.8
	I-15 SB Ramps	I-15 NB Ramps	61.0	63.8	65.6	4.6	2.8
	I-15 NB Ramps	Camino Del Rey	59.3	60.5	63.5	4.2	1.2
	Camino Del Rey	Circle R Drive	63.1	63.6	65.0	1.9	0.5
	Circle R Drive	Gopher Canyon Road	65.7	66.4	67.4	1.7	0.7
Gopher Canyon Road	Old Castle Road	64.8	65.0	65.4	0.6	0.2	
Champagne Boulevard	Old Castle Road	Lawrence Welk Drive	61.6	61.9	64.3	2.7	0.3
Pankey Road	Pala Mesa Drive	SR-76	43.9	43.9	67.4	23.5	0.0

TABLE 13
CUMULATIVE OFF-SITE TRAFFIC CNEL AT 100 FEET FROM CENTERLINE
(continued)

Street/Freeway	Segment		Existing	Phases 1-5, Build-out	Cumulative	Total Increase	Project Contribution
	Start	End					
Lilac Road	Couser Canyon Road	W. Lilac Road	56.0	56.8	58.4	2.4	0.8
	W. Lilac Road	Old Castle Road	59.6	61.1	61.2	1.6	1.5
	Old Castle Road	Anthony Road	65.0	65.4	66.1	1.1	0.4
	Anthony Road	Betsworth Road	64.8	65.1	65.7	0.9	0.3
	Betsworth Road	Valley Center Road	65.2	65.5	66.2	1.0	0.3
Valley Center Road	Woods Valley Road	Lilac Road	68.7	68.7	69.3	0.6	0.0
	Lilac Road	Miller Road	69.3	69.3	69.7	0.4	0.0
	Miller Road	Cole Grade Road	68.9	69.0	69.4	0.5	0.1
	Cole Grade Road	Vesper Road	66.0	66.1	66.5	0.5	0.1
Miller Road	Misty Oak Road	Valley Center Road	57.1	57.1	59.0	1.9	0.0
Cole Grade Road	Fruitvale Road	Valley Center Road	65.7	65.7	67.6	1.9	0.0
Covey Lane	Project Eastern Boundary	W. Lilac Road	44.2	55.7	55.7	11.2	11.2
Mountain Ridge Road	Project Southern Boundary	Circle R Drive	45.0	52.7	52.7	7.7	7.7
Lilac Hills Ranch Road	Phase 3 Southern Boundary	Phase 4 Northern Boundary	DNE	57.3	57.7	57.7	57.7
I-15	Riverside County Boundary	Old Highway 395	81.6	81.7	83.4	1.8	0.1
	Old Highway 395	SR-76	81.6	81.7	84.1	2.5	0.1
	SR-76	Old Highway 395	80.8	80.9	82.6	1.8	0.1
	Old Highway 395	Gopher Canyon Road	80.7	80.9	82.5	1.8	0.2
	Gopher Canyon Road	Deer Springs Road	81.0	81.2	82.5	1.5	0.2
	Deer Springs Road	Centre City Parkway	83.5	83.7	85.1	1.6	0.2
	Centre City Parkway	El Norte Parkway	83.3	83.4	84.8	1.5	0.1
	El Norte Parkway	SR-78	83.9	84.0	85.2	1.3	0.1
	SR-78	W. Valley Parkway	85.7	85.7	86.2	0.5	0.0
	W Valley Parkway	Auto Parkway	85.4	85.4	85.9	0.5	0.0
	Auto Parkway	W Citracado Parkway	85.2	85.3	85.7	0.5	0.1
	W Citracado Parkway	Via Rancho Parkway	85.8	85.8	86.1	0.3	0.0
	Via Rancho Parkway	Bernardo Drive	85.8	85.9	86.6	0.8	0.1
	Bernardo Drive	Rancho Bernardo Road	85.9	85.9	86.2	0.3	0.0
	Rancho Bernardo Road	Bernardo Center Drive	86.1	86.1	86.2	0.1	0.0
Bernardo Center Drive	Camino Del Norte	86.2	86.2	86.2	0.0	0.0	

NOTE: DNE= Does not exist; **Bold** numbers and receivers indicate potential traffic noise impacts.

Noise level increases along West Lilac Road would range from 4 dBA to 10 dBA with the greatest increase occurring between Old Highway 395 and the future Main Street. As indicated in the direct impact assessment, two receptors of concern along this segment. Based on the distances to local roads and I-15, noise levels at these locations are dominated by traffic noise from I-15, which would range from 69 to 67 CNEL at the residence and at Kamp Kuper, respectively, while noise levels from West Lilac Road would be 60 to 58 at the residence and Kamp Kuper, respectively. As the project would not increase traffic noise levels associated with the I-15, the predicted noise level increase from West Lilac Road would not be significant as the traffic noise generated by West Lilac Road would not affect the ambient noise level at the residence or at Kamp Kuper. Thus, the increase at these receivers is considered a **less than significant impact**.

Cumulative increases along West Lilac Road, between E. Main Street to W. Main Street, would be greater than 2 dBA; however, the noise level at 100 feet from the roadway centerline would be 60 CNEL or less. Based on a review of the properties within this area, there are some residential structures that would be located within 100 feet of the roadway centerline. Thus, portions of these properties would be exposed to noise levels in excess of the “acceptable” level for residential properties. However, due to the intervening structures and/or distance from the roadway, none of the NSLU areas associated with the properties would be exposed to noise levels greater than 60 CNEL. Thus, impacts to NSLU along West Lilac Road, between E. Main Street to W. Main Street, would be **less than significant impact**.

Cumulative noise levels would be approximately 2 dBA higher than under the direct impacts along Old Highway 395, between E. Dulin Road and the I-15 NB ramps, which would result in a future noise level at this NSLU of 56 to 57 CNEL at the following segments. Thus, this would not represent a cumulatively considerable impact.

- Old Highway 395: E. Dulin Road to West Lilac Road
West Lilac Road to I-15 NB Ramps

Similarly, noise level increases along the following segments would be potentially significant at 6 dBA or greater with the project contribution of 5 to 14 dBA. However, as shown in Table 13, noise levels at 100 feet from the roadway would be less than 60 CNEL; therefore, the increase would not be considered cumulatively considerable along the following segments.

- West Lilac Road: Covey Lane to Circle R Drive
- Mountain Ridge Road: Southern Project Boundary to Circle R Drive

As previously discussed, significant project level impacts would occur along Covey Lane and the future Lilac Hills Ranch Road as residences along these roadway segments would experience a substantial increase (+10 CNEL) in ambient noise levels. When Covey Lane and Lilac Hills Ranch Road are combined there is the potential to result in a combined noise level increase of 16 dBA over the existing noise levels in proximity to the intersection of

these roads. The nearest residence to the future centerline of Lilac Hills Ranch Road is approximately 200 feet to the west and 50 feet north of Covey Lane, which would result in a combined noise level of 61 CNEL at the building façade. The next nearest residence is approximately 375 feet to the east of Lilac Hills Ranch Road and 200 feet north of Covey Lane at these distance the combined noise levels would be approximately 50 CNEL. Based on the calculated noise levels, no off-site NSLU would be exposed to noise levels in excess of 60 CNEL. However, the increase in the existing noise level is considered **significant**.

Based on the project design, the project could place future on-site NSLUs in areas where the projected cumulative noise levels from road traffic could exceed the County's exterior noise limits, thus implementation of MM N-1 would be required to reduce traffic noise levels at NSLU at completion of project build-out to a **less than significant** level. Additionally, as noise walls are not effective at reducing noise levels at second-floor locations, MM N-2 would be required to verify interior noise levels comply with the County interior noise levels limits. However, even after implementation of mitigation measure MM N-1 and MM N-2, off-site cumulative traffic noise impacts along Covey Lane and the future Lilac Hills Ranch Road would continue to be **significant**.

2.3.3 Design Considerations and Mitigation Measure Calculations

2.3.3.1 Design Considerations

No design considerations are included in the project for noise generated at off-site locations

2.3.3.2 Mitigation Measures

As previously identified, several methods are available to attenuate traffic noise, such as noise barriers, road surface improvements, regulatory measures (such as lower speed limits), and traffic calming devices (such as speed bumps). However, none of these measures are considered feasible as these measures are beyond the scope of the proposed project's authority. As example, constructing barriers on private property would be effective, but the issue of liability over who is responsible for the wall, say if in an earthquake it fell on a parked car, or the maintenance into perpetuity, which is required for most noise barriers to maintain their effectiveness over many years. In addition, some measures may not be desired by the local residents due to visual or traffic impacts. Some measures, such as barriers, may not be effective due to needs for driveways and other access points limiting the continuity of the barrier. Finally, measures such as reduced speed limits or traffic calming devices require legal or government enforcement and may have an unacceptable impacts in other areas, such as speed bumps lengthening emergency response calls. Due to these reasons, mitigation of off-site impacts along Covey Lane and the future Lilac Hills Ranch Road are considered **significant and unmitigable direct and cumulatively considerable impacts** of the project.

3.0 Project-Generated Airborne Noise

3.1 Guidelines for the Determination of Significance

The County Noise Ordinance, Section 36.404, sets limits on the noise levels generated from one property to another, such as from mechanical equipment. Unless a variance has been applied for by an applicant and granted by the County, it is unlawful for a person to cause or allow noise generated on a particular property to exceed the 1-hour average sound level, at any point on or beyond the boundaries of the property, as shown in Table 14.

Section 36.409 states:

Except for emergency work, it shall be unlawful for any person to operate construction equipment or cause the construction equipment to be operated, exceeding an average sound level of 75 dBA for an 8-hour period, between 7 a.m. and 7 p.m., when measured at the boundary line of the property where the noise source is located or on any occupied property where the noise is being received.

**TABLE 14
COUNTY OF SAN DIEGO NOISE ORDINANCE SOUND LEVEL LIMITS**

Zone	Applicable Hours	Sound Level Limit dB Leq (1 hour)
(1) RS, RD, RR, RMH, A70, A72, S80, S81, S90, S92, RV, and RU with a General Plan Land Use Designation density of less than 10.9 dwelling units per acre.	7 a.m. to 10 p.m. 10 p.m. to 7 a.m.	50 45
(2) RRO, RC, RM, S86, V5, RV and RU with a General Plan Land Use Designation density of 10.9 or more dwelling units per acre.	7 a.m. to 10 p.m. 10 p.m. to 7 a.m.	55 50
(3) S-94, V4 and all other commercial zones.	7 a.m. to 10 p.m. 10 p.m. to 7 a.m.	60 55
(4) V1, V2 V1 V2 V3	7 a.m. to 10 p.m. 10 p.m. to 7 a.m. 10 p.m. to 7 a.m. 7 a.m. to 10 p.m. 10 p.m. to 7 a.m.	55 55 50 70 65
(5) M-50, M-52, and M-54	Anytime	70
(6) S82, M56 and M58	Anytime	75
(7) S88 (see subsection (c) below)		

Source: County of San Diego Noise Ordinance, Section 36.404

Notes:

(a) Except as provided in section 36.409 of this chapter, it shall be unlawful for any person to cause or allow the creation of any noise, which exceeds the one-hour average sound level limits in Table 36.404, when the one-hour average sound level is measured at the property line of the property on which the noise is produced or at any location on a property that is receiving the noise

(b) Where a noise study has been conducted and the noise mitigation measures recommended by that study have been made conditions of approval of a Major Use Permit, which authorizes the noise-generating use or activity and the decision making body approving the Major Use Permit determined that those mitigation measures reduce

potential noise impacts to a level below significance, implementation and compliance with those noise mitigation measures shall constitute compliance with subsection (a) above.

(c) S88 zones are Specific Planning Areas which allow for different uses. The sound level limits in Table 14 above that apply in an S88 zone depend on the use being made of the property. The limits in Table 14, subsection (1) apply to property with a residential, agricultural or civic use. The limits in subsection (3) apply to property with a commercial use. The limits in subsection (5) apply to property with an industrial use that would only be allowed in an M50, M52 or M54 zone. The limits in subsection (6) apply to all property with an extractive use or a use that would only be allowed in an M56 or M58 zone.

(d) If the measured ambient noise level exceeds the applicable limit in Table 36.404, the allowable one-hour average sound level shall be the one-hour average ambient noise level, plus three decibels. The ambient noise level shall be measured when the alleged noise violation source is not operating.

(e) The sound level limit at a location on a boundary between two zones is the arithmetic mean of the respective limits for the two zones. The one-hour average sound level limit applicable to extractive industries, however, including but not limited to borrow pits and mines, shall be 75 decibels at the property line regardless of the zone in which the extractive industry is located.

(f) A fixed-location public utility distribution or transmission facility located on or adjacent to a property line shall be subject to the sound level limits of this section, measured at or beyond 6 feet from the boundary of the easement upon which the facility is located.

Section 36.410 states:

In addition to the general limitations on sound levels in Section 36.404 and the limitations on construction equipment in Section 36.409, the following additional sound level limitations shall apply:

- (a) Except for emergency work or work on a public road project, no person shall produce or cause to be produced an impulsive noise that exceeds the maximum sound level shown in Table 15, when measured at the boundary line of the property where the noise source is located or on any occupied property where the noise is received, for 25 percent of the minutes in the measurement period, as described in subsection (c) below. The maximum sound level depends on the use being made of the occupied property. The uses in Table 15 are as described in the County Zoning Ordinance.

**TABLE 15
COUNTY OF SAN DIEGO CODE SECTION 36.410, MAXIMUM SOUND LEVEL
(IMPULSIVE) MEASURED AT OCCUPIED PROPERTY IN DECIBELS**

Occupied Property Use	Decibels (dBA)
Residential, village zoning or civic use	82
Agricultural, commercial or industrial use	85

- (b) Except for emergency work, no person working on a public road project shall produce or cause to be produced an impulsive noise that exceeds the maximum sound level shown in Table 16, when measured at the boundary line of the property where the noise source is located or on any occupied property where the noise is received, for 25 percent of the minutes in the measurement period, as described in subsection (c) below. The maximum sound level depends on the use being made of the occupied property. The uses in Table 16 are as described in the County Zoning Ordinance.

**TABLE 16
COUNTY OF SAN DIEGO CODE SECTION 36.410, MAXIMUM SOUND LEVEL (IMPULSIVE)
MEASURED AT OCCUPIED PROPERTY IN DECIBELS FOR PUBLIC ROAD PROJECTS**

Occupied Property Use	Decibels (dBA)
Residential, village zoning or civic use	85
Agricultural, commercial or industrial use	90

- (c) The minimum measurement period for any measurements conducted under this section shall be 1 hour. During the measurement period a measurement shall be conducted every minute from a fixed location on an occupied property. The measurements shall measure the maximum sound level during each minute of the measurement period. If the sound level caused by construction equipment or the producer of the impulsive noise exceeds the maximum sound level for any portion of any minute, it will be deemed that the maximum sound level was exceeded during that minute.

The project would also result in a significant impact if it would result in a substantial permanent increase in ambient noise levels in the vicinity. A substantial noise increase is defined as an increase of 10 dBA CNEL above existing conditions as stated in the County of San Diego Noise Report Guidelines Section 4.1-A (ii).

3.2 Potential Operational Noise Impacts (Non-Construction Noise)

3.2.1 Potential Build-out Noise Conditions without Mitigation

Project operational noise impacts were evaluated by review of the most recent project plans, proposed operations, and noise data. Traffic noise impacts were evaluated by review of data in the project traffic report, Traffic Impact Study – Lilac Hills Ranch Specific Plan Project (Chen Ryan 2013).

3.2.1.1 Stationary Source Noise

Project implementation would create many instances of on-site residential land uses located adjacent to or sharing a boundary with commercial and mixed-use land uses as well as recreational and institutional uses. All proposed land uses would introduce on-site stationary noise sources, including rooftop heating, ventilation, and air conditioning (HVAC) equipment; mechanical equipment; emergency electrical generators; parking lot activities; loading dock operations; and parks, schools, and recreation activities.

3.2.1.2 Mechanical HVAC Equipment

HVAC equipment could be a primary noise source associated with commercial or industrial uses. HVAC equipment is often mounted on rooftops, located on the ground, or located within mechanical rooms. The noise sources could take the form of fans, pumps, air compressors, chillers, or cooling towers.

Noise levels from HVAC equipment vary substantially depending on unit efficiency, size, and location, but generally range from 45 to 70 dBA L_{eq} at a distance of 50 feet (U.S. EPA 1971). Accounting for typical attenuation rates of 6 dB per doubling of distance, noise levels attributed to unshielded HVAC mechanical systems could exceed the County property line noise limit (50 dBA L_{eq}) within 475 feet of the source. In addition, sources located within 800 feet of a NSLU property line could exceed the County noise limit for nighttime stationary-source noise. As a result, the impact of noise from HVAC equipment under the project would be **significant**.

3.2.1.3 Emergency Electrical Generators

Emergency generators may be used to supply necessary power requirements to vital systems within constructed facilities such as medical facilities and the WRF. Emergency generators are typically operated under two conditions: loss of main electrical supply or preventive maintenance/testing. The operation of mechanical equipment associated with emergency operations is exempt from the noise standards outlined in the San Diego County Municipal Code; thus, this analysis focuses on routine preventive maintenance and testing operations, which are conducted on a periodic basis.

Reference noise-levels of emergency generators with rated power outputs of 1,500 kilowatts are approximately 95 dBA at 7 meters (23 feet) (Cummins Power Generation 2009). Based on this reference noise level, emergency electrical generators located within 3,500 feet of noise-sensitive land uses could exceed the County noise limit for daytime stationary-source noise. In addition, generators located within 6,000 feet of NSLU could exceed the County property line noise limit for nighttime stationary-source noise. Section 36.417 of the County Code exempts emergency generators for “hospital[s] or other medical or surgical facility that [are] providing emergency medical services” from the property line noise level limits, thus electrical generators associated with medical facilities would be exempt, but not generators associated with the WRF or other facilities. As specific locations for generators have not been developed, the project includes a Design Consideration (DC)-1 to require noise levels from electrical generators to comply with the County property line noise level limits at all adjacent properties. Therefore, this impact would be less than significant.

3.2.1.4 Parking Lot Activities

Parking lots are expected to be included in the Town Center and Neighborhood Centers, multi-family residential developments, the group residential and group care facility, senior center, school, and parks. The details required to accurately predict noise emissions from car parking activities, location, size, and parking demand are not yet available. Therefore, the potential impact of noise generated by parking lot operations is evaluated in this analysis using a representative scenario.

Activities making up a single parking event include vehicle arrival, limited idling, occupants exiting the vehicle, door closures, conversations among passengers, occupants entering the vehicle, startup, and departure of the vehicle. A representative parking lot with 200 stalls and 400 parking events per hour would produce a noise level that exceeds the County standard for the daytime at distances up to 200 feet and exceeds the nighttime noise standard at distances up to 350 feet. It is possible that the distance between parking lots and residential land uses would be less than 350 feet because shared boundaries between non-residential uses exist under the project. Therefore, the impact of noise generated from parking lot activities is considered a **significant** impact.

3.2.1.5 Loading Dock and Delivery Activity

Noise sources associated with loading dock and delivery activities can include trucks idling, on-site truck circulation, trailer-mounted refrigeration units, pallets dropping, and the operation of forklifts. Typical hourly noise levels for loading dock operations range from 55 to 60 dBA L_{eq} and from 80 to 84 dBA L_{max} (maximum noise level) at a distance of 50 feet (EDAW 2006). Based on these measured noise levels, the County's daytime stationary noise criterion would be exceeded approximately 125 feet from the acoustic center of the loading dock and the nighttime stationary noise criterion would be exceeded approximately 200 feet from the acoustic center of the loading dock.

It is possible that the distance between loading docks and residential land uses could be less than 200 feet because shared boundaries between commercial and residential land uses are planned under the project. Therefore, noise generated from loading dock and delivery activities is considered a **significant** impact.

3.2.1.6 Recreational and Educational Activities

Activities in the proposed parks, open spaces, and schools would also be sources of noise. The County Noise Ordinance considers noise from public or private schools exempt from the Code. Noise associated with outdoor recreation areas would generally take place during daylight hours and at distances at least 50 feet from on-site residences. In addition, any activities taking place within parks that are considered a nuisance would be illegal under the County Noise Ordinance and would be enforced by the San Diego County Sheriff's Department. Thus, since noise would either be exempt from standards or controlled by law enforcement, no standard violation would be expected to occur from recreational and education activities. This impact is considered a **less than significant** impact.

3.2.1.7 Special Events

Special events are identified in the Specific Plan and may include farmers markets, public holiday festivals, sports tournaments/ceremonies, parades, marathons, walkathons, or bike races and the Town Green (P-8) is intended to be the primary location for special events

within the community. According to the Specific Plan “Special Events will be allowed and the County’s normal special events permitting process will be followed for events held on private property.” A Community Event Permit is a written approval from the County to operate a community event. The Department of Environmental Health serves as the coordinator for all Community Event permits and coordinates with other County agencies during the permitting and approval process. As part of the permit requirements a noise assessment would be required by the County if noise sources, such as live or amplified music, would be included as part of the event. The noise assessment must determine if an impact would occur and identify mitigation to reduce noise levels to comply with the permit requirements. Thus, since any proposed special event would be subject to the County permit process, no standard noise violation would be expected to occur from special event activities. This impact is considered a **less than significant** impact.

3.2.1.8 Dog Parks

The Specific Plan envisions dog parks within all of the public and private parks throughout the project. Conceptual locations have been identified in the Specific Plan. Based on the conceptual layouts, proposed dog parks would generally be located away from local NSLU and would be excluded from small parks adjacent to residential uses. However, some of the potential locations would be within a 100 feet to residential property lines. As the dog park locations are conceptual and may be relocated during the final design, the following analysis focuses on developing constraints to assist in the siting of the dog parks.

Principal noise sources from the dog park would be from dogs barking, and owners calling and issuing commands to pets. To determine operational noise impacts, noise measurements of activities conducted by AECOM in 2011 were used as reference noise levels. Estimated noise levels from future activity were compared to noise limits based on the zoning of adjacent properties.

Based on observations of similar activities at two other dog parks in the County (Griffen and Maddox Park), typical visits to the park last for 30 to 45 minutes and the majority of the activities and dog noise occur close to seating areas and the entrance to the runs (AECOM 2011).

Dog park noise is generally sporadic and an individual dog barking generally lasts less than a few seconds (AECOM 2011). Based on 1-second intervals, an individual dog bark can reach approximately 68 to 70 dBA L_{max} at 50 feet (AECOM 2011). The hourly equivalent reference noise level for the various activities at the proposed dog parks, including vocalizations of owners, would be approximately 64 dBA L_{eq} and 81 dBA L_{max} at 50 feet.

Due to the potential movement and speculative nature of specifically locating each source at any given time within the dog park, noise calculations are determined from the center of the dog park. For a conservative assessment of noise impacts, an acoustically hard surface is assumed for determining noise propagation. Based on the maximum hourly noise levels

measured at local dog parks, the hourly noise level would potentially exceed the property line noise ordinance limit of 50 dBA L_{eq} within 255 feet and 55 dBA L_{eq} within 145 feet. As the final location of dog parks are not available, dog park noise may exceed the property line limits and the impact would be **significant**.

The proposed dog park does not include facilities that are likely to have mechanical equipment, such as HVAC units.

Potential maintenance activity associated with the dog park would generate similar noise levels to maintenance activities at any park. The proposed dog park would include trash cans for animal waste; however, use of trash cans was not found to be a substantial source of noise during observations at similar facilities and is not anticipated to be a significant noise source at the proposed dog park. Thus, the proposed dog park would result in a **less than significant** noise impact from on-site maintenance operations.

3.2.1.9 Water Reclamation Facility

The project includes the construction and operation of a WRF on an approximately 2.4-acre site. Noise associated with operation of the on-site WRF was analyzed to ensure that noise levels would not exceed the applicable County Noise Ordinance standards. South of the WRF would be zoned residential and would have noise limits of 50 dBA L_{eq} from 7:00 a.m. to 10:00 p.m. and 45 dBA L_{eq} from 10:00 p.m. to 7:00 a.m. The WRF site would be subject to these hourly average noise limits.

A reference noise level of 70 dBA L_{eq} at 50 feet from the edge of the nearest noise source was used to assess potential impacts from operation of the WRF. The noise-producing equipment is anticipated to include a blower room, odor scrubbers, screens and augers, mixers, exhaust fans, air compressors, and air conditioners. The majority of the sources associated with the proposed WRF would be located inside structures; however, the reference noise level does not account for noise reduction provided by locating any equipment inside enclosed buildings or orientation of the source. Therefore, the reference level of 70 dBA L_{eq} at 50 feet is reduced by 15 dBA to account for the proposed WRF.

This analysis assumed that the main noise source associated with the operation of the WRF would be located at the center of the operations and sludge dewatering buildings at the south end of the site. Based on the MUP site plan, the nearest residential property line would be located approximately 100 feet south of the center of the operations and sludge dewatering buildings. Assuming 6 dB reduction for every doubling of distance, 70 dBA L_{eq} at 50 feet would attenuate to 49 dBA L_{eq} at 100 feet. Therefore, the noise level at the residential property line due to the WRF would be 49 dBA L_{eq} without mitigation. Therefore, noise generated from the WRF is considered a **significant** impact.

3.2.1.10 Recycling Facility

According to the Specific Plan, “the purpose of the recycling facility is to provide and encourage recycling project residents in addition to the weekly collection of green waste.” As envisioned in the Specific Plan, the facility would include office functions as well as storage for any equipment or materials. The facility would also include temporary roll-off bins or storage containers where recyclables and/or green waste generated from local residents can be consolidated for efficient off-site processing. Additionally, the Specific Plan considers a future buy-back center at this location for residents to redeem California Redemption Value (CRV) containers.

The proposed collection of recycling and green waste is initially seen as a simple storage operation with little onsite operation other than the delivery of empty containers and the pick-up of full containers by large trucks, noise associated with vehicles accessing the site and dropping off, and general site maintenance activities. Noise levels associated with these activities are anticipated to be similar to typical commercial loading noises and dumpster use, which are not anticipated to exceed County property line noise level limits.

However, a small-scale neighborhood CRV buy-back facility would include stationary processing equipment and limited mobile equipment. Anticipated stationary processing equipment would include material conveyors and an aluminum can compactor while mobile equipment would typically be limited to natural gas- or propane-powered forklifts with occasional heavy trucks to haul material to larger facilities.

The proposed RF would be located in the central-western portion of the Specific Plan area. The property would be bound by commercial uses to the north (zoned C-34), with open space to the east, south and west. Residential and other uses are separated from the RF by an open space area. The conceptual site plan in the Specific Plan indicates the facility’s main building would be located along the western property line. The primary dropoff location is assumed to be located immediately east of the building with sorting and minor processing occurring within the facility building. The southern portion of the site would be used primarily for bin storage and processed and classified materials storage until a sufficient quantity is accumulated to be delivered a processing facility. It is anticipated a facility of this scale would generate an average of approximately 2 two-way heavy truck trips per day.

Noise sources associated with the RF would include trucks idling, on-site truck circulation, material dropping, and the operation of forklifts as well as patron vehicles. Based on samples taken at similar facilities, typical unshielded hourly noise levels from these sources would range from 60 to 75 dBA L_{eq} at a distance of 50 feet with occasional higher maximums from materials falling into empty sorting bins, banging of sorting and transport bins, and backup alarms. Based on the Master TM and Conceptual Site Plan for the RF, the noise level at the nearest property line is anticipated to be as near as 50 feet from the center of activities and approximately 300 feet to the nearest residential property line. Based on

these parameters noise levels are anticipated to attenuate to reach up to 75 dBA at the nearest property line and approximately 57 dBA L_{eq} at the next closest property line.

However, a site plan has not been developed for the proposed RF; therefore, specific facility components have not been identified nor designed and it is possible that the loading or sorting areas or other noise sources could be placed in closer proximity to residential land uses than assessed in this analysis. Therefore, noise generated from the RF is considered a **significant** impact.

3.2.2 Design Considerations and Mitigation Measures

3.2.2.1 Design Considerations

The inclusion of the following design feature as a policy in the Lilac Hills Ranch Specific Plan was considered in the preceding analysis and would reduce annoyance to affected sensitive receptors.

DC-1: All emergency generators within 500 feet of a property line shall be located within enclosures, behind barriers, or oriented within the site design to eliminate the line of site between sensitive receptors and generators and noise testing will be conducted to verify generator noise levels comply with County standards, Section 36.404, at the nearest property line prior to full operation.

3.2.2.2 Mitigation Measures

Implementation of mitigation measures is required by the project in order for all noise standards to be obtained.

MM N-3: Implement engineering practices and consider the placement of noise generating equipment and shielding when installing stationary noise sources associated with HVAC systems and standby generators.

- Prior to the issuance of a building permit, the applicant, or its designee, will prepare an acoustical study(s) of proposed mechanical equipment including generators, which will identify all noise-generating equipment, predict noise levels at property lines from all identified equipment, and recommended mitigation to be implemented (e.g., enclosures, barriers, site orientation), as necessary, to comply with the County Noise Ordinance Section 36.404.

Implementation: Project applicant(s) and primary contractor(s) of all project phases.

Timing: Prior to issuance of building permits.

MM N-4: Best engineering practices shall be used in the placement of noise generating equipment when developing site plans for commercial land uses containing loading docks, delivery areas, and parking lots such that noise levels at the property line comply with County standards. Development plans shall be accompanied by an acoustical analysis demonstrating compliance with County standards for approval prior to issuance of building permits.

The following stationary source noise mitigation measure is required to minimize noise impacts to receptors:

- Prior to the issuance of a building permit, the applicant, or its designee, will prepare an acoustical study(s) of proposed commercial land use site plans, which will identify all noise-generating areas and associated equipment, predict noise levels at property lines from all identified areas, and recommended mitigation to be implemented (e.g., enclosures, barriers, site orientation, reduction of parking stalls), as necessary, to comply with the County Noise Ordinance Section 36.404.

Implementation: Project applicant(s) and primary contractor(s) of all project phases.

Timing: Prior to issuance of building permits.

Enforcement: County

MM N-5: Best engineering practices shall be used and considered in the placement and design of dog parks, such that noise levels at surrounding property lines comply with County standards for the applicable zone. Development plans shall be accompanied by an acoustical analysis demonstrating compliance with County standards for approval prior to issuance of building permits.

The following stationary source noise mitigation measure is required to minimize noise impacts to receptors:

- Prior to the issuance of a building permit, the applicant, or its designee, will prepare an acoustical study(s) of proposed dog parks, which will predict noise levels at potentially affected property lines from all sources, and recommended mitigation to be implemented (e.g., barriers, site location, etc.), as necessary, to comply with the County Noise Ordinance Section 36.404.

Implementation: Project applicant(s) and primary contractor(s) of all project phases.

Timing: Prior to issuance of building permits.

Enforcement: County

MM N-6: Best engineering practices shall be used and considered in the placement of noise generating equipment when developing site plans for the WRF such that noise levels at the property line comply with County standards. Development plans shall be accompanied by an acoustical analysis demonstrating compliance with County standards for approval prior to issuance of building permits.

The following stationary source noise mitigation measure is required to minimize noise impacts to receptors:

- Prior to the issuance of a building permit, the applicant, or its designee, will prepare an acoustical study(s) of proposed WRF, which will identify all noise-generating sources and associated equipment, predict noise levels at potentially affected property lines from all identified sources, and recommended mitigation to be implemented (e.g., enclosures, barriers, site orientation, etc.), as necessary, to comply with the County Noise Ordinance Section 36.404.

Implementation: Project applicant(s) and primary contractor(s) of all project phases.

Timing: Prior to issuance of building permits.

Enforcement: County

MM N-7: Best engineering practices shall be used and considered in the placement of noise generating equipment when developing site plans for the RF such that noise levels at the property line comply with County standards. Development plans shall be accompanied by an acoustical analysis demonstrating compliance with County standards for approval prior to issuance of building permits.

The following stationary source noise mitigation measure is required to minimize noise impacts to receptors:

- Prior to the issuance of a building permit, the applicant, or its designee, will prepare an acoustical study(s) of proposed recycling/green waste collection facility, which will identify all noise-generating sources and associated equipment, predict noise levels at potentially affected property lines from all identified sources, and recommended mitigation to be implemented (e.g., enclosures, barriers, site orientation, etc.), as necessary, to comply with the County Noise Ordinance Section 36.404.

Implementation: Project applicant(s) and primary contractor(s) of all project phases.

Timing: Prior to issuance of building permits.

Enforcement: County

3.3.2.3 Summary

MM N-3 through MM N-7 would ensure that on-site stationary noise sources associated with the project would be reduced to a **less than significant** level at the nearest sensitive land uses.

3.3 Potential General Construction Noise Impacts

3.3.1 Potential Temporary Construction Noise Impacts without Mitigation

The project includes development of a variety of land uses (e.g., residential, assisted care facilities, a school, parks, open space, commercial, etc.) and supporting on-site roadway and infrastructure improvements. Construction of the proposed land uses and improvements would occur by phase, within the specific plan area, in a sequence established by individual land owners (project applicant[s]) and influenced by market demand. Construction phasing is currently set to commence in 2014 and finishing all five phases by 2024.

Construction noise typically occurs intermittently and varies depending upon the nature or phase of construction (e.g., demolition/land clearing, grading and excavation, erection). Construction noise in any one particular area would be temporary and short-term and would include noise from activities such as site preparation, truck hauling of material, pouring of concrete, and use of power tools. Noise would also be generated by construction equipment, including earthmovers, material handlers, and portable generators, and could reach high levels for brief periods.

Although noise ranges are generally similar for all construction phases, the grading phase tends to involve the most equipment. The noisiest equipment types operating at construction sites typically range from 88 dB to 91 dB L_{max} at 50 feet. Typical operating cycles may involve 2 minutes of full power, followed by 3 or 4 minutes at lower settings. Average noise levels from the center of construction sites typically range from approximately 65 to 83 dBA L_{eq} at 50 feet, depending on the activities performed. Typically, a 12-hour L_{eq} is lower than an hourly L_{eq} .

Construction may also involve blasting to break up bedrock close to the ground surface. Noise generated by blasting is very low in frequency, below the frequency range audible to humans. Use of impulsive noise equipment (e.g., pile driving or explosives blasting) is discussed in Section 3.4.

Grading activities generate the greatest amount of noise, as this phase requires the largest and heaviest pieces of equipment. It is anticipated the development would involve phased

grading on-site and may overlap grading activities associated with off-site improvements. Each phase of the proposed project would be located adjacent to NSLU property lines. The nearest occupied properties would be the properties located within the project boundary, but are not a part of the project. The actual physical residences are generally located over 100 feet from the property boundary. Assuming a typical daily work area of 10 acres, that is basically square, would result in a box with the approximate dimensions of 650 by 665 feet, and an average distance of 325 feet for construction noise assessment. At 325 feet, short-term noise levels may reach as high as 78 dBA L_{max} for short periods, typically less than one minute, when several pieces of equipment are in proximity and the engines are under full load. Average hourly noise levels would be approximately 75 dBA L_{eq} . While this would comply with the County standards, there is a possibility that residences that are not-a-part (NAP) of the project, as shown in Figure 3, could be exposed to noise levels in excess of the County's standard. This would potentially happen when construction occurs along more than one boundary of a given property, which would allow for the potential doubling (+3), if construction occurred along two property lines simultaneously, or even quadrupling (+6) of construction noise levels over those calculated, if construction were to occur along four sides simultaneously. Therefore, if construction were to occur along more than one side of an NAP property construction noise levels would exceed 75 dBA L_{eq} and, the proposed project would violate the County Noise Ordinance.

In addition, future on-site residences that would be built prior to the final development of the project site would be affected. While the complete development plan is not available, it has been assumed that future residential development sites would be separated by roadways and would be as near as 50 feet from active construction. At a distance of 50 feet, noise levels could reach as high as 88 dBA L_{max} during peak construction activity at site boundaries. Such levels could create temporary annoyance; however, it should be noted that peak noise levels would occur only sporadically since not all equipment would be operating at all times. Also, most construction activity would actually take place at further distances from the receivers. Assuming construction would occur in increments of approximately 10 acres, hourly noise levels at the edge of construction would be at or below 75 dBA L_{eq} .

3.3.2 Off-site

In addition to on-site construction, off-site construction would also be required for roadway and utility line improvements and potentially activities associated with the expansion of Miller Station. Roadway and utility line improvements along West Lilac Road, Gopher Canyon Road/I-15 Northbound Ramps, Gopher Canyon Road/I-15 Southbound Ramps, Lilac Hills Ranch Road between Phases 3 and Phase 4 boundaries, Mountain Ridge Road to Circle R Drive, Covey Lane to West Lilac Road, and Street "B" to Rodriguez Road; see Figure 7. Unlike construction associated with on-site development, utility pipeline or roadway construction is linear and usually extends up to 400 feet along a pipeline/roadway's alignment. Excavation and grading equipment used for pipeline and roadway project would

generate similar noise levels. Based on a construction area of approximately 50 feet by 400 feet, the average hourly roadway construction noise levels would be approximately 75 dBA L_{eq} at the edge of the roadways and 72 dBA L_{eq} or lower at 50 feet from the edge of roadway construction. The nearest occupied residences to off-site construction are located adjacent to several identified roadway segments. During maximum effort with several pieces of equipment operating at the same time in close proximity or during pavement removal, maximum noise levels of 76-80 dBA L_{max} may be experienced at local residences; however, these would last for a few seconds at any specific location. Noise levels on this order would not exceed the County's construction noise levels limits and impacts would be **less than significant**.

Improvements to Miller Station would generate noise levels from grading and construction activities. However, the construction activity associated with expanding an operation fire station would be less intense than activity associated with typical construction anticipate on-site as there would be fewer pieces of equipment operating simultaneously. It is assumed the average maximum hourly noise level would be approximately 81 dBA L_{eq} at a distance of 50 feet from the center of the construction activity.

The nearest existing occupied residence that would remain after the construction of Phase 1 is located directly across West Lilac Road. Assuming the expansion would not move the station nearer to West Lilac Road, the near point of construction would be 150 feet from the nearest property line. Assuming an acoustically hard site due to the driveway and roadway, at this distance, construction noise would attenuate to 71 dBA or less. Therefore, the expansion of Miller Station would not exceed the County's construction noise levels limits at an existing residence and impacts would be **less than significant**.

Depending on the timing of the expansion, construction could potentially occur adjacent to future residences. The existing structure is approximately 70 feet from the nearest property line; thus, the center of construction would likely be as near as 50 feet from future residential property lines and noise levels would be on the order of 81 dBA L_{eq} at the property line. If these properties are occupied, the expansion of the fire station would exceed the County's construction noise levels limits and impacts would be **significant**. Therefore, mitigation measures have been identified that would be required if the properties adjacent to the fire station are occupied at the time of expansion.

Project construction would also result in a short-term increase in off-site traffic on the local area's roadway network, but this increase would not be sufficient to increase traffic noise levels a substantial amount. It is expected that up to 100 material delivery-truck trips and 260 employee commute trips would occur during the periods of maximum construction activity. Construction-related traffic would be distributed over the local and regional roadway network and would access the site primarily from I-15, Old Highway 395, and West Lilac Road.

Typically, traffic volumes must double to create an increase in perceptible (3 dBA) traffic noise (Caltrans 2011). The addition of construction-related trips to the roadway network would result in a maximum daily noise increase of 1 dBA CNEL and 2 dBA L_{eq} during the existing peak hour. Therefore, construction traffic would not result in a 3 dBA increase in the daily or peak hour traffic noise levels. Furthermore, project construction traffic is not anticipated to result in changes to LOS operations on the affected roadways. Therefore, the additional construction-related traffic would have a **less than significant** temporary increase in overall traffic noise levels.

3.3.3 Rock Crushing

Rock crushing may also occur on-site. A rock crusher generates higher noise levels than typical construction equipment as noise is generated by the breaking of rocks as well as the diesel engine operating the crusher. However, because it does not move and the material stockpiles can be located in close proximity, the work area is easier to define for a rock crushing operation. Rock crushing would typically include the use of a dozer and a loader for loading the rock crusher. The combined noise level from all these pieces of equipment would be on the order of 92 dBA L_{eq} at 50 feet and 95 dBA L_{max} at 50 feet. No potential rock crushing locations have been identified as the location would typically be chosen based on distance to material and accessibility of haul trucks. Based on a conservative attenuation rate of 6 dBA per doubling of distance, noise levels from rock crushing activities would attenuate to 75 dBA L_{eq} at approximately 350 feet, which would comply with the County's noise level limit for construction noise. However, if rock crushing occurs over longer periods the County could impose stricter limits, such as 60 dBA CNEL, which would require a separation of approximately 2,000 feet between the rock crushing activities and the nearest property line. As no locations for rock crushing have been identified, impacts are considered **potentially significant**. Mitigation measures have been included that would provide adequate setbacks to limit rock crushing noise levels at surrounding property lines and for on-site property lines if necessary to comply with County standards.

While construction noise levels would be temporary in nature at any individual construction site and no construction work would be performed during hours prohibited by the County Noise Ordinance, there is a potential that construction could exceed County noise level standards for construction activities at NAP properties. Additionally, as no specific locations have been chosen for rock crushing activities, rock crushing may exceed the County's Noise Ordinance. Therefore, this impact would be **significant**.

3.3.4 Design Considerations and Temporary Mitigation Measures

As construction activities have the potential to generate sporadic short-term noise levels during peak construction activity in excess of 75 dBA L_{eq} at future residential properties. The following design considerations will be included in the project design.

3.3.4.1 Design Considerations

- DC-2:** All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.
- DC-3:** Whenever feasible, electrical power shall be used to run air compressors and similar power tools.
- DC-4:** Equipment staging areas should be located as far as feasible from occupied residences or schools.
- DC-5:** For all construction activity on the project site, noise attenuation techniques should be employed as needed to ensure that noise remains below 75 dBA L_{eq} at future residences.

3.3.4.2 Mitigation Measures

As identified in the preceding analysis, construction-related noise impacts are considered significant; therefore, mitigation would be required for construction activities in proximity to NAP properties, potential construction activities associated with the expansion of Miller Station, and rock crushing.

- MM N-8** Construction shall not be allowed to occur along more than one property line of any single existing on-site property that is identified as NAP on the Implementing Map.

Implementation: Project applicant(s) and primary contractor(s) of all project phases involving on-site properties identified as NAP on the implementing map.

Timing: During project-related construction activities.

Enforcement: County

- MM N-9** If residential properties adjacent to the Miller Station property are occupied, a temporary 12-foot-high noise barrier shall be erected along the eastern and western property lines of Miller Station and will be of sufficient length to block the line of sight from the adjacent properties to the construction activities. The noise barrier shall be constructed of material with a minimum weight of 2 pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, 5/8-inch plywood, 5/8-inch oriented strand board, or hay bales.

Implementation: Project applicant(s) and primary contractor(s) of the expansion of Miller Station.

Timing: Prior to and during project-related construction activities.

Enforcement: County

MM N-10 All rock crushing activities shall be located a minimum distance of 350 feet from the nearest property line where an occupied structure is located and shall comply with County noise standards pursuant to the County Noise Ordinance, Section 36.409. The 350-foot setback distance may be reduced if a noise study is conducted for rock processing activities and such activities noise levels are within acceptable County limits at modified distances determined by the noise study.

Implementation: Project applicant(s) and primary contractor(s) of all project phases involving rock crushing.

Timing: Prior to and during project-related rock crushing activities.

Enforcement: County

3.3.5 Summary

MM N-8 through MM N-10 would ensure that construction-related noise levels associated with the project would comply with County noise standards. Therefore, with consideration of design considerations and mitigation measures construction noise impacts **would be less than significant**.

3.4 Potential Impulsive Noise Impacts

3.4.1 Potential Impulsive Noise Impacts without Mitigation

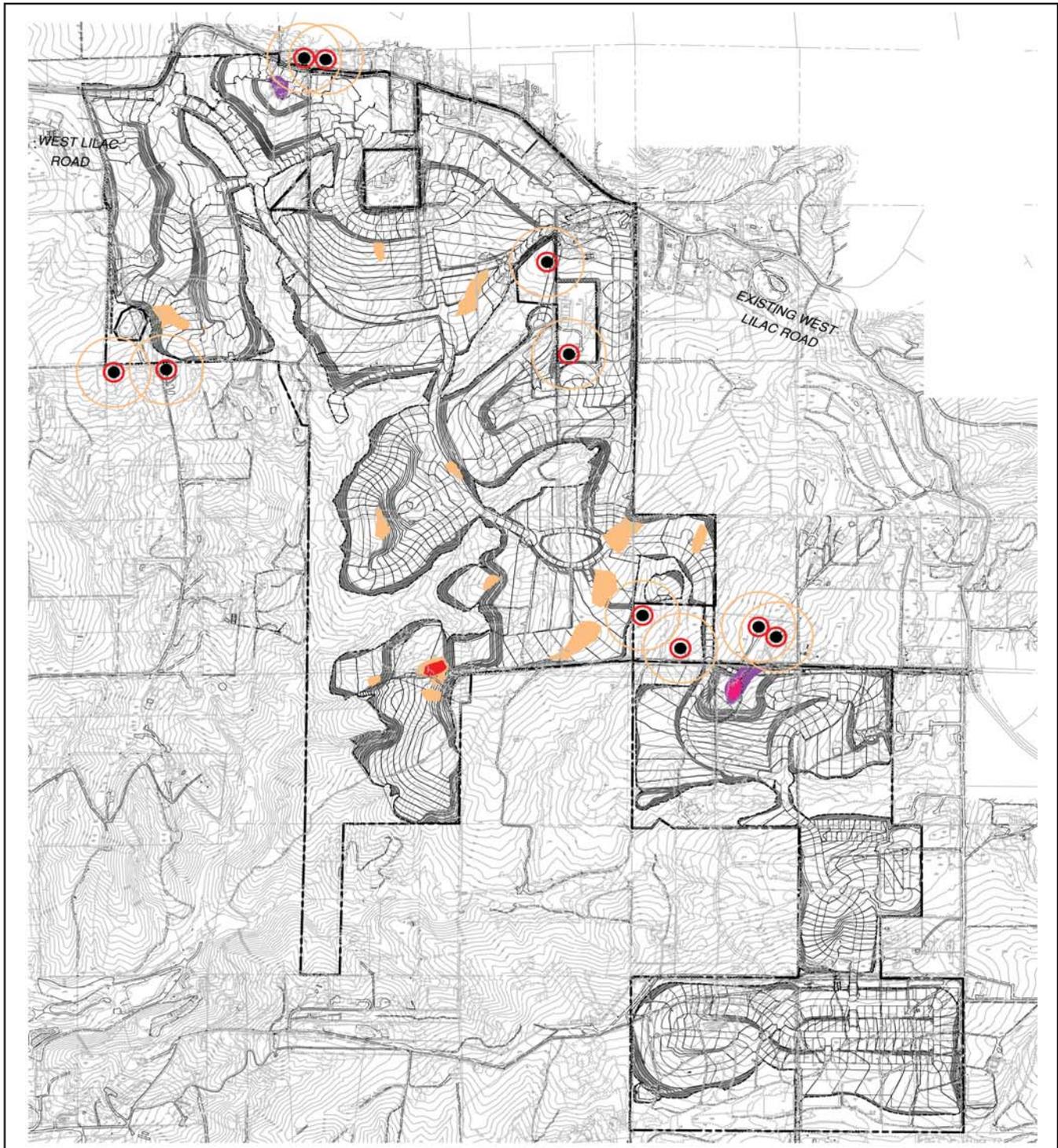
Impulsive noise sources associated with construction activities generated by project implementation could include rock drilling, blasting, and pile driving. No operational impulsive noise sources are proposed as part of the proposed project.

Blasting involves drilling bore holes and placing small amounts of explosives in each hole. By limiting the amount of explosives in each hole the blasting contractor can limit the fraction of the total energy released at any single time, which can limit noise and vibration levels. Rock drilling generates impulsive noise from the striking of the hammer with the anvil within the drill body, which drive the drill bit into the rock. Rock drilling generates noise

levels of approximately 85 dBA L_{max} at 50 feet. Giving the load factor, this would equate to 78 dBA L_{eq} at 50 feet.

When explosive charges detonate in rock, almost all of the available energy from the explosion is used in breaking and displacing the rock mass. However, some blast energy escapes into the atmosphere as a sequence of airborne sound waves, a phenomenon known as “air blast over-pressure.” These sound waves are very low frequency, below the audible range. Very high blast over-pressure levels can rattle or in some cases break windows. However, air-blast over pressure rarely reaches levels that could cause building damage with modern blasting practices. Conceptual blasting locations are shown in Figure 8. Exact blast charge weights and locations are not known at this time, thus air-blast pressures cannot be predicted. Therefore, since it is feasible that some damage to nearby structure may occur, impacts associated with blasting is **significant**.

The construction of the larger buildings may require pile driving during foundation construction that could produce impulsive noise. For purposes of analysis, it is assumed no more than one pile driver would be active on any single construction site or within 500 feet of another active pile driver. A single impact pile driver typically produces maximum noise levels of 95 dBA L_{max} at a distance of 50 feet (FTA 2006). Assuming a conservative hard site condition, a single unshielded pile driver could exceed the County’s impulsive noise level threshold within 1,000 feet. However, a pile driver does not generate maximum impulsive noise levels continuously, rather maximum impulsive noise levels are generated for short periods during peak power buildup and the pile strike. This cyclical pattern is called the equipment usage factor. Based on the FHWA Road Construction Noise Model, a pile driver has a usage factor of 20 percent (FHWA 2008). Thus, while the maximum noise levels from a pile driver could exceed the County’s maximum noise level threshold within 1,000 feet of active pile driving, as pile driving would only generate maximum noise levels 20 percent of an hour, and maximum noise levels would not exceed the County impulsive threshold for 25 percent or more of an hour. Based on duration and distances, impulsive noise levels are anticipated to be below the County’s 82 dBA threshold. No impacts are anticipated and no mitigation measures are required.



POSSIBLE BLASTING IN DEEPER CUT AREAS

-  BLASTING DEEPER THAN 50'
-  BLASTING 30' TO 40'

POSSIBLE BLASTING IN SHALLOW AREAS WHERE ROCKS EXPOSED

-  BLASTING 20' TO 30'
-  BLASTING 10' TO 20'

-  300' RADIUS FROM CENTER OF STRUCTURE (Blasting with special precautions)
-  80' RADIUS FROM CENTER OF STRUCTURE (Avoid blasting if possible)
-  CENTER OF STRUCTURE

FIGURE 8

Conceptual Blasting Locations

3.4.2 Design Considerations and Mitigation Measures

MM N-11: Prior to approval of the grading permit for any implementing tentative map, the project applicant or the designated contractor shall have a blast-drilling and monitoring plan prepared with an estimate of noise and vibration levels of each blast at NSLU within 1,000 feet of each blast. Additionally, all project phases involving blasting shall conform to the following requirements:

- All blasting shall be performed by a blast contractor and blasting personnel licensed to operate in the County.
- Each blast shall be monitored and recorded with an air blast over-pressure monitor and groundborne vibration accelerometer approved by the County that is located outside the closest residence to the blast.
- A blasting plan, including estimates of the drill noise levels, maximum noise levels (L_{max}), air blast over-pressure levels, and groundborne vibration levels at each residence within 1,000 feet of the blasting location shall be submitted to the County for review prior to the first blast. Blasting shall not commence until the County has approved the blast plan.
- Blasting shall not exceed 0.1 inches per second (in/sec) peak particle velocity (PPV) at the nearest occupied residence in accordance with County of San Diego Noise Guidelines Section 4.3.

Implementation: Project applicant(s) and primary contractor(s) of all project phases involving blasting.

Timing: Prior to and during project-related blasting activities.

Enforcement: County

3.4.3 Summary

Implementation of MM N-11 would provide a mechanism to verify that impulsive noise sources associated with the project would be reduced to a less-than-significant level at the nearest NSLU.

3.5 Cumulative or Combined Noise Impacts

3.5.1 Potential Combined Noise Impacts

Project implementation would result in significant noise impacts associated with construction activities; increases in traffic noise levels at existing and potential future noise sensitive receptors near some roadways where the project is forecast to increase traffic volumes; and the creation of noise-sensitive land uses in areas where traffic noise levels are forecast to exceed County noise standards.

Noise is a localized occurrence and attenuates rapidly with distance. Therefore, only future development projects in the direct vicinity of the project site could add to construction or stationary source noise generated by the project and result in a cumulative noise impact.

The areas surrounding the project site are developed residential areas and thus generate a similar level of noise as the residential portion of the project and a lower level of stationary source noise than the commercial portion of the proposed project. It is unlikely that project implementation would create cumulative impacts due to stationary source noise because the surrounding developments and much of the development proposed at the boundaries of the project site is residential development or for commercial development located at such a distance as to not contribute to cumulative noise levels. In addition, MM N-3 through MM N-7 would ensure that stationary source noise associated with the project would conform to County standards. Therefore, it is concluded that this cumulative impact would be less than significant.

3.5.2 Design Considerations and Mitigation Measures

Measures MM N-3 through N-11 are applicable and would reduce project level and cumulative level impacts to less than significant levels from airborne noise sources.

4.0 Groundborne Vibration and Noise Impacts

4.1 Guidelines for the Determination of Significance

Project implementation could expose the uses listed in Tables 17 and 18 to groundborne vibration and noise levels equal to or in excess of the levels shown.

**TABLE 17
GUIDELINES FOR DETERMINING THE SIGNIFICANCE OF GROUNDBORNE
VIBRATION AND NOISE IMPACTS**

Land Use Category	Groundborne Vibration Impact Levels (inches/sec RMS)		Groundborne Noise Impact Levels (dB re 20 micro Pascals)	
	Frequent Events ¹	Occasional or Infrequent Events ²	Frequent Events ¹	Occasional or Infrequent Events ²
Category 1: Buildings where low ambient vibration is essential for interior operations (research & manufacturing facilities with special vibration constraints) ⁶	0.0018 ³	0.0018 ³	Not applicable ^{4,5}	Not applicable ^{4,5}
Category 2: Residences and buildings where people normally sleep (hotels, hospitals, residences, & other sleeping facilities) ⁶	0.0040	0.010	35 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime use (schools, churches, libraries, other institutions, & quiet offices) ⁶	0.0056	0.014	40 dBA	48 dBA

RMS = root mean square; re = relative

¹“Frequent Events” is defined as more than 70 vibration events per day. Most rapid transit projects fall into this category.

²“Infrequent Events” is defined as fewer than 70 vibration events per day. This category includes most commuter rail systems.

³This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.

⁴Vibration-sensitive equipment is not sensitive to groundborne noise.

⁵There are some buildings, such as concert halls, TV and recording studios, and theaters that can be very sensitive to vibration and noise but do not fit into any of the three categories. Table 14 gives criteria for acceptable levels of groundborne vibration and noise for these various types of special uses.

⁶For Categories 2 and 3 with occupied facilities, isolated events such as blasting are significant when the peak particle velocity (PPV) exceeds 1 inch per second. Nontransportation vibration sources such as impact pile drivers or hydraulic breakers are significant when their PPV exceeds 0.1 inch per second. More specific criteria for structures and potential annoyance were developed by Caltrans (2004) and will be used to evaluate these continuous or transient sources in the County of San Diego.

SOURCE: FTA 2006.

**TABLE 18
GUIDELINES FOR DETERMINING THE SIGNIFICANCE OF GROUNDBORNE
VIBRATION AND NOISE IMPACTS FOR SPECIAL BUILDINGS**

Type of Building or Room	Groundborne Vibration Impact Levels (inches/sec rms)		Groundborne Noise Impact Levels (dB re 20 micro Pascals)	
	Frequent Events ¹	Occasional or Infrequent Events ²	Frequent Events ¹	Occasional or Infrequent Events ²
Concert Halls, TV Studios, and Recording Studios	0.0018	0.0018	25 dBA	25 dBA
Auditoriums	0.0040	0.010	30 dBA	38 dBA
Theaters	0.0040	0.010	35 dBA	43 dBA

RMS = root mean square; re = relative¹ “Frequent Events” is defined as more than 70 vibration events per day. Most rapid transit projects fall into this category.
² “Infrequent Events” is defined as fewer than 70 vibration events per day. This category includes most commuter rail systems.
 SOURCE: FTA 2006.

As stated in note 6 of Table 17, Caltrans criteria shall be used for piles drivers and transient sources such as those associated with project construction. Therefore, for the purposes of this vibration analysis, impacts from pile driving would occur if vibration levels exceed 0.1 in/sec PPV and impacts from general construction would occur if vibration levels exceed 0.04 in/sec PPV (Caltrans 2004).

4.2 Potential Groundborne Vibration and Noise Impacts

4.2.1 Potential Groundborne Vibration and Noise Impacts without Mitigation

4.2.1.1 Operations

No operational components of the project include significant groundborne noise or vibration sources and no significant vibrations sources currently exist, or are planned, in the project area. Thus, no significant groundborne noise or vibration impacts would occur with the operation of the proposed project.

4.2.1.2 Construction

Construction activities produce varying degrees of ground vibration, depending on the equipment and methods employed. While ground vibrations from typical construction activities very rarely reach levels high enough to cause damage to structures, special consideration must be made when sensitive or historic land uses are near the construction

site. The construction activities that typically generate the highest levels of vibration are blasting and impact pile driving.

As discussed above, on-site construction equipment that would cause the most noise and vibration would be associated with site grading and driving of piles for foundations. According to the FTA, vibration levels associated with the use of bulldozers range from approximately 0.003 to 0.089 in/sec PPV and 58 to 87 vibration decibels (VdB referenced to 1 microinch per second and based on the root mean square [RMS] velocity amplitude) at 25 feet, as shown in Table 19. Using FTA’s recommended procedure for applying a propagation adjustment to these reference levels, vibration levels would exceed County-recommended Caltrans thresholds (0.04 PPV) within 45 feet of bulldozers and 40 feet of trucks. For pile driving vibration levels would exceed County-recommended Caltrans thresholds (0.1 PPV) within 90 feet of impact pile driving. The nearest existing NSLU to these activities would be a minimum of 100 feet across property lines from potential construction activities. However, NAP properties and future residences of later phases may be closer than 100 feet; therefore, vibration levels may exceed 0.040 or 0.1 in/sec PPV from general and pile driving construction activities at the nearest residence. This impact would be **significant**.

**TABLE 19
TYPICAL CONSTRUCTION-EQUIPMENT VIBRATION LEVELS**

Equipment	PPV at 25 feet (in/sec) ¹	Approximate Noise Level at 25 feet ²
Large Bulldozer	0.089	87
Trucks	0.076	86
Impact Pile Driver	0.650	Not Available
Small Bulldozer	0.003	58

¹ Where PPV is the peak particle velocity.

² Where noise level is the velocity level in decibels (VdB) referenced to 1 microinch/second and based on the root mean square (RMS) velocity amplitude.

SOURCE: FTA 2006, Caltrans 2004.

4.2.1.3 Blasting

Due to the geologic character of the project site, explosive blasting and/or on-site rock breaking is anticipated during site preparation activities for the project. Thus, significant vibrations or groundborne noise impacts may be associated with construction of the proposed project. At the current stage of the project design, a blasting study has not been completed and no specific blasting timelines, blast numbers, or locations are proposed or available.

When explosive charges detonate in rock, almost all of the available energy from the explosion is used in breaking and displacing the rock mass. However, a small portion of the energy is released in the form of vibration waves that radiate away from the charge location. The strength, or 'amplitude,' of the waves reduces as the distance from the charge increases. The rate of amplitude decay depends on local geological conditions but can be estimated with a reasonable degree of consistency, which allows regulatory agencies to control blasting operations by means of relationships between distance and explosive quantity.

The explosive charges used in mining and mass grading are typically wholly contained in the ground. The nearest residential receptor to the blasting activities, a single-family residence within the overall project site boundaries, is approximately 500 feet from the nearest potential blasting site. At this distance, it is unlikely that blasting vibration or materials handling would generate substantial groundborne vibration or noise impacts. However, as the necessary geotechnical data or blasting and materials handling plans are not available, a noise analysis assessing the proposed blasting and materials handling associated with the project would be required prior to issuance of County grading permits.

4.2.2 Design Considerations and Mitigation Measures

To reduce impacts associated with groundborne vibration generated by project-related construction activities, the project applicant(s) of all project phases shall implement MM N-11 and the following measure:

M N-12: Restrict heavy-equipment operations in areas within 100 feet of inhabited residential units.

Implementation: Project applicant(s) and primary contractor(s) of all project phases involving blasting.

Timing: Prior to and during construction activities.

Enforcement: County

4.2.2.1 Summary

Implementation of measures MM N-11 and N-12 would reduce groundborne vibration impacts associated with blasting and heavy construction equipment to a **less than significant** level at the nearest NSLU.

5.0 Summary of Project Impacts, Design Considerations, Mitigation, and Conclusion

The proceeding analysis provides an evaluation of compatibility of the proposed land uses with the existing and future noise environment of the project site, potential noise and vibration impacts due to construction of the project, and the direct and indirect noise generated by operation of the project.

5.1 Land Use Compatibility

The majority of the residential land uses planned for the project site would be compatible with the existing and future noise environment, with the exception of any proposed NSLU located within 100 feet of West Lilac Road and major internal roadways. None of the proposed noise sensitive land uses would be adversely affected by aircraft operations. The majority of potential noise effects are either less than significant or would be mitigated to **less than significant** levels by the measures identified in this report.

5.1.1 Mitigation Measures

The following traffic noise mitigation measures are required to minimize noise impacts to receptors:

MM N-1: Prior to approval of the master tentative map, or subsequent implementing tentative map, as appropriate, the project applicant shall dedicate “noise protection easements” on the Master Tentative Map and each subsequent Implementing Tentative Map for all lots located within the noise easement contour, as shown on Figures 6a and 6b.

- The noise protection easements shall contain a restriction requiring compliance with the standards for the subject land use as stated in Tables N-1 and N-2 of the County General Plan Noise Element (see Tables 7 and 8 of this report). Thus, the noise easement shall contain the following language.
 - For single-family lots: The noise level at exterior use areas associated with single-family detached dwelling units, shall contains at least the following minimum net lot area:
 - for lots less than 4,000 square feet in area, the exterior area shall include 400 square feet,

- for lots between 4,000 square feet to 10 acres in area, the exterior area shall include 10 percent of the lot area;
- for lots over 10 acres in area, the exterior area shall include 1 acre.

Noise levels with the single-family residential exterior use areas shall not exceed 60 CNEL.

- For residential lots other than single-family lots: The noise level at exterior use area is defined as areas which are provided for private or group usable open space purposes (as defined in Table N-2 of the County General Plan Noise Element).

Noise levels with the exterior use areas for all other residential lots shall not exceed 65 CNEL.

- For non-residential noise sensitive land uses, the exterior area is the public use provided.

The exterior noise level standard for shall be 65 CNEL and the interior noise level standard shall be 50 dBA L_{eq} (one hour average).

- Exterior noise standards do not apply for land uses where no exterior use area is proposed or necessary.
- For all other land uses the exterior noise level standard shall not exceed the limit defined as “Acceptable” in Table N-1 of the County General Plan Noise Element or the equivalent one-hour noise standard.
- The lots with the noise protection easements shall be identified on all final maps.

Implementation: Project applicant(s) and primary contractor(s) of all Project phases.

Timing: Prior to issuance of building permits for lots within the noise easements.

Enforcement: County

MM N-2: Where residences are located in areas forecast to exceed 60 CNEL without abatement (see Figures 6a and 6b), the Building Permit applicant shall demonstrate that interior noise levels due to exterior noise sources would not exceed the applicable standard shown in Table 7 for the subject land use. In these cases, it is anticipated that the typical method of compliance would be to provide the houses with air conditioning or equivalent forced air circulation to allow occupancy with closed windows, which, for most construction, would provide sufficient exterior-to-interior noise reduction.

Implementation: Project applicant(s) and primary contractor(s) of all project phases.

Timing: Prior to design and implementation of development of on-site residential areas.

Enforcement: County

5.1.2 Summary

Implementation of MM N-1 and N-2 would ensure that traffic noise impacts associated with area traffic would be reduced to a **less than significant** level at affected NSLU.

5.2 Airborne Noise

5.2.1 Operations

Stationary noise sources associated with the project would include mechanical equipment associated with the residential and commercial developments, emergency generators, parking lots, delivery activities associated with the commercial land uses, and recreational and educational activities. At this stage of project development, even with design considerations, the data necessary to fully evaluate all the potential on-site sources are unavailable; therefore, mitigation measures have been included that requires the developer to prepare an acoustical study to identify potential impacts and mitigate them as necessary.

5.2.2.1 Design Considerations

DC-1: All emergency generators within 500 feet of a property line shall be located within enclosures, behind barriers, or oriented within the site design to eliminate the line of site between sensitive receptors and generators and noise testing will be conducted to verify generator noise levels comply with County standards, Section 36.404, at the nearest property line prior to full operation.

5.2.2.2 Mitigation Measures

The following stationary source noise mitigation measures are required to minimize noise impacts to receptors:

MM N-3: Implement engineering practices and consider the placement of noise generating equipment and shielding when installing stationary noise sources associated with HVAC systems and standby generators.

The following stationary source noise mitigation measure is required to minimize noise impacts to receptors:

- Prior to the issuance of a building permit, the applicant, or its designee, will prepare an acoustical study(s) of proposed mechanical equipment including generators, which will identify all noise-generating equipment, predict noise levels at property lines from all identified equipment, and recommended mitigation to be implemented (e.g., enclosures, barriers, site orientation), as necessary, to comply with the County Noise Ordinance Section 36.404.

Implementation: Project applicant(s) and primary contractor(s) of all project phases.

Timing: Prior to design and implementation of on-site stationary noise sources, such as HVAC systems and standby generators.

Enforcement: County

MM N-4: Implement best engineering practices and consider the placement of noise generating equipment when developing site plans for commercial land uses containing loading docks, delivery areas, and parking lots.

The following stationary source noise mitigation measure is required to minimize noise impacts to receptors:

- Prior to the issuance of a building permit, the applicant, or its designee, will prepare an acoustical study(s) of proposed commercial land use site plans, which will identify all noise-generating areas and associated equipment, predict noise levels at property lines from all identified areas, and recommended mitigation to be implemented (e.g., enclosures, barriers, site orientation, reduction of parking stalls), as necessary, to comply with the County Noise Ordinance Section 36.404.

Implementation: Project applicant(s) and primary contractor(s) of all project phases involving commercial uses.

Timing: Prior to design and implementation of development of commercial areas.

Enforcement: County

MM N-5: Best engineering practices shall be used and considered in the placement and design of dog parks, such that noise levels at the property line comply with County standards for the applicable zone. Development plans shall be accompanied by an acoustical analysis demonstrating compliance with County standards for approval prior to issuance of building permits.

The following stationary source noise mitigation measure is required to minimize noise impacts to receptors:

- Prior to the issuance of a building permit, the applicant, or its designee, will prepare an acoustical study(s) of proposed dog park, which will predict noise levels at potentially affected property lines from all sources, and recommended mitigation to be implemented (e.g., barriers, site orientation/location, etc.), as necessary, to comply with the County Noise Ordinance Section 36.404.

Implementation: Project applicant(s) and primary contractor(s) of all project phases.

Timing: Prior to issuance of building permits.

Enforcement: County

MM N-6: Implement best engineering practices and consider the placement of noise generating equipment when developing site plans for the WRF.

The following stationary source noise mitigation measure is required to minimize noise impacts to receptors:

- Prior to the issuance of a building permit, the applicant, or its designee, will prepare an acoustical study(s) of proposed WRF, which will identify all noise-generating sources and associated equipment, predict noise levels at potentially affected property lines from all identified sources, and recommended mitigation to be implemented (e.g., enclosures, barriers, site orientation, etc.), as necessary, to comply with the County Noise Ordinance Section 36.404.

Implementation: Project applicant(s) and primary contractor(s) of the WTRP.

Timing: Prior to design and implementation of development of the WTRP.

Enforcement: County

MM N-7: Implement best engineering practices and consider the placement of noise-generating equipment when developing site plans for the recycling/green waste collection facility.

The following stationary source noise mitigation measure is required to minimize noise impacts to receptors:

- Prior to the issuance of a building permit, the applicant, or its designee, will prepare an acoustical study(s) of proposed RF, which will identify all noise-generating sources and associated equipment, predict noise levels at potentially affected property lines from all identified sources, and recommended mitigation to be implemented (e.g., enclosures, barriers, site orientation, etc.), as necessary, to comply with the County Noise Ordinance Section 36.404.

Implementation: Project applicant(s) and primary contractor(s) of the recycling/green waste collection facility.

Timing: Prior to design and implementation of development of the recycling/green waste collection facility.

Enforcement: County

5.2.2 Construction

As construction activities have the potential to generate sporadic short-term noise levels during peak construction activity in excess of 75 dBA L_{eq} at future residential properties, the following design considerations will be included in the project design.

5.2.2.1 Design Considerations

DC-2: All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.

DC-3: Whenever feasible, electrical power shall be used to run air compressors and similar power tools.

DC-4: Equipment staging areas should be located as far as feasible from occupied residences or schools.

DC-5: For all construction activity on the project site, noise attenuation techniques should be employed as needed to ensure that noise remains below 75 dBA L_{eq} at future residences. Such techniques may include, but are not limited to, the use of sound blankets on noise-generating equipment and the construction of temporary sound barriers adjacent to construction sites, between affected uses.

5.2.2.2 Mitigation Measures

As identified in Section 3.3.4, noise construction-related noise impacts are considered significant; therefore, mitigation would be required for construction activities in proximity to NAP properties, potential construction activities associated with the expansion of Miller Station, and rock crushing.

MM N-8: Construction shall not be allowed to occur along more than one property line of any single existing onsite property that is identified as NAP on the Implementing Map.

Implementation: Project applicant(s) and primary contractor(s) of all project phases involving on-site properties identified as NAP on the implementing map.

Timing: During project-related construction activities.

Enforcement: County

MM N-9: If residential properties adjacent to the Miller Station property are occupied, a temporary 12-foot-high noise barrier shall be erected along the eastern and western property lines of Miller Station and will be of sufficient length to block the line of sight from the adjacent properties to the construction activities. The noise barrier shall be constructed of material with a minimum weight of 2 pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, 5/8-inch plywood, 5/8-inch oriented strand board, or hay bales.

Implementation: Project applicant(s) and primary contractor(s) of the expansion of Miller Station.

Timing: During project-related construction activities.

Enforcement: County

MM N-10: All rock crushing activities shall be located a minimum distance of 350 feet from the nearest property line where an occupied structure is located and shall comply with County noise standards pursuant to County Code Noise Ordinance, Section 36.409. The 350-foot setback distance may be reduced if a noise study is conducted for rock processing activities and such activities noise levels are within acceptable County limits at modified distances determined by the noise study.

Implementation: Project applicant(s) and primary contractor(s) of all project phases involving rock crushing.

Timing: Prior to and during project-related rock crushing activities.

Enforcement: County

MM N-11: Prior to approval of the grading permit for any implementing tentative map, the project applicant or the designated contractor shall have a blast and monitoring plan prepared with an estimate of noise and vibrations levels of each blast at NSLU within 1,000 feet of each blast. Additionally, all project phases involving blasting shall conform to the following requirements:

- All blasting shall be performed by a blast contractor and blasting personnel licensed to operate in the County.
- Each blast shall be monitored and recorded with an air blast over-pressure monitor and groundborne vibration accelerometer approved by the County that is located outside the closest residence to the blast.
- A blasting plan, including estimates of the drill noise levels, air blast over-pressure level, and groundborne vibration levels at the residence closest to the blast, shall be submitted to the County for review prior to the first blast. Blasting shall not commence until the County has approved the blast plan.
- Blasting shall not exceed 0.1 inches per second (in/sec) PPV at the nearest occupied residence in accordance with County of San Diego Noise Guidelines Section 4.3.

Implementation: Project applicant(s) and primary contractor(s) of all project phases involving blasting.

Timing: Prior to and during project-related blasting activities.

Enforcement: County

5.2.3 Summary

Implementation of measures MM N-3 and N-11 would reduce project-generated airborne noise impacts associated with construction project operation to a less than significant level at affected NSLU.

5.3 Vibration

To reduce impacts associated with groundborne vibration generated by project-related construction activities, the project applicant(s) of all project phases shall implement MM N-11 and the following measure:

MM N-12: No heavy equipment shall be operated within 100 feet of any inhabited on-site residence.

Implementation: Project applicant(s) and primary contractor(s) of all project phases.

Timing: Prior to and during construction activities.

Enforcement: County

5.4 Summary

Implementation of measures MM N-11 and MM N-12 would reduce groundborne vibration impacts associated with blasting and heavy construction equipment to a less than significant level at the nearest NSLU.

6.0 Certification

The following is a list of preparers, persons, and organizations involved with the noise assessment.

RECON Environmental, Inc.

William Maddux, Senior Noise Specialist, County-approved Noise Consultant

Jesse Fleming, Noise Specialist

Stacey Higgins, Senior Production Specialist

Chris Nixon, GIS Specialist

ATTACHMENTS

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ATTACHMENT 1
References Cited

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References Cited

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San Diego, County of

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ATTACHMENT 2
Off-site Traffic Modeling Input/Output Data

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FHWA RD-77-108
Traffic Noise Prediction Model
Data Input Sheet

Project Name : LHR SP
Project Number : 6153
Modeled Condition : Existing

Surface Refelction: CNEL
Assessment Metric: Hard
Peak ratio to ADT: 10.00
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	K-Factor
		From	To										
1	E. Dulin Road	Old Highway 395	SR-76	1,830	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
2	W. Lilac Road	Camino Del Rey	Camino Del Cielo	2,270	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
3	W. Lilac Road	Camino Del Cielo	Old Highway 395	2,140	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
4	W. Lilac Road	Old Highway 395	Main Street	1,150	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
5	W. Lilac Road	Main Street	Street "F"	1,150	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
6	W. Lilac Road	Street "F"	Covey Lane	1,150	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
7	W. Lilac Road	Covey Lane	Circle R Drive	480	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
8	W. Lilac Road	Circle R Drive	Lilac Road	1,170	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
9	Camino Del Cielo	Camino Del Rey	W. Lilac Road	630	25	100	95.25	2.75	2.00	78.00	8.00	14.00	
10	Olive Hill Road	Shamrock Road	SR-76	3,380	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
11	Camino Del Rey	SR-76	Old River Road	9,350	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
12	Camino Del Rey	Old River Road	W. Lilac Road	8,640	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
13	Camino Del Rey	W. Lilac Road	Camino Del Cielo	6,730	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
14	Camino Del Rey	Camino Del Cielo	Old Highway 395	4,850	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
15	Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	15,320	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
16	Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	12,390	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
17	Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	11,870	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
18	Circle R Drive	Old Highway 395	Mountain Ridge R	4,030	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
19	Circle R Drive	Mountain Ridge R	W. Lilac Road	1,770	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
20	Old Castle Road	Old Highway 395	Lilac Road	6,840	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
21	E. Vista Way	SR-76	Gopher Canyon R	15,120	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
22	E. Vista Way	Gopher Canyon R	Osborne Street	21,020	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
23	Old River Road	SR-76	Camino Del Rey	4,070	45	100	95.25	2.75	2.00	78.00	8.00	14.00	
24	Old Highway 395	Pala Mesa Drive	SR-76	4,770	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
25	Old Highway 395	SR-76	E. Dulin Road	4,720	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
26	Old Highway 395	E. Dulin Road	W. Lilac Road	4,340	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
27	Old Highway 395	W. Lilac Road	I-15 SB Ramps	4,450	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
28	Old Highway 395	I-15 SB Ramps	I-15 NB Ramps	3,600	50	100	95.25	2.75	2.00	78.00	8.00	14.00	

29	Old Highway 395	I-15 NB Ramps	Camino Del Rey	2,430	50	100	95.25	2.75	2.00	78.00	8.00	14.00
30	Old Highway 395	Camino Del Rey	Circle R Drive	5,820	50	100	95.25	2.75	2.00	78.00	8.00	14.00
31	Old Highway 395	Circle R Drive	Gopher Canyon R	10,710	50	100	95.25	2.75	2.00	78.00	8.00	14.00
32	Old Highway 395	Gopher Canyon R	Old Castle Road	8,660	50	100	95.25	2.75	2.00	78.00	8.00	14.00
33	Champagne Boulevard	Old Castle Road	Lawrence Welk Dr	4,170	40	100	95.25	2.75	2.00	78.00	8.00	14.00
34	Pankey Road	Pala Mesa Drive	SR-76	70	30	100	95.25	2.75	2.00	78.00	8.00	14.00
35	Lilac Road	Couser Canyon R	W. Lilac Road	1,150	40	100	95.25	2.75	2.00	78.00	8.00	14.00
36	Lilac Road	W. Lilac Road	Old Castle Road	2,640	40	100	95.25	2.75	2.00	78.00	8.00	14.00
37	Lilac Road	Old Castle Road	Anthony Road	9,010	40	100	95.25	2.75	2.00	78.00	8.00	14.00
38	Lilac Road	Anthony Road	Betsworth Road	8,740	40	100	95.25	2.75	2.00	78.00	8.00	14.00
39	Lilac Road	Betsworth Road	Valley Center Roa	9,620	40	100	95.25	2.75	2.00	78.00	8.00	14.00
40	Valley Center Road	Woods Valley Roa	Lilac Road	21,290	45	100	95.25	2.75	2.00	78.00	8.00	14.00
41	Valley Center Road	Lilac Road	Miller Road	24,280	45	100	95.25	2.75	2.00	78.00	8.00	14.00
42	Valley Center Road	Miller Road	Cole Grade Road	22,440	45	100	95.25	2.75	2.00	78.00	8.00	14.00
43	Valley Center Road	Cole Grade Road	Vesper Road	11,490	45	100	95.25	2.75	2.00	78.00	8.00	14.00
44	Miller Road	Misty Oak Road	Valley Center Roa	1,460	40	100	95.25	2.75	2.00	78.00	8.00	14.00
45	Cole Grade Road	Fruitvale Road	Valley Center Roa	10,660	50	100	95.25	2.75	2.00	78.00	8.00	14.00
46	I-15	Riverside County Boundary	Old Highway 395	134,000	65	100	95.25	2.75	2.00	78.00	8.00	14.00
47	I-15	Old Highway 395	SR-76	134,000	65	100	95.25	2.75	2.00	78.00	8.00	14.00
48	I-15	SR-76	Old Highway 395	113,000	65	100	95.25	2.75	2.00	78.00	8.00	14.00
49	I-15	Old Highway 395	Gopher Canyon	110,000	65	100	95.25	2.75	2.00	78.00	8.00	14.00
50	I-15	Gopher Canyon	Deer Springs	117,000	65	100	95.25	2.75	2.00	78.00	8.00	14.00
51	I-15	Deer Springs	Centle City	117,000	65	100	91.03	2.75	6.22	65.00	10.00	25.00
52	I-15	Centle City Parkway	El Norte Parkway	111,000	65	100	91.03	2.75	6.22	65.00	10.00	25.00
53	I-15	El Norte Parkway	SR-78	127,000	65	100	91.03	2.75	6.22	65.00	10.00	25.00
54	I-15	SR-78	vv valley Parkway	192,000	65	100	91.03	2.75	6.22	65.00	10.00	25.00
55	I-15	vv valley Parkway	Auto Parkway	179,000	65	100	91.03	2.75	6.22	65.00	10.00	25.00
56	I-15	Auto Parkway	vv Citracado Parkway	172,000	65	100	91.03	2.75	6.22	65.00	10.00	25.00
57	I-15	vv Citracado Parkway	Via Rancho	196,000	65	100	91.03	2.75	6.22	65.00	10.00	25.00
58	I-15	Via Rancho Parkway	Bernardo Drive	198,000	65	100	91.03	2.75	6.22	65.00	10.00	25.00
59	I-15	Bernardo Drive	Rancho Bernaruo	201,000	65	100	91.03	2.75	6.22	65.00	10.00	25.00
60	I-15	Rancho Bernaruo	Bernaruo Center	209,000	65	100	91.03	2.75	6.22	65.00	10.00	25.00
61	I-15	Bernaruo Center	Camino Del Drive	214,000	65	100	91.03	2.75	6.22	65.00	10.00	25.00

FHWA RD-77-108
Traffic Noise Prediction Model
Predicted Noise Levels

Project Name : LHR SP
Project Number : 6153
Modeled Condition : Existing
Assessment Metric: Hard

Segment	Roadway	Segment		Noise Levels, dBA Hard				Distance to Traffic Noise Level Contours, Feet					
		From	To	Auto	MT	HT	Total	75 dB	70 dB	65 dB	60 dB	55 dB	50 dB
1	E. Dulin Road	Old Highway 395	SR-76	52.1	47.3	53.0	56	1	4	13	42	132	417
2	W. Lilac Road	Camino Del Rey	Camino Del Cielo	54.9	49.2	53.1	58	2	6	19	60	191	603
3	W. Lilac Road	Camino Del Cielo	Old Highway 395	54.7	49.0	52.8	58	2	6	18	56	178	562
4	W. Lilac Road	Old Highway 395	Main Street	50.1	45.2	51.0	54	1	3	8	26	83	263
5	W. Lilac Road	Main Street	Street "F"	50.1	45.2	51.0	54	1	3	8	26	83	263
6	W. Lilac Road	Street "F"	Covey Lane	50.1	45.2	51.0	54	1	3	8	26	83	263
7	W. Lilac Road	Covey Lane	Circle R Drive	46.3	41.4	47.2	50	0	1	3	11	35	110
8	Circle R Drive	Mountain Ridge R	Lilac Road	53.9	48.2	52.0	57	1	5	15	47	148	468
9	Old Castle Road	Old Highway 395	W. Lilac Road	64.2	56.4	59.3	66	12	39	123	389	1,230	3,890
10	Olive Hill Road	Shamrock Road	SR-76	56.7	51.0	54.8	60	3	9	28	89	282	891
11	Camino Del Rey	SR-76	Old River Road	62.8	56.3	59.7	65	10	32	102	324	1,023	3,236
12	Camino Del Rey	Old River Road	W. Lilac Road	62.4	55.9	59.4	65	10	30	95	302	955	3,020
13	Camino Del Rey	W. Lilac Road	Camino Del Cielo	61.3	54.9	58.3	64	7	23	74	234	741	2,344
14	Camino Del Rey	Camino Del Cielo	Old Highway 395	59.9	53.4	56.9	62	5	17	54	170	537	1,698
15	Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	67.7	59.9	62.8	69	28	87	275	871	2,754	8,710
16	Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	66.8	59.0	61.8	69	22	71	224	708	2,239	7,079
17	Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	66.6	58.8	61.7	68	21	68	214	676	2,138	6,761
18	Circle R Drive	Old Highway 395	Mountain Ridge R	57.4	51.7	55.5	60	3	11	34	107	339	1,072
19	Circle R Drive	Mountain Ridge R	W. Lilac Road	53.9	48.2	52.0	57	1	5	15	47	148	468
20	Old Castle Road	Old Highway 395	Lilac Road	64.2	56.4	59.3	66	12	39	123	389	1,230	3,890
21	E. Vista Way	SR-76	Gopher Canyon R	67.6	59.9	62.7	69	28	87	275	871	2,754	8,710
22	E. Vista Way	Gopher Canyon R	Osborne Street	69.1	61.3	64.1	71	38	120	380	1,202	3,802	12,023
23	Old River Road	SR-76	Camino Del Rey	60.6	53.5	56.6	63	6	18	58	182	575	1,820
24	Old Highway 395	Pala Mesa Drive	SR-76	58.2	52.5	56.3	61	4	13	40	126	398	1,259
25	Old Highway 395	SR-76	E. Dulin Road	62.6	54.8	57.7	64	9	27	85	269	851	2,692
26	Old Highway 395	E. Dulin Road	W. Lilac Road	55.8	51.0	56.7	60	3	10	31	98	309	977
27	Old Highway 395	W. Lilac Road	I-15 SB Ramps	62.3	54.6	57.4	64	8	26	81	257	813	2,570
28	Old Highway 395	I-15 SB Ramps	I-15 NB Ramps	61.4	53.7	56.5	63	6	20	65	204	646	2,042

29	Old Highway 395	I-15 NB Ramps	Camino Del Rey	59.7	52.0	54.8	61	4	14	44	138	437	1,380
30	Old Highway 395	Camino Del Rey	Circle R Drive	63.5	55.7	58.6	65	10	33	105	331	1,047	3,311
31	Old Highway 395	Circle R Drive	Gopher Canyon R	66.1	58.4	61.2	68	19	62	195	617	1,950	6,166
32	Old Highway 395	Gopher Canyon R	Old Castle Road	65.2	57.5	60.3	67	15	49	155	490	1,549	4,898
33	Champagne Boulevard	Old Castle Road	Lawrence Welk Dr	59.3	52.8	56.2	62	5	14	46	145	457	1,445
34	Pankey Road	Pala Mesa Drive	SR-76	37.9	33.1	38.8	42	0	0	1	2	5	16
35	Lilac Road	Couser Canyon R	W. Lilac Road	53.7	47.2	50.6	56	1	4	13	40	126	398
36	Lilac Road	W. Lilac Road	Old Castle Road	57.3	50.8	54.2	60	3	9	29	91	288	912
37	Lilac Road	Old Castle Road	Anthony Road	62.6	56.1	59.6	65	10	32	100	316	1,000	3,162
38	Lilac Road	Anthony Road	Betsworth Road	62.5	56.0	59.4	65	10	30	95	302	955	3,020
39	Lilac Road	Betsworth Road	Valley Center Roa	62.9	56.4	59.9	65	10	33	105	331	1,047	3,311
40	Valley Center Road	Woods Valley Roa	Lilac Road	67.8	60.7	63.8	70	30	95	302	955	3,020	9,550
41	Valley Center Road	Lilac Road	Miller Road	68.4	61.2	64.3	70	35	110	347	1,096	3,467	10,965
42	Valley Center Road	Miller Road	Cole Grade Road	68.0	60.9	64.0	70	32	100	316	1,000	3,162	10,000
43	Valley Center Road	Cole Grade Road	Vesper Road	65.1	58.0	61.1	67	16	51	162	513	1,622	5,129
44	Miller Road	Misty Oak Road	Valley Center Roa	54.7	48.2	51.7	57	2	5	16	51	162	513
45	Cole Grade Road	Fruitvale Road	Valley Center Roa	66.1	58.4	61.2	68	19	62	195	617	1,950	6,166
46	I-15	Riverside County I	Old Highway 395	80.4	71.1	73.2	82	457	1,445	4,571	14,454	45,709	144,544
47	I-15	Old Highway 395	SR-76	80.4	71.1	73.2	82	457	1,445	4,571	14,454	45,709	144,544
48	I-15	SR-76	Old Highway 395	79.7	70.4	72.5	81	380	1,202	3,802	12,023	38,019	120,226
49	I-15	Old Highway 395	Gopher Canyon R	79.5	70.3	72.4	81	372	1,175	3,715	11,749	37,154	117,490
50	I-15	Gopher Canyon R	Deer Springs Roa	79.8	70.6	72.6	81	398	1,259	3,981	12,589	39,811	125,893
51	I-15	Deer Springs Roa	Centre City Parkw	81.1	72.1	79.1	84	708	2,239	7,079	22,387	70,795	223,872
52	I-15	Centre City Parkw	El Norte Parkway	80.9	71.8	78.9	83	676	2,138	6,761	21,380	67,608	213,796
53	I-15	El Norte Parkway	SR-78	81.5	72.4	79.4	84	776	2,455	7,762	24,547	77,625	245,471
54	I-15	SR-78	W Valley Parkway	83.3	74.2	81.2	86	1,175	3,715	11,749	37,154	117,490	371,535
55	I-15	W Valley Parkway	Auto Parkway	83.0	73.9	80.9	85	1,096	3,467	10,965	34,674	109,648	346,737
56	I-15	Auto Parkway	W Citracado Park	82.8	73.7	80.8	85	1,047	3,311	10,471	33,113	104,713	331,131
57	I-15	W Citracado Park	Via Rancho Parkw	83.4	74.3	81.3	86	1,202	3,802	12,023	38,019	120,226	380,189
58	I-15	Via Rancho Parkw	Bernardo Drive	83.4	74.3	81.4	86	1,202	3,802	12,023	38,019	120,226	380,189
59	I-15	Bernardo Drive	Rancho Bernardo	83.5	74.4	81.4	86	1,230	3,890	12,303	38,905	123,027	389,045
60	I-15	Rancho Bernardo	Bernardo Center L	83.6	74.6	81.6	86	1,288	4,074	12,882	40,738	128,825	407,380
61	I-15	Bernardo Center L	Camino Del Norte	83.7	74.7	81.7	86	1,318	4,169	13,183	41,687	131,826	416,869

FHWA RD-77-108
Traffic Noise Prediction Model
Data Input Sheet

Project Name : LHR SP
Project Number : 6153
Modeled Condition : Existing + Phase A

Surface Refelction: CNEL
Assessment Metric: Hard
Peak ratio to ADT: 10.00
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	K-Factor
		From	To										
1	E. Dulin Road	Old Highway 395	SR-76	2,320	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
2	W. Lilac Road	Camino Del Rey	Camino Del Cielo	2,470	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
3	W. Lilac Road	Camino Del Cielo	Old Highway 395	2,410	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
4	W. Lilac Road	Old Highway 395	Main Street	4,310	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
5	W. Lilac Road	Main Street	Street "F"	1,500	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
6	W. Lilac Road	Street "F"	Covey Lane	1,500	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
7	W. Lilac Road	Covey Lane	Circle R Drive	830	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
8	W. Lilac Road	Circle R Drive	Lilac Road	1,490	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
9	Camino Del Cielo	Camino Del Rey	W. Lilac Road	640	25	100	95.25	2.75	2.00	78.00	8.00	14.00	
10	Olive Hill Road	Shamrock Road	SR-76	3,400	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
11	Camino Del Rey	SR-76	Old River Road	9,420	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
12	Camino Del Rey	Old River Road	W. Lilac Road	8,850	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
13	Camino Del Rey	W. Lilac Road	Camino Del Cielo	6,740	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
14	Camino Del Rey	Camino Del Cielo	Old Highway 395	4,870	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
15	Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	15,450	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
16	Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	12,520	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
17	Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	12,000	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
18	Circle R Drive	Old Highway 395	Mountain Ridge R	4,060	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
19	Circle R Drive	Mountain Ridge R	W. Lilac Road	1,800	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
20	Old Castle Road	Old Highway 395	Lilac Road	6,870	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
21	E. Vista Way	SR-76	Gopher Canyon R	15,160	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
22	E. Vista Way	Gopher Canyon R	Osborne Street	21,090	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
23	Old River Road	SR-76	Camino Del Rey	4,210	45	100	95.25	2.75	2.00	78.00	8.00	14.00	
24	Old Highway 395	Pala Mesa Drive	SR-76	4,870	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
25	Old Highway 395	SR-76	E. Dulin Road	5,070	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
26	Old Highway 395	E. Dulin Road	W. Lilac Road	5,190	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
27	Old Highway 395	W. Lilac Road	I-15 SB Ramps	6,400	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
28	Old Highway 395	I-15 SB Ramps	I-15 NB Ramps	4,700	50	100	95.25	2.75	2.00	78.00	8.00	14.00	

29	Old Highway 395	I-15 NB Ramps	Camino Del Rey	2,730	50	100	95.25	2.75	2.00	78.00	8.00	14.00
30	Old Highway 395	Camino Del Rey	Circle R Drive	6,080	50	100	95.25	2.75	2.00	78.00	8.00	14.00
31	Old Highway 395	Circle R Drive	Gopher Canyon R	10,940	50	100	95.25	2.75	2.00	78.00	8.00	14.00
32	Old Highway 395	Gopher Canyon R	Old Castle Road	8,750	50	100	95.25	2.75	2.00	78.00	8.00	14.00
33	Champagne Boulevard	Old Castle Road	Lawrence Welk Dr	4,230	40	100	95.25	2.75	2.00	78.00	8.00	14.00
34	Pankey Road	Pala Mesa Drive	SR-76	70	30	100	95.25	2.75	2.00	78.00	8.00	14.00
35	Lilac Road	Couser Canyon R	W. Lilac Road	1,200	40	100	95.25	2.75	2.00	78.00	8.00	14.00
36	Lilac Road	W. Lilac Road	Old Castle Road	2,890	40	100	95.25	2.75	2.00	78.00	8.00	14.00
37	Lilac Road	Old Castle Road	Anthony Road	9,240	40	100	95.25	2.75	2.00	78.00	8.00	14.00
38	Lilac Road	Anthony Road	Betsworth Road	8,870	40	100	95.25	2.75	2.00	78.00	8.00	14.00
39	Lilac Road	Betsworth Road	Valley Center Roa	9,730	40	100	95.25	2.75	2.00	78.00	8.00	14.00
40	Valley Center Road	Woods Valley Roa	Lilac Road	21,310	45	100	95.25	2.75	2.00	78.00	8.00	14.00
41	Valley Center Road	Lilac Road	Miller Road	24,370	45	100	95.25	2.75	2.00	78.00	8.00	14.00
42	Valley Center Road	Miller Road	Cole Grade Road	22,530	45	100	95.25	2.75	2.00	78.00	8.00	14.00
43	Valley Center Road	Cole Grade Road	Vesper Road	11,540	45	100	95.25	2.75	2.00	78.00	8.00	14.00
44	Miller Road	Misty Oak Road	Valley Center Roa	1,470	40	100	95.25	2.75	2.00	78.00	8.00	14.00
45	Cole Grade Road	Fruitvale Road	Valley Center Roa	10,690	50	100	95.25	2.75	2.00	78.00	8.00	14.00
46	I-15	Riverside County Boundary	Old Highway 395	134,590	65	100	95.25	2.75	2.00	78.00	8.00	14.00
47	I-15	Old Highway 395	SR-76	134,610	65	100	95.25	2.75	2.00	78.00	8.00	14.00
48	I-15	SR-76	Old Highway 395	113,530	65	100	95.25	2.75	2.00	78.00	8.00	14.00
49	I-15	Old Highway 395	Gopher Canyon	111,160	65	100	95.25	2.75	2.00	78.00	8.00	14.00
50	I-15	Gopher Canyon	Deer Springs	118,160	65	100	95.25	2.75	2.00	78.00	8.00	14.00
51	I-15	Deer Springs	Centle City	117,940	65	100	91.03	2.75	6.22	65.00	10.00	25.00
52	I-15	Centle City Parkway	El Norte Parkway	111,750	65	100	91.03	2.75	6.22	65.00	10.00	25.00
53	I-15	El Norte Parkway	SR-78	127,690	65	100	91.03	2.75	6.22	65.00	10.00	25.00
54	I-15	SR-78	vv valley Parkway	192,510	65	100	91.03	2.75	6.22	65.00	10.00	25.00
55	I-15	vv valley Parkway	Auto Parkway	179,430	65	100	91.03	2.75	6.22	65.00	10.00	25.00
56	I-15	Auto Parkway	vv Citracado Parkway	172,420	65	100	91.03	2.75	6.22	65.00	10.00	25.00
57	I-15	vv Citracado Parkway	Via Rancho	196,370	65	100	91.03	2.75	6.22	65.00	10.00	25.00
58	I-15	Via Rancho Parkway	Bernardo Drive	198,340	65	100	91.03	2.75	6.22	65.00	10.00	25.00
59	I-15	Bernardo Drive	Rancho Bernaruo Road	201,320	65	100	91.03	2.75	6.22	65.00	10.00	25.00
60	I-15	Rancho Bernaruo Road	Bernaruo Center Drive	209,200	65	100	91.03	2.75	6.22	65.00	10.00	25.00
61	I-15	Bernaruo Center Drive	Camino Del Norte	214,290	65	100	91.03	2.75	6.22	65.00	10.00	25.00

FHWA RD-77-108
Traffic Noise Prediction Model
Predicted Noise Levels

Project Name : LHR SP
Project Number : 6153
Modeled Condition : Existing + Phase A
Assessment Metric: Hard

Segment	Roadway	Segment		Noise Levels, dBA Hard				Distance to Traffic Noise Level Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	E. Dulin Road	Old Highway 395	SR-76	53.1	48.3	54.0	57	2	17	52	166	525
2	W. Lilac Road	Camino Del Rey	Camino Del Cielo	55.3	49.6	53.4	58	2	20	65	204	646
3	W. Lilac Road	Camino Del Cielo	Old Highway 395	55.2	49.5	53.3	58	2	20	63	200	631
4	W. Lilac Road	Old Highway 395	Main Street	55.8	51.0	56.7	60	3	31	98	309	977
5	W. Lilac Road	Main Street	Street "F"	51.2	46.4	52.1	55	1	11	34	107	339
6	W. Lilac Road	Street "F"	Covey Lane	51.2	46.4	52.1	55	1	11	34	107	339
7	W. Lilac Road	Covey Lane	Circle R Drive	48.6	43.8	49.6	53	1	6	19	59	186
8	Circle R Drive	Mountain Ridge R	Lilac Road	53.9	48.2	52.0	57	2	15	48	151	479
9	Old Castle Road	Old Highway 395	W. Lilac Road	64.2	56.5	59.3	66	12	123	389	1,230	3,890
10	Olive Hill Road	Shamrock Road	SR-76	56.7	51.0	54.8	60	3	28	89	282	891
11	Camino Del Rey	SR-76	Old River Road	62.8	56.3	59.8	65	10	105	331	1,047	3,311
12	Camino Del Rey	Old River Road	W. Lilac Road	62.5	56.1	59.5	65	10	98	309	977	3,090
13	Camino Del Rey	W. Lilac Road	Camino Del Cielo	61.3	54.9	58.3	64	7	74	234	741	2,344
14	Camino Del Rey	Camino Del Cielo	Old Highway 395	59.9	53.5	56.9	62	5	54	170	537	1,698
15	Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	67.7	60.0	62.8	70	28	282	891	2,818	8,913
16	Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	66.8	59.1	61.9	69	23	229	724	2,291	7,244
17	Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	66.6	58.9	61.7	68	22	219	692	2,188	6,918
18	Circle R Drive	Old Highway 395	Mountain Ridge R	57.5	51.8	55.6	60	3	34	107	339	1,072
19	Circle R Drive	Mountain Ridge R	W. Lilac Road	53.9	48.2	52.0	57	2	15	48	151	479
20	Old Castle Road	Old Highway 395	Lilac Road	64.2	56.5	59.3	66	12	123	389	1,230	3,890
21	E. Vista Way	SR-76	Gopher Canyon R	67.7	59.9	62.7	69	28	275	871	2,754	8,710
22	E. Vista Way	Gopher Canyon R	Osborne Street	69.1	61.3	64.2	71	38	380	1,202	3,802	12,023
23	Old River Road	SR-76	Camino Del Rey	60.8	53.6	56.7	63	6	60	191	603	1,905
24	Old Highway 395	Pala Mesa Drive	SR-76	58.3	52.6	56.4	61	4	41	129	407	1,288
25	Old Highway 395	SR-76	E. Dulin Road	62.9	55.1	58.0	65	9	91	288	912	2,884
26	Old Highway 395	E. Dulin Road	W. Lilac Road	56.6	51.8	57.5	61	4	37	117	372	1,175
27	Old Highway 395	W. Lilac Road	I-15 SB Ramps	63.9	56.2	59.0	66	11	115	363	1,148	3,631
28	Old Highway 395	I-15 SB Ramps	I-15 NB Ramps	62.6	54.8	57.6	64	9	85	269	851	2,692

29	Old Highway 395	I-15 NB Ramps	Camino Del Rey	60.2	52.5	55.3	62	5	49	155	490	1,549
30	Old Highway 395	Camino Del Rey	Circle R Drive	63.7	55.9	58.8	65	11	110	347	1,096	3,467
31	Old Highway 395	Circle R Drive	Gopher Canyon R	66.2	58.5	61.3	68	20	200	631	1,995	6,310
32	Old Highway 395	Gopher Canyon R	Old Castle Road	65.3	57.5	60.3	67	16	158	501	1,585	5,012
33	Champagne Boulevard	Old Castle Road	Lawrence Welk Dr	59.3	52.8	56.3	62	5	47	148	468	1,479
34	Pankey Road	Pala Mesa Drive	SR-76	37.9	33.1	38.8	42	0	1	2	5	16
35	Lilac Road	Couser Canyon R	W. Lilac Road	53.8	47.4	50.8	56	1	13	42	132	417
36	Lilac Road	W. Lilac Road	Old Castle Road	57.7	51.2	54.6	60	3	32	100	316	1,000
37	Lilac Road	Old Castle Road	Anthony Road	62.7	56.2	59.7	65	10	102	324	1,023	3,236
38	Lilac Road	Anthony Road	Betsworth Road	62.5	56.1	59.5	65	10	98	309	977	3,090
39	Lilac Road	Betsworth Road	Valley Center Roa	62.9	56.5	59.9	65	11	107	339	1,072	3,388
40	Valley Center Road	Woods Valley Roa	Lilac Road	67.8	60.7	63.8	70	30	302	955	3,020	9,550
41	Valley Center Road	Lilac Road	Miller Road	68.4	61.2	64.4	70	35	347	1,096	3,467	10,965
42	Valley Center Road	Miller Road	Cole Grade Road	68.1	60.9	64.0	70	32	324	1,023	3,236	10,233
43	Valley Center Road	Cole Grade Road	Vesper Road	65.1	58.0	61.1	67	17	166	525	1,660	5,248
44	Miller Road	Misty Oak Road	Valley Center Roa	54.7	48.3	51.7	57	2	16	51	162	513
45	Cole Grade Road	Fruitvale Road	Valley Center Roa	66.1	58.4	61.2	68	19	195	617	1,950	6,166
46	I-15	Riverside County I	Old Highway 395	80.4	71.2	73.3	82	457	4,571	14,454	45,709	144,544
47	I-15	Old Highway 395	SR-76	80.4	71.2	73.3	82	457	4,571	14,454	45,709	144,544
48	I-15	SR-76	Old Highway 395	79.7	70.4	72.5	81	389	3,890	12,303	38,905	123,027
49	I-15	Old Highway 395	Gopher Canyon R	79.6	70.3	72.4	81	380	3,802	12,023	38,019	120,226
50	I-15	Gopher Canyon R	Deer Springs Roa	79.9	70.6	72.7	81	398	3,981	12,589	39,811	125,893
51	I-15	Deer Springs Roa	Centre City Parkw	81.2	72.1	79.1	84	724	7,244	22,909	72,444	229,087
52	I-15	Centre City Parkw	El Norte Parkway	80.9	71.9	78.9	83	676	6,761	21,380	67,608	213,796
53	I-15	El Norte Parkway	SR-78	81.5	72.4	79.5	84	776	7,762	24,547	77,625	245,471
54	I-15	SR-78	W Valley Parkway	83.3	74.2	81.2	86	1,175	11,749	37,154	117,490	371,535
55	I-15	W Valley Parkway	Auto Parkway	83.0	73.9	80.9	85	1,096	10,965	34,674	109,648	346,737
56	I-15	Auto Parkway	W Citracado Park	82.8	73.7	80.8	85	1,047	10,471	33,113	104,713	331,131
57	I-15	W Citracado Park	Via Rancho Parkw	83.4	74.3	81.3	86	1,202	12,023	38,019	120,226	380,189
58	I-15	Via Rancho Parkw	Bernardo Drive	83.4	74.4	81.4	86	1,202	12,023	38,019	120,226	380,189
59	I-15	Bernardo Drive	Rancho Bernardo	83.5	74.4	81.4	86	1,230	12,303	38,905	123,027	389,045
60	I-15	Rancho Bernardo	Bernardo Center I	83.6	74.6	81.6	86	1,288	12,882	40,738	128,825	407,380
61	I-15	Bernardo Center I	Camino Del Norte	83.7	74.7	81.7	86	1,318	13,183	41,687	131,826	416,869

FHWA RD-77-108
Traffic Noise Prediction Model
Data Input Sheet

Project Name : LHR SP
Project Number : 6153
Modeled Condition : Existing + Phase E, Buildout

Surface Refelction: CNEL
Assessment Metric: Hard
Peak ratio to ADT: 10.00
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	K-Factor
		From	To										
1	E. Dulin Road	Old Highway 395	SR-76	3,960	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
2	W. Lilac Road	Camino Del Rey	Camino Del Cielo	3,160	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
3	W. Lilac Road	Camino Del Cielo	Old Highway 395	3,290	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
4	W. Lilac Road	Old Highway 395	Main Street	12,650	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
5	W. Lilac Road	Main Street	Street "F"	2,960	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
6	W. Lilac Road	Street "F"	Covey Lane	1,810	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
7	W. Lilac Road	Covey Lane	Circle R Drive	1,660	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
8	W. Lilac Road	Circle R Drive	Lilac Road	2,470	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
9	Camino Del Cielo	Camino Del Rey	W. Lilac Road	680	25	100	95.25	2.75	2.00	78.00	8.00	14.00	
10	Olive Hill Road	Shamrock Road	SR-76	3,470	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
11	Camino Del Rey	SR-76	Old River Road	9,660	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
12	Camino Del Rey	Old River Road	W. Lilac Road	9,560	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
13	Camino Del Rey	W. Lilac Road	Camino Del Cielo	6,790	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
14	Camino Del Rey	Camino Del Cielo	Old Highway 395	4,950	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
15	Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	15,890	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
16	Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	13,480	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
17	Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	13,440	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
18	Circle R Drive	Old Highway 395	Mountain Ridge R	5,940	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
19	Circle R Drive	Mountain Ridge R	W. Lilac Road	1,910	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
20	Old Castle Road	Old Highway 395	Lilac Road	6,970	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
21	E. Vista Way	SR-76	Gopher Canyon R	15,330	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
22	E. Vista Way	Gopher Canyon R	Osborne Street	21,340	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
23	Old River Road	SR-76	Camino Del Rey	4,690	45	100	95.25	2.75	2.00	78.00	8.00	14.00	
24	Old Highway 395	Pala Mesa Drive	SR-76	5,210	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
25	Old Highway 395	SR-76	E. Dulin Road	6,230	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
26	Old Highway 395	E. Dulin Road	W. Lilac Road	8,010	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
27	Old Highway 395	W. Lilac Road	I-15 SB Ramps	10,580	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
28	Old Highway 395	I-15 SB Ramps	I-15 NB Ramps	6,840	50	100	95.25	2.75	2.00	78.00	8.00	14.00	

29	Old Highway 395	I-15 NB Ramps	Camino Del Rey	3,190	50	100	95.25	2.75	2.00	78.00	8.00	14.00
30	Old Highway 395	Camino Del Rey	Circle R Drive	6,650	50	100	95.25	2.75	2.00	78.00	8.00	14.00
31	Old Highway 395	Circle R Drive	Gopher Canyon R	12,670	50	100	95.25	2.75	2.00	78.00	8.00	14.00
32	Old Highway 395	Gopher Canyon R	Old Castle Road	9,050	50	100	95.25	2.75	2.00	78.00	8.00	14.00
33	Champagne Boulevard	Old Castle Road	Lawrence Welk Dr	4,440	40	100	95.25	2.75	2.00	78.00	8.00	14.00
34	Pankey Road	Pala Mesa Drive	SR-76	70	30	100	95.25	2.75	2.00	78.00	8.00	14.00
35	Lilac Road	Couser Canyon R	W. Lilac Road	1,380	40	100	95.25	2.75	2.00	78.00	8.00	14.00
36	Lilac Road	W. Lilac Road	Old Castle Road	3,720	40	100	95.25	2.75	2.00	78.00	8.00	14.00
37	Lilac Road	Old Castle Road	Anthony Road	10,020	40	100	95.25	2.75	2.00	78.00	8.00	14.00
38	Lilac Road	Anthony Road	Betsworth Road	9,330	40	100	95.25	2.75	2.00	78.00	8.00	14.00
39	Lilac Road	Betsworth Road	Valley Center Roa	10,100	40	100	95.25	2.75	2.00	78.00	8.00	14.00
40	Valley Center Road	Woods Valley Roa	Lilac Road	21,370	45	100	95.25	2.75	2.00	78.00	8.00	14.00
41	Valley Center Road	Lilac Road	Miller Road	24,670	45	100	95.25	2.75	2.00	78.00	8.00	14.00
42	Valley Center Road	Miller Road	Cole Grade Road	22,820	45	100	95.25	2.75	2.00	78.00	8.00	14.00
43	Valley Center Road	Cole Grade Road	Vesper Road	11,710	45	100	95.25	2.75	2.00	78.00	8.00	14.00
44	Miller Road	Misty Oak Road	Valley Center Roa	1,480	40	100	95.25	2.75	2.00	78.00	8.00	14.00
45	Cole Grade Road	Fruitvale Road	Valley Center Roa	10,780	50	100	95.25	2.75	2.00	78.00	8.00	14.00
46	I-15	Riverside County Boundary	Old Highway 395	136,550	65	100	95.25	2.75	2.00	78.00	8.00	14.00
47	I-15	Old Highway 395	SR-76	136,640	65	100	95.25	2.75	2.00	78.00	8.00	14.00
48	I-15	SR-76	Old Highway 395	115,320	65	100	95.25	2.75	2.00	78.00	8.00	14.00
49	I-15	Old Highway 395	Gopher Canyon	113,700	65	100	95.25	2.75	2.00	78.00	8.00	14.00
50	I-15	Gopher Canyon	Deer Springs	121,580	65	100	95.25	2.75	2.00	78.00	8.00	14.00
51	I-15	Deer Springs	Centle City	121,050	65	100	91.03	2.75	6.22	65.00	10.00	25.00
52	I-15	Centle City Parkway	El Norte Parkway	114,210	65	100	91.03	2.75	6.22	65.00	10.00	25.00
53	I-15	El Norte Parkway	SR-78	129,970	65	100	91.03	2.75	6.22	65.00	10.00	25.00
54	I-15	SR-78	vv valley Parkway	194,200	65	100	91.03	2.75	6.22	65.00	10.00	25.00
55	I-15	vv valley Parkway	Auto Parkway	180,850	65	100	91.03	2.75	6.22	65.00	10.00	25.00
56	I-15	Auto Parkway	vv Citracado Parkway	173,800	65	100	91.03	2.75	6.22	65.00	10.00	25.00
57	I-15	vv Citracado Parkway	Via Rancho	197,590	65	100	91.03	2.75	6.22	65.00	10.00	25.00
58	I-15	Via Rancho Parkway	Bernardo Drive	199,470	65	100	91.03	2.75	6.22	65.00	10.00	25.00
59	I-15	Bernardo Drive	Rancho Bernaruo	202,380	65	100	91.03	2.75	6.22	65.00	10.00	25.00
60	I-15	Rancho Bernaruo	Bernaruo Center	210,290	65	100	91.03	2.75	6.22	65.00	10.00	25.00
61	I-15	Bernaruo Center	Camino Del Drive	215,230	65	100	91.03	2.75	6.22	65.00	10.00	25.00

FHWA RD-77-108
Traffic Noise Prediction Model
Predicted Noise Levels

Project Name : LHR SP
Project Number : 6153
Modeled Condition : Existing + Phase E, Buildout
Assessment Metric: Hard

Segment	Roadway	Segment		Noise Levels, dBA Hard				Distance to Traffic Noise Level Contours, Feet					
		From	To	Auto	MT	HT	Total	75 dB	70 dB	65 dB	60 dB	55 dB	50 dB
1	E. Dulin Road	Old Highway 395	SR-76	55.4	50.6	56.4	60	3	9	28	89	282	891
2	W. Lilac Road	Camino Del Rey	Camino Del Cielo	56.4	50.7	54.5	59	3	8	26	83	263	832
3	W. Lilac Road	Camino Del Cielo	Old Highway 395	56.6	50.9	54.7	59	3	9	28	87	275	871
4	W. Lilac Road	Old Highway 395	Main Street	60.5	55.7	61.4	65	9	29	91	288	912	2,884
5	W. Lilac Road	Main Street	Street "F"	54.2	49.3	55.1	58	2	7	21	68	214	676
6	W. Lilac Road	Street "F"	Covey Lane	52.0	47.2	53.0	56	1	4	13	41	129	407
7	W. Lilac Road	Covey Lane	Circle R Drive	51.7	46.8	52.6	56	1	4	12	37	117	372
8	Circle R Drive	Mountain Ridge R	Lilac Road	54.2	48.5	52.3	57	2	5	16	50	158	501
9	Old Castle Road	Old Highway 395	W. Lilac Road	64.3	56.5	59.3	66	13	40	126	398	1,259	3,981
10	Olive Hill Road	Shamrock Road	SR-76	56.8	51.1	54.9	60	3	9	29	91	288	912
11	Camino Del Rey	SR-76	Old River Road	62.9	56.4	59.9	65	11	34	107	339	1,072	3,388
12	Camino Del Rey	Old River Road	W. Lilac Road	62.9	56.4	59.8	65	10	33	105	331	1,047	3,311
13	Camino Del Rey	W. Lilac Road	Camino Del Cielo	61.4	54.9	58.3	64	7	23	74	234	741	2,344
14	Camino Del Rey	Camino Del Cielo	Old Highway 395	60.0	53.5	57.0	62	5	17	55	174	550	1,738
15	Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	67.9	60.1	62.9	70	29	91	288	912	2,884	9,120
16	Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	67.1	59.4	62.2	69	25	78	245	776	2,455	7,762
17	Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	67.1	59.4	62.2	69	25	78	245	776	2,455	7,762
18	Circle R Drive	Old Highway 395	Mountain Ridge R	59.1	53.4	57.2	62	5	15	49	155	490	1,549
19	Circle R Drive	Mountain Ridge R	W. Lilac Road	54.2	48.5	52.3	57	2	5	16	50	158	501
20	Old Castle Road	Old Highway 395	Lilac Road	64.3	56.5	59.3	66	13	40	126	398	1,259	3,981
21	E. Vista Way	SR-76	Gopher Canyon R	67.7	60.0	62.8	69	28	87	275	871	2,754	8,710
22	E. Vista Way	Gopher Canyon R	Osborne Street	69.1	61.4	64.2	71	39	123	389	1,230	3,890	12,303
23	Old River Road	SR-76	Camino Del Rey	61.2	54.1	57.2	63	7	21	66	209	661	2,089
24	Old Highway 395	Pala Mesa Drive	SR-76	58.6	52.8	56.7	61	4	14	44	138	437	1,380
25	Old Highway 395	SR-76	E. Dulin Road	63.8	56.0	58.9	66	11	35	112	355	1,122	3,548
26	Old Highway 395	E. Dulin Road	W. Lilac Road	58.5	53.7	59.4	63	6	18	58	182	575	1,820
27	Old Highway 395	W. Lilac Road	I-15 SB Ramps	66.1	58.3	61.2	68	19	60	191	603	1,905	6,026
28	Old Highway 395	I-15 SB Ramps	I-15 NB Ramps	64.2	56.4	59.3	66	12	39	123	389	1,230	3,890

29	Old Highway 395	I-15 NB Ramps	Camino Del Rey	60.9	53.1	56.0	63	6	18	58	182	575	1,820
30	Old Highway 395	Camino Del Rey	Circle R Drive	64.1	56.3	59.1	66	12	38	120	380	1,202	3,802
31	Old Highway 395	Circle R Drive	Gopher Canyon R	66.9	59.1	61.9	69	23	72	229	724	2,291	7,244
32	Old Highway 395	Gopher Canyon R	Old Castle Road	65.4	57.7	60.5	67	16	51	162	513	1,622	5,129
33	Champagne Boulevard	Old Castle Road	Lawrence Welk Dr	59.5	53.1	56.5	62	5	15	49	155	490	1,549
34	Pankey Road	Pala Mesa Drive	SR-76	37.9	33.1	38.8	42	0	0	1	2	5	16
35	Lilac Road	Couser Canyon R	W. Lilac Road	54.5	48.0	51.4	57	2	5	15	48	151	479
36	Lilac Road	W. Lilac Road	Old Castle Road	58.8	52.3	55.7	61	4	13	41	129	407	1,288
37	Lilac Road	Old Castle Road	Anthony Road	63.1	56.6	60.0	65	11	35	110	347	1,096	3,467
38	Lilac Road	Anthony Road	Betsworth Road	62.8	56.3	59.7	65	10	32	102	324	1,023	3,236
39	Lilac Road	Betsworth Road	Valley Center Roa	63.1	56.6	60.1	66	11	35	112	355	1,122	3,548
40	Valley Center Road	Woods Valley Roa	Lilac Road	67.8	60.7	63.8	70	30	95	302	955	3,020	9,550
41	Valley Center Road	Lilac Road	Miller Road	68.4	61.3	64.4	71	35	112	355	1,122	3,548	11,220
42	Valley Center Road	Miller Road	Cole Grade Road	68.1	61.0	64.1	70	32	102	324	1,023	3,236	10,233
43	Valley Center Road	Cole Grade Road	Vesper Road	65.2	58.1	61.2	67	17	52	166	525	1,660	5,248
44	Miller Road	Misty Oak Road	Valley Center Roa	54.8	48.3	51.7	57	2	5	16	51	162	513
45	Cole Grade Road	Fruitvale Road	Valley Center Roa	66.2	58.4	61.2	68	19	62	195	617	1,950	6,166
46	I-15	Riverside County I	Old Highway 395	80.5	71.2	73.3	82	468	1,479	4,677	14,791	46,774	147,911
47	I-15	Old Highway 395	SR-76	80.5	71.2	73.3	82	468	1,479	4,677	14,791	46,774	147,911
48	I-15	SR-76	Old Highway 395	79.7	70.5	72.6	81	389	1,230	3,890	12,303	38,905	123,027
49	I-15	Old Highway 395	Gopher Canyon R	79.7	70.4	72.5	81	389	1,230	3,890	12,303	38,905	123,027
50	I-15	Gopher Canyon R	Deer Springs Roa	80.0	70.7	72.8	81	417	1,318	4,169	13,183	41,687	131,826
51	I-15	Deer Springs Roa	Centre City Parkw	81.3	72.2	79.2	84	741	2,344	7,413	23,442	74,131	234,423
52	I-15	Centre City Parkw	El Norte Parkway	81.0	72.0	79.0	83	692	2,188	6,918	21,878	69,183	218,776
53	I-15	El Norte Parkway	SR-78	81.6	72.5	79.5	84	794	2,512	7,943	25,119	79,433	251,189
54	I-15	SR-78	W Valley Parkway	83.3	74.3	81.3	86	1,175	3,715	11,749	37,154	117,490	371,535
55	I-15	W Valley Parkway	Auto Parkway	83.0	74.0	81.0	85	1,096	3,467	10,965	34,674	109,648	346,737
56	I-15	Auto Parkway	W Citracado Park	82.8	73.8	80.8	85	1,072	3,388	10,715	33,884	107,152	338,844
57	I-15	W Citracado Park	Via Rancho Parkw	83.4	74.3	81.4	86	1,202	3,802	12,023	38,019	120,226	380,189
58	I-15	Via Rancho Parkw	Bernardo Drive	83.4	74.4	81.4	86	1,230	3,890	12,303	38,905	123,027	389,045
59	I-15	Bernardo Drive	Rancho Bernardo	83.5	74.4	81.5	86	1,230	3,890	12,303	38,905	123,027	389,045
60	I-15	Rancho Bernardo	Bernardo Center I	83.7	74.6	81.6	86	1,288	4,074	12,882	40,738	128,825	407,380
61	I-15	Bernardo Center I	Camino Del Norte	83.8	74.7	81.7	86	1,318	4,169	13,183	41,687	131,826	416,869

FHWA RD-77-108
Traffic Noise Prediction Model
Data Input Sheet

Project Name : LHR SP
Project Number : 6153
Modeled Condition : Existing + Cumulative

Surface Refelction: CNEL
Assessment Metric: Soft
Peak ratio to ADT: 10.00
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	K-Factor
		From	To										
1	E. Dulin Road	Old Highway 395	SR-76	7,330	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
2	W. Lilac Road	Camino Del Rey	Camino Del Cielo	3,330	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
3	W. Lilac Road	Camino Del Cielo	Old Highway 395	3,530	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
4	W. Lilac Road	Old Highway 395	Main Street	12,800	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
5	W. Lilac Road	Main Street	Street "F"	3,110	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
6	W. Lilac Road	Street "F"	Covey Lane	1,870	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
7	W. Lilac Road	Covey Lane	Circle R Drive	2,040	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
8	W. Lilac Road	Circle R Drive	Lilac Road	3,510	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
9	Camino Del Cielo	Camino Del Rey	W. Lilac Road	980	25	100	95.25	2.75	2.00	78.00	8.00	14.00	
10	Olive Hill Road	Shamrock Road	SR-76	4,410	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
11	Camino Del Rey	SR-76	Old River Road	10,300	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
12	Camino Del Rey	Old River Road	W. Lilac Road	11,960	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
13	Camino Del Rey	W. Lilac Road	Camino Del Cielo	9,550	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
14	Camino Del Rey	Camino Del Cielo	Old Highway 395	5,600	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
15	Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	16,270	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
16	Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	18,490	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
17	Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	18,470	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
18	Circle R Drive	Old Highway 395	Mountain Ridge R	7,450	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
19	Circle R Drive	Mountain Ridge R	W. Lilac Road	2,010	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
20	Old Castle Road	Old Highway 395	Lilac Road	10,380	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
21	E. Vista Way	SR-76	Gopher Canyon R	20,520	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
22	E. Vista Way	Gopher Canyon R	Osborne Street	26,990	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
23	Old River Road	SR-76	Camino Del Rey	4,790	45	100	95.25	2.75	2.00	78.00	8.00	14.00	
24	Old Highway 395	Pala Mesa Drive	SR-76	11,230	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
25	Old Highway 395	SR-76	E. Dulin Road	9,890	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
26	Old Highway 395	E. Dulin Road	W. Lilac Road	12,780	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
27	Old Highway 395	W. Lilac Road	I-15 SB Ramps	13,310	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
28	Old Highway 395	I-15 SB Ramps	I-15 NB Ramps	10,490	50	100	95.25	2.75	2.00	78.00	8.00	14.00	

29	Old Highway 395	I-15 NB Ramps	Camino Del Rey	6,370	50	100	95.25	2.75	2.00	78.00	8.00	14.00
30	Old Highway 395	Camino Del Rey	Circle R Drive	9,060	50	100	95.25	2.75	2.00	78.00	8.00	14.00
31	Old Highway 395	Circle R Drive	Gopher Canyon R	15,690	50	100	95.25	2.75	2.00	78.00	8.00	14.00
32	Old Highway 395	Gopher Canyon R	Old Castle Road	10,040	50	100	95.25	2.75	2.00	78.00	8.00	14.00
33	Champagne Boulevard	Old Castle Road	Lawrence Welk Dr	7,770	40	100	95.25	2.75	2.00	78.00	8.00	14.00
34	Pankey Road	Pala Mesa Drive	SR-76	15,610	30	100	95.25	2.75	2.00	78.00	8.00	14.00
35	Lilac Road	Couser Canyon R	W. Lilac Road	1,970	40	100	95.25	2.75	2.00	78.00	8.00	14.00
36	Lilac Road	W. Lilac Road	Old Castle Road	3,830	40	100	95.25	2.75	2.00	78.00	8.00	14.00
37	Lilac Road	Old Castle Road	Anthony Road	11,590	40	100	95.25	2.75	2.00	78.00	8.00	14.00
38	Lilac Road	Anthony Road	Betsworth Road	10,760	40	100	95.25	2.75	2.00	78.00	8.00	14.00
39	Lilac Road	Betsworth Road	Valley Center Roa	11,920	40	100	95.25	2.75	2.00	78.00	8.00	14.00
40	Valley Center Road	Woods Valley Roa	Lilac Road	24,280	45	100	95.25	2.75	2.00	78.00	8.00	14.00
41	Valley Center Road	Lilac Road	Miller Road	27,000	45	100	95.25	2.75	2.00	78.00	8.00	14.00
42	Valley Center Road	Miller Road	Cole Grade Road	24,950	45	100	95.25	2.75	2.00	78.00	8.00	14.00
43	Valley Center Road	Cole Grade Road	Vesper Road	12,760	45	100	95.25	2.75	2.00	78.00	8.00	14.00
44	Miller Road	Misty Oak Road	Valley Center Roa	2,280	40	100	95.25	2.75	2.00	78.00	8.00	14.00
45	Cole Grade Road	Fruitvale Road	Valley Center Roa	16,650	50	100	95.25	2.75	2.00	78.00	8.00	14.00
46	I-15	Riverside County Boundary	Old Highway 395	202,880	65	100	95.25	2.75	2.00	78.00	8.00	14.00
47	I-15	Old Highway 395	SR-76	238,620	65	100	95.25	2.75	2.00	78.00	8.00	14.00
48	I-15	SR-76	Old Highway 395	169,420	65	100	95.25	2.75	2.00	78.00	8.00	14.00
49	I-15	Old Highway 395	Gopher Canyon	167,170	65	100	95.25	2.75	2.00	78.00	8.00	14.00
50	I-15	Gopher Canyon	Deer Springs	166,620	65	100	95.25	2.75	2.00	78.00	8.00	14.00
51	I-15	Deer Springs	Centle City	166,030	65	100	91.03	2.75	6.22	65.00	10.00	25.00
52	I-15	Centle City Parkway	El Norte Parkway	157,230	65	100	91.03	2.75	6.22	65.00	10.00	25.00
53	I-15	El Norte Parkway	SR-78	171,220	65	100	91.03	2.75	6.22	65.00	10.00	25.00
54	I-15	SR-78	vv valley Parkway	216,870	65	100	91.03	2.75	6.22	65.00	10.00	25.00
55	I-15	vv valley Parkway	Auto Parkway	199,490	65	100	91.03	2.75	6.22	65.00	10.00	25.00
56	I-15	Auto Parkway	vv Citracado Parkway	191,330	65	100	91.03	2.75	6.22	65.00	10.00	25.00
57	I-15	vv Citracado Parkway	Via Rancho	208,340	65	100	91.03	2.75	6.22	65.00	10.00	25.00
58	I-15	Via Rancho Parkway	Bernardo Drive	238,480	65	100	91.03	2.75	6.22	65.00	10.00	25.00
59	I-15	Bernardo Drive	Rancho Bernaruo	213,610	65	100	91.03	2.75	6.22	65.00	10.00	25.00
60	I-15	Rancho Bernaruo	Bernaruo Center	215,140	65	100	91.03	2.75	6.22	65.00	10.00	25.00
61	I-15	Bernaruo Center Drive	Camino Del Norte	216,170	65	100	91.03	2.75	6.22	65.00	10.00	25.00

FHWA RD-77-108
Traffic Noise Prediction Model
Predicted Noise Levels

Project Name : LHR SP
Project Number : 6153
Modeled Condition : Existing + Cumulative
Assessment Metric: Soft

Segment	Roadway	Segment		Noise Levels, dBA Soft				Distance to Traffic Noise Level Contours, Feet					
		From	To	Auto	MT	HT	Total	75 dB	70 dB	65 dB	60 dB	55 dB	50 dB
1	E. Dulin Road	Old Highway 395	SR-76	58.1	53.3	59.0	62	14	30	65	140	302	651
2	W. Lilac Road	Camino Del Rey	Camino Del Cielo	56.6	50.9	54.7	59	9	20	42	91	196	423
3	W. Lilac Road	Camino Del Cielo	Old Highway 395	56.9	51.2	55.0	60	10	21	44	95	206	443
4	W. Lilac Road	Old Highway 395	Main Street	60.5	55.7	61.4	65	20	44	94	203	437	940
5	W. Lilac Road	Main Street	Street "F"	54.4	49.6	55.3	59	8	17	37	79	171	369
6	W. Lilac Road	Street "F"	Covey Lane	52.2	47.4	53.1	56	6	12	26	57	122	263
7	W. Lilac Road	Covey Lane	Circle R Drive	52.6	47.7	53.5	57	6	13	28	59	128	275
8	Circle R Drive	Mountain Ridge R	Lilac Road	54.4	48.7	52.5	57	7	14	30	65	140	302
9	Old Castle Road	Old Highway 395	W. Lilac Road	66.0	58.3	61.1	68	33	70	151	326	703	1,514
10	Olive Hill Road	Shamrock Road	SR-76	57.8	52.1	55.9	61	11	24	52	111	240	517
11	Camino Del Rey	SR-76	Old River Road	63.2	56.7	60.2	66	23	50	108	233	501	1,080
12	Camino Del Rey	Old River Road	W. Lilac Road	63.8	57.4	60.8	66	26	56	120	259	558	1,202
13	Camino Del Rey	W. Lilac Road	Camino Del Cielo	62.9	56.4	59.8	65	22	48	103	222	479	1,031
14	Camino Del Rey	Camino Del Cielo	Old Highway 395	60.5	54.1	57.5	63	16	34	72	156	336	724
15	Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	68.0	60.2	63.0	70	44	95	206	443	955	2,057
16	Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	68.5	60.8	63.6	70	48	103	222	479	1,031	2,222
17	Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	68.5	60.8	63.6	70	48	103	222	479	1,031	2,222
18	Circle R Drive	Old Highway 395	Mountain Ridge R	60.1	54.4	58.2	63	16	34	72	156	336	724
19	Circle R Drive	Mountain Ridge R	W. Lilac Road	54.4	48.7	52.5	57	7	14	30	65	140	302
20	Old Castle Road	Old Highway 395	Lilac Road	66.0	58.3	61.1	68	33	70	151	326	703	1,514
21	E. Vista Way	SR-76	Gopher Canyon R	69.0	61.2	64.0	71	52	111	240	517	1,113	2,399
22	E. Vista Way	Gopher Canyon R	Osborne Street	70.2	62.4	65.2	72	62	134	288	621	1,339	2,884
23	Old River Road	SR-76	Camino Del Rey	61.3	54.2	57.3	63	17	36	77	166	358	770
24	Old Highway 395	Pala Mesa Drive	SR-76	61.9	56.2	60.0	65	21	44	95	206	443	955
25	Old Highway 395	SR-76	E. Dulin Road	65.8	58.0	60.9	68	32	68	147	316	681	1,468
26	Old Highway 395	E. Dulin Road	W. Lilac Road	60.5	55.7	61.4	65	20	44	94	203	437	940
27	Old Highway 395	W. Lilac Road	I-15 SB Ramps	67.1	59.3	62.2	69	39	83	179	386	832	1,792
28	Old Highway 395	I-15 SB Ramps	I-15 NB Ramps	66.1	58.3	61.1	68	33	71	154	331	713	1,537

29	Old Highway 395	I-15 NB Ramps	Camino Del Rey	63.9	56.1	59.0	66	24	51	110	236	509	1,096
30	Old Highway 395	Camino Del Rey	Circle R Drive	65.4	57.7	60.5	67	30	64	138	297	641	1,380
31	Old Highway 395	Circle R Drive	Gopher Canyon R	67.8	60.1	62.9	70	43	93	200	430	926	1,995
32	Old Highway 395	Gopher Canyon R	Old Castle Road	65.9	58.1	60.9	68	32	69	149	321	692	1,491
33	Champagne Boulevard	Old Castle Road	Lawrence Welk Dr	62.0	55.5	58.9	64	19	42	90	193	417	898
34	Pankey Road	Pala Mesa Drive	SR-76	61.4	56.6	62.3	66	23	50	108	233	501	1,080
35	Lilac Road	Couser Canyon R	W. Lilac Road	56.0	49.5	53.0	58	8	17	36	78	169	363
36	Lilac Road	W. Lilac Road	Old Castle Road	58.9	52.4	55.9	61	12	26	56	120	259	558
37	Lilac Road	Old Castle Road	Anthony Road	63.7	57.2	60.7	66	26	55	118	255	550	1,184
38	Lilac Road	Anthony Road	Betsworth Road	63.4	56.9	60.3	66	24	52	111	240	517	1,113
39	Lilac Road	Betsworth Road	Valley Center Roa	63.8	57.3	60.8	66	26	56	120	259	558	1,202
40	Valley Center Road	Woods Valley Roa	Lilac Road	68.4	61.2	64.3	70	49	106	229	494	1,063	2,291
41	Valley Center Road	Lilac Road	Miller Road	68.8	61.7	64.8	71	52	113	244	525	1,131	2,436
42	Valley Center Road	Miller Road	Cole Grade Road	68.5	61.4	64.5	71	50	108	233	501	1,080	2,326
43	Valley Center Road	Cole Grade Road	Vesper Road	65.6	58.4	61.6	68	32	69	149	321	692	1,491
44	Miller Road	Misty Oak Road	Valley Center Roa	56.6	50.2	53.6	59	9	18	40	86	185	398
45	Cole Grade Road	Fruitvale Road	Valley Center Roa	68.1	60.3	63.1	70	45	97	209	450	970	2,089
46	I-15	Riverside County I	Old Highway 395	82.2	72.9	75.0	83	363	782	1,685	3,631	7,822	16,853
47	I-15	Old Highway 395	SR-76	82.9	73.6	75.7	84	404	871	1,876	4,043	8,710	18,764
48	I-15	SR-76	Old Highway 395	81.4	72.2	74.3	83	321	692	1,491	3,211	6,918	14,905
49	I-15	Old Highway 395	Gopher Canyon R	81.4	72.1	74.2	83	316	681	1,468	3,162	6,813	14,678
50	I-15	Gopher Canyon R	Deer Springs Roa	81.3	72.1	74.2	83	316	681	1,468	3,162	6,813	14,678
51	I-15	Deer Springs Roa	Centre City Parkw	82.6	73.6	80.6	85	471	1,015	2,188	4,713	10,155	21,878
52	I-15	Centre City Parkw	El Norte Parkway	82.4	73.3	80.4	85	450	970	2,089	4,501	9,698	20,893
53	I-15	El Norte Parkway	SR-78	82.8	73.7	80.7	85	479	1,031	2,222	4,786	10,312	22,216
54	I-15	SR-78	W Valley Parkway	83.8	74.7	81.8	86	558	1,202	2,590	5,580	12,023	25,902
55	I-15	W Valley Parkway	Auto Parkway	83.4	74.4	81.4	86	533	1,148	2,474	5,329	11,482	24,736
56	I-15	Auto Parkway	W Citracado Park	83.3	74.2	81.2	86	517	1,113	2,399	5,168	11,134	23,988
57	I-15	W Citracado Park	Via Rancho Parkw	83.6	74.6	81.6	86	550	1,184	2,551	5,495	11,839	25,507
58	I-15	Via Rancho Parkw	Bernardo Drive	84.2	75.2	82.2	87	593	1,278	2,754	5,934	12,784	27,542
59	I-15	Bernardo Drive	Rancho Bernardo	83.7	74.7	81.7	86	558	1,202	2,590	5,580	12,023	25,902
60	I-15	Rancho Bernardo	Bernardo Center I	83.8	74.7	81.7	86	558	1,202	2,590	5,580	12,023	25,902
61	I-15	Bernardo Center I	Camino Del Norte	83.8	74.7	81.7	86	558	1,202	2,590	5,580	12,023	25,902

RESULTS: SOUND LEVELS

6153: Lilac Hills Ranch

RECON Environmental Bill Maddux/Karyl Palmer										13 March 2013 TNM 2.5 Calculated with TNM 2.5				
RESULTS: SOUND LEVELS PROJECT/CONTRACT: 6153: Lilac Hills Ranch RUN: Setup BARRIER DESIGN: INPUT HEIGHTS ATMOSPHERICS: 68 deg F, 50% RH										Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.				
Receiver														
Name	No.	#DUs	Existing	No Barrier		Increase over existing			Type	With Barrier		Noise Reduction	Goal	Calculated minus Goal
			L _{Aeq} 1h	L _{Aeq} 1h	Crit'n	Calculated	Crit'n	Sub'l Inc	Impact	Calculated	Calculated			
			dBA	dBA	dBA	dB	dB			dBA	dB	dB	dB	
R-1	5	1	0.0	61.5	66	61.5	10	----		61.5	0.0	8	-8.0	
R-2	6	1	0.0	55.0	66	55.0	10	----		55.0	0.0	8	-8.0	
R-3	7	1	0.0	61.5	66	61.5	10	----		61.5	0.0	8	-8.0	
R-4	8	1	0.0	57.4	66	57.4	10	----		57.4	0.0	8	-8.0	
R-5	9	1	0.0	60.4	66	60.4	10	----		60.4	0.0	8	-8.0	
R-6	10	1	0.0	57.0	66	57.0	10	----		57.0	0.0	8	-8.0	
R-7	11	1	0.0	55.9	66	55.9	10	----		55.9	0.0	8	-8.0	
R-8	12	1	0.0	58.0	66	58.0	10	----		58.0	0.0	8	-8.0	
R-9	13	1	0.0	56.4	66	56.4	10	----		56.4	0.0	8	-8.0	
R-10	14	1	0.0	54.7	66	54.7	10	----		54.7	0.0	8	-8.0	
R-11	15	1	0.0	52.1	66	52.1	10	----		52.1	0.0	8	-8.0	
R-12	16	1	0.0	51.0	66	51.0	10	----		51.0	0.0	8	-8.0	
R-13	17	1	0.0	59.8	66	59.8	10	----		59.8	0.0	8	-8.0	
R-14	18	1	0.0	62.0	66	62.0	10	----		62.0	0.0	8	-8.0	
R-15	19	1	0.0	60.4	66	60.4	10	----		60.4	0.0	8	-8.0	
R-16	20	1	0.0	60.1	66	60.1	10	----		60.1	0.0	8	-8.0	
R-17	21	1	0.0	55.3	66	55.3	10	----		55.3	0.0	8	-8.0	
R-18	22	1	0.0	53.6	66	53.6	10	----		53.6	0.0	8	-8.0	
R-19	23	1	0.0	53.5	66	53.5	10	----		53.5	0.0	8	-8.0	
R-20	24	1	0.0	55.1	66	55.1	10	----		55.1	0.0	8	-8.0	

RESULTS: SOUND LEVELS

6153: Lilac Hills Ranch

R-21	25	1	0.0	52.7	66	52.7	10	----	52.7	0.0	8	-8.0
R-22	26	1	0.0	52.3	66	52.3	10	----	52.3	0.0	8	-8.0
R-23	27	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
R-24	28	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
R-25	29	1	0.0	51.6	66	51.6	10	----	51.6	0.0	8	-8.0
R-26	30	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
R-27	31	1	0.0	50.5	66	50.5	10	----	50.5	0.0	8	-8.0
R-28	32	1	0.0	55.6	66	55.6	10	----	55.6	0.0	8	-8.0
R-29	33	1	0.0	50.6	66	50.6	10	----	50.6	0.0	8	-8.0
R-30	34	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
R-31	35	1	0.0	49.9	66	49.9	10	----	49.9	0.0	8	-8.0
R-32	36	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
R-33	37	1	0.0	51.2	66	51.2	10	----	51.2	0.0	8	-8.0
R-34	38	1	0.0	50.8	66	50.8	10	----	50.8	0.0	8	-8.0
R-35	39	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
R-36	40	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
R-37	41	1	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
R-38	42	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
R-39	43	1	0.0	50.8	66	50.8	10	----	50.8	0.0	8	-8.0
R-40	44	1	0.0	52.9	66	52.9	10	----	52.9	0.0	8	-8.0
R-41	45	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
R-42	46	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
R-43	47	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
R-44	48	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
R-45	49	1	0.0	56.1	66	56.1	10	----	56.1	0.0	8	-8.0
R-46	50	1	0.0	53.2	66	53.2	10	----	53.2	0.0	8	-8.0
R-47	51	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
R-48	52	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
R-49	53	1	0.0	56.4	66	56.4	10	----	56.4	0.0	8	-8.0
R-50	54	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
R-51	55	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
R-52	56	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
R-53	57	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
R-54	58	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
R-55	59	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
R-56	60	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
R-57	61	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0

INPUT: ROADWAYS

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		point18	18	6,286,762.5	2,049,514.8	0.00				Average	Y
		point17	17	6,286,716.0	2,049,102.0	0.00				Average	
		point16	16	6,286,485.0	2,047,911.2	0.00				Average	
		point15	15	6,286,288.0	2,047,360.8	0.00				Average	
		point14	14	6,285,925.0	2,046,565.2	0.00				Average	
		point13	13	6,284,753.0	2,044,232.4	0.00				Average	
		point12	12	6,284,436.5	2,043,555.2	0.00				Average	
		point11	11	6,284,205.0	2,042,910.9	0.00				Average	
		point10	10	6,284,047.0	2,042,285.8	0.00				Average	
		point9	9	6,283,972.5	2,041,852.2	0.00				Average	
		point8	8	6,283,898.5	2,041,357.8	0.00				Average	
		point7	7	6,283,856.5	2,040,854.6	0.00				Average	
		point6	6	6,283,861.0	2,039,990.1	0.00				Average	
		point5	5	6,283,908.0	2,039,492.4	0.00				Average	
		point4	4	6,283,985.0	2,039,008.5	0.00				Average	
		point3	3	6,284,139.5	2,038,356.8	0.00				Average	
		point2	2	6,284,373.5	2,037,624.2	0.00				Average	
		point1	1	6,284,638.0	2,036,861.0	0.00					
I-15 NB	48.0	point41	41	6,284,812.0	2,036,833.0	0.00				Average	
		point42	42	6,284,539.0	2,037,652.4	0.00				Average	
		point43	43	6,284,260.5	2,038,435.9	0.00				Average	
		point44	44	6,284,117.5	2,039,064.8	0.00				Average	
		point45	45	6,284,048.0	2,039,509.2	0.00				Average	
		point47	47	6,284,002.0	2,039,986.9	0.00				Average	
		point48	48	6,283,991.0	2,040,821.5	0.00				Average	
		point49	49	6,284,030.0	2,041,359.9	0.00				Average	
		point50	50	6,284,090.0	2,041,800.8	0.00				Average	
		point51	51	6,284,167.5	2,042,267.8	0.00				Average	
		point52	52	6,284,317.5	2,042,879.2	0.00				Average	
		point53	53	6,284,550.5	2,043,539.1	0.00				Average	
		point54	54	6,284,860.0	2,044,188.9	0.00				Average	
		point55	55	6,286,044.0	2,046,534.0	0.00				Average	
		point56	56	6,286,405.0	2,047,337.0	0.00				Average	
		point57	57	6,286,595.0	2,047,884.0	0.00				Average	
		point58	58	6,286,742.0	2,048,464.0	0.00				Average	

INPUT: ROADWAYS

6153: Lilac Hills Ranch

		point59	59	6,286,818.0	2,048,918.0	0.00				Average	Y
		point60	60	6,286,892.5	2,049,517.1	0.00				Average	
		point61	61	6,286,906.0	2,049,711.6	0.00				Average	
		point62	62	6,286,907.0	2,050,506.2	0.00				Average	
		point63	63	6,286,823.0	2,052,168.2	0.00				Average	
		point64	64	6,286,754.5	2,054,033.8	0.00				Average	
		point65	65	6,286,666.0	2,055,918.0	0.00				Average	
		point66	66	6,286,641.5	2,056,557.2	0.00				Average	
		point67	67	6,286,583.5	2,057,069.0	0.00				Average	
		point68	68	6,286,518.0	2,057,448.2	0.00				Average	
		point69	69	6,286,413.0	2,057,906.2	0.00				Average	
		point70	70	6,286,274.0	2,058,376.1	0.00				Average	
		point71	71	6,286,020.5	2,059,039.1	0.00				Average	
		point72	72	6,285,687.5	2,059,718.6	0.00				Average	
		point73	73	6,284,850.0	2,061,319.0	0.00				Average	
		point74	74	6,284,571.5	2,061,861.4	0.00				Average	
		point75	75	6,284,413.0	2,062,276.9	0.00				Average	
		point76	76	6,284,337.0	2,062,543.2	0.00				Average	
		point77	77	6,284,130.0	2,063,423.1	0.00				Average	
		point78	78	6,284,061.0	2,063,747.8	0.00				Average	
		point79	79	6,284,014.5	2,064,119.8	0.00				Average	
		point80	80	6,283,988.0	2,064,468.8	0.00				Average	
		point81	81	6,283,999.0	2,065,408.0	0.00					
Mountain Ridge Road	40.0	point82	82	6,294,090.5	2,042,183.5	0.00				Average	
		point83	83	6,294,076.5	2,045,330.2	0.00					
Old Hwy 395	24.0	point124	124	6,282,911.5	2,064,205.8	0.00				Average	
		point125	125	6,283,078.0	2,063,934.8	0.00				Average	
		point126	126	6,283,563.0	2,063,258.8	0.00				Average	
		point127	127	6,283,633.5	2,063,075.2	0.00				Average	
		point128	128	6,283,659.0	2,062,822.0	0.00				Average	
		point129	129	6,283,634.0	2,061,639.0	0.00				Average	
		point130	130	6,283,626.5	2,061,115.4	0.00				Average	
		point131	131	6,283,647.5	2,060,914.0	0.00				Average	
		point132	132	6,283,700.0	2,060,760.1	0.00				Average	
		point133	133	6,283,783.0	2,060,552.2	0.00				Average	

INPUT: ROADWAYS

6153: Lilac Hills Ranch

		point134	134	6,283,924.5	2,060,331.5	0.00				Average	
		point135	135	6,284,310.5	2,059,949.4	0.00				Average	
		point136	136	6,284,724.0	2,059,615.4	0.00				Average	
		point137	137	6,285,467.0	2,059,004.2	0.00				Average	
		point138	138	6,285,641.0	2,058,859.0	0.00				Average	
		point139	139	6,285,745.5	2,058,732.8	0.00				Average	
		point140	140	6,285,831.0	2,058,580.6	0.00				Average	
		point141	141	6,285,889.5	2,058,426.9	0.00				Average	
		point142	142	6,285,924.0	2,058,281.0	0.00				Average	
		point143	143	6,286,265.5	2,056,273.4	0.00				Average	
		point144	144	6,286,276.0	2,056,114.0	0.00				Average	
		point145	145	6,286,263.5	2,055,991.6	0.00				Average	
		point146	146	6,286,201.5	2,055,763.8	0.00				Average	
		point147	147	6,285,599.0	2,054,397.2	0.00					
LHR Road - 2	40.0	point487	487	6,292,545.0	2,049,854.4	0.00	Stop	0.00	100	Average	
		point488	488	6,292,501.0	2,049,779.2	0.00				Average	
		point489	489	6,292,439.5	2,049,718.2	0.00				Average	
		point490	490	6,292,363.5	2,049,675.2	0.00				Average	
		point491	491	6,292,250.5	2,049,651.6	0.00				Average	
		point492	492	6,292,164.0	2,049,660.2	0.00				Average	
		point493	493	6,292,109.0	2,049,678.6	0.00				Average	
		point494	494	6,292,034.5	2,049,723.4	0.00				Average	
		point495	495	6,291,992.5	2,049,763.4	0.00				Average	
		point496	496	6,291,958.0	2,049,810.2	0.00				Average	
		point497	497	6,291,944.0	2,049,835.6	0.00				Average	
		point498	498	6,291,923.0	2,049,889.8	0.00					
W. Lilac Road - West of LHR	22.0	point607	607	6,285,645.0	2,054,367.6	0.00	Signal	0.00	100	Average	
		point2305	2305	6,286,200.0	2,054,200.8	0.00				Average	Y
		point2306	2306	6,286,754.5	2,054,033.8	0.00				Average	Y
		point608	608	6,287,052.5	2,053,940.2	0.00				Average	
		point609	609	6,287,257.0	2,053,875.0	0.00				Average	
		point610	610	6,287,409.5	2,053,828.4	0.00				Average	
		point611	611	6,287,517.5	2,053,807.8	0.00				Average	
		point612	612	6,287,630.5	2,053,797.1	0.00				Average	
		point613	613	6,287,797.5	2,053,780.1	0.00				Average	

INPUT: ROADWAYS

6153: Lilac Hills Ranch

		point614	614	6,288,006.0	2,053,759.0	0.00				Average
		point615	615	6,288,139.0	2,053,749.0	0.00				Average
		point616	616	6,288,273.0	2,053,744.0	0.00				Average
		point617	617	6,288,525.5	2,053,752.2	0.00				Average
		point618	618	6,288,940.0	2,053,775.9	0.00				
Old Hwy 395-2	24.0	point862	862	6,287,097.5	2,048,377.5	0.00				Average
		point173	173	6,287,169.0	2,048,159.1	0.00				Average
		point174	174	6,287,201.0	2,048,003.1	0.00				Average
		point175	175	6,287,225.5	2,047,788.5	0.00				Average
		point176	176	6,287,226.0	2,047,488.8	0.00				Average
		point177	177	6,287,187.0	2,047,235.1	0.00				Average
		point178	178	6,287,142.0	2,047,035.8	0.00				Average
		point179	179	6,287,037.5	2,046,751.4	0.00				Average
		point180	180	6,286,740.0	2,046,215.0	0.00				Average
		point181	181	6,285,971.0	2,044,954.5	0.00				Average
		point182	182	6,284,883.5	2,043,150.1	0.00				Average
		point183	183	6,284,656.0	2,042,761.0	0.00				Average
		point184	184	6,284,505.0	2,042,343.0	0.00				Average
		point185	185	6,284,471.5	2,042,161.0	0.00				Average
		point186	186	6,284,446.0	2,041,856.2	0.00				Average
		point187	187	6,284,439.0	2,041,587.6	0.00				Average
		point188	188	6,284,463.5	2,041,264.1	0.00				Average
		point189	189	6,284,470.5	2,041,069.1	0.00				Average
		point190	190	6,284,499.5	2,040,765.5	0.00				Average
		point191	191	6,284,538.5	2,040,546.4	0.00				Average
		point192	192	6,284,586.0	2,040,357.0	0.00				Average
		point193	193	6,284,640.0	2,040,170.2	0.00				Average
		point194	194	6,284,939.0	2,039,143.2	0.00				Average
		point195	195	6,285,005.5	2,038,913.1	0.00				Average
		point196	196	6,285,050.5	2,038,738.9	0.00				Average
		point197	197	6,285,094.0	2,038,538.6	0.00				Average
		point198	198	6,285,156.0	2,038,149.0	0.00				Average
		point199	199	6,285,233.0	2,037,590.8	0.00				Average
		point200	200	6,285,344.0	2,036,806.0	0.00				Average
		point201	201	6,285,478.5	2,035,960.2	0.00				

INPUT: ROADWAYS

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Old Hwy 395-2	24.0	point863	863	6,286,280.0	2,049,916.0	0.00				Average
		point170	170	6,286,490.0	2,049,520.2	0.00				Average
		point171	171	6,286,963.5	2,048,657.8	0.00				Average
		point172	172	6,287,097.5	2,048,377.5	0.00				
W. Lilac Road - Existing-2	22.0	point864	864	6,298,126.0	2,042,454.0	0.00				Average
		point762	762	6,298,668.5	2,042,208.8	0.00				Average
		point763	763	6,298,787.0	2,042,207.9	0.00				Average
		point764	764	6,298,899.0	2,042,248.8	0.00				Average
		point765	765	6,298,969.0	2,042,315.9	0.00				Average
		point766	766	6,299,033.0	2,042,433.6	0.00				Average
		point767	767	6,299,080.5	2,042,646.4	0.00				Average
		point768	768	6,299,124.5	2,042,724.5	0.00				Average
		point769	769	6,299,201.0	2,042,772.2	0.00				Average
		point770	770	6,299,265.0	2,042,767.2	0.00				Average
		point771	771	6,299,341.0	2,042,731.0	0.00				Average
		point772	772	6,299,424.0	2,042,715.6	0.00				Average
		point773	773	6,299,488.0	2,042,727.6	0.00				Average
		point774	774	6,299,551.5	2,042,750.2	0.00				Average
		point775	775	6,299,683.5	2,042,815.9	0.00				Average
		point776	776	6,299,980.0	2,042,946.0	0.00				Average
		point777	777	6,300,135.5	2,043,004.6	0.00				Average
		point778	778	6,300,191.0	2,043,015.8	0.00				Average
		point779	779	6,300,266.0	2,043,016.2	0.00				Average
		point780	780	6,300,320.0	2,043,006.4	0.00				Average
		point781	781	6,300,375.0	2,042,990.8	0.00				Average
		point782	782	6,300,536.5	2,042,946.6	0.00				Average
		point783	783	6,300,625.0	2,042,951.2	0.00				Average
		point784	784	6,300,675.0	2,042,991.4	0.00				Average
		point785	785	6,300,707.0	2,043,065.0	0.00				Average
		point786	786	6,300,751.5	2,043,117.6	0.00				Average
		point787	787	6,300,825.5	2,043,145.5	0.00				Average
		point788	788	6,300,905.0	2,043,148.0	0.00				Average
		point789	789	6,300,995.0	2,043,144.0	0.00				Average
		point790	790	6,301,043.5	2,043,155.0	0.00				Average
		point791	791	6,301,099.5	2,043,189.6	0.00				Average

INPUT: ROADWAYS

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		point792	792	6,301,158.0	2,043,189.2	0.00				Average	
		point793	793	6,301,208.5	2,043,136.1	0.00				Average	
		point794	794	6,301,242.5	2,043,077.9	0.00				Average	
		point795	795	6,301,281.0	2,043,071.1	0.00				Average	
		point796	796	6,301,389.5	2,043,145.5	0.00				Average	
		point797	797	6,301,439.0	2,043,148.0	0.00				Average	
		point798	798	6,301,505.0	2,043,125.8	0.00				Average	
		point799	799	6,301,561.0	2,043,092.9	0.00				Average	
		point800	800	6,301,622.5	2,043,051.4	0.00				Average	
		point801	801	6,301,719.5	2,043,069.0	0.00				Average	
		point802	802	6,301,798.5	2,043,080.5	0.00				Average	
		point803	803	6,301,893.5	2,043,066.8	0.00				Average	
		point804	804	6,301,968.0	2,043,059.0	0.00				Average	
		point805	805	6,302,058.5	2,043,081.9	0.00				Average	
		point806	806	6,302,222.0	2,043,162.8	0.00				Average	
		point807	807	6,302,272.5	2,043,185.1	0.00				Average	
		point808	808	6,302,346.5	2,043,180.9	0.00				Average	
		point809	809	6,302,482.0	2,043,170.2	0.00				Average	
		point810	810	6,302,585.0	2,043,196.0	0.00				Average	
		point811	811	6,302,714.0	2,043,239.6	0.00				Average	
		point812	812	6,302,767.5	2,043,232.6	0.00				Average	
		point813	813	6,302,845.0	2,043,195.9	0.00				Average	
		point814	814	6,303,030.5	2,043,113.2	0.00				Average	
		point815	815	6,303,065.0	2,043,113.6	0.00				Average	
		point816	816	6,303,108.0	2,043,136.9	0.00				Average	
		point817	817	6,303,226.0	2,043,243.1	0.00				Average	
		point818	818	6,303,254.5	2,043,250.4	0.00				Average	
		point819	819	6,303,288.0	2,043,240.8	0.00				Average	
		point820	820	6,303,433.5	2,043,100.6	0.00				Average	
		point821	821	6,303,465.5	2,043,076.5	0.00				Average	
		point822	822	6,303,501.0	2,043,058.4	0.00				Average	
		point823	823	6,303,538.5	2,043,045.0	0.00				Average	
		point824	824	6,303,604.5	2,043,010.2	0.00				Average	
		point825	825	6,303,655.5	2,042,966.1	0.00				Average	
		point826	826	6,303,668.0	2,042,931.0	0.00				Average	

INPUT: ROADWAYS

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		point827	827	6,303,671.0	2,042,892.0	0.00				Average	
		point829	829	6,303,699.0	2,042,847.0	0.00				Average	
		point830	830	6,303,775.0	2,042,828.8	0.00				Average	
		point831	831	6,303,854.0	2,042,817.9	0.00				Average	
		point832	832	6,303,956.5	2,042,808.4	0.00				Average	
		point833	833	6,304,003.5	2,042,797.2	0.00				Average	
		point834	834	6,304,072.0	2,042,777.0	0.00				Average	
		point835	835	6,304,132.0	2,042,775.2	0.00				Average	
		point836	836	6,304,230.0	2,042,796.8	0.00				Average	
		point837	837	6,304,308.0	2,042,798.9	0.00				Average	
		point838	838	6,304,343.5	2,042,781.8	0.00				Average	
		point839	839	6,304,378.0	2,042,737.6	0.00				Average	
		point840	840	6,304,407.0	2,042,670.9	0.00				Average	
		point841	841	6,304,461.5	2,042,621.6	0.00				Average	
		point842	842	6,304,517.0	2,042,615.6	0.00				Average	
		point843	843	6,304,589.0	2,042,634.1	0.00				Average	
		point844	844	6,304,650.5	2,042,678.6	0.00				Average	
		point845	845	6,304,702.5	2,042,739.1	0.00				Average	
		point846	846	6,304,761.5	2,042,832.0	0.00				Average	
		point847	847	6,304,793.0	2,042,889.8	0.00				Average	
		point848	848	6,304,829.0	2,042,924.2	0.00				Average	
		point849	849	6,304,890.0	2,042,953.0	0.00				Average	
		point850	850	6,305,415.0	2,043,121.6	0.00				Average	
		point851	851	6,305,496.0	2,043,138.0	0.00				Average	
		point852	852	6,305,616.0	2,043,150.0	0.00				Average	
		point853	853	6,305,690.0	2,043,162.0	0.00				Average	
		point854	854	6,305,740.5	2,043,175.1	0.00				Average	
		point855	855	6,305,893.0	2,043,235.6	0.00				Average	
		point856	856	6,306,023.5	2,043,300.2	0.00				Average	
		point857	857	6,306,108.0	2,043,325.1	0.00				Average	
		point858	858	6,306,193.5	2,043,337.8	0.00				Average	
		point859	859	6,306,359.5	2,043,339.8	0.00				Average	
		point861	861	6,306,417.5	2,043,351.6	0.00				Average	
		point860	860	6,306,495.5	2,043,372.8	0.00				Average	
W. Lilac Road - Existing-2	22.0	point865	865	6,295,468.5	2,048,854.5	0.00				Average	

INPUT: ROADWAYS

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		point714	714	6,295,470.5	2,048,728.0	0.00				Average	
		point715	715	6,295,481.0	2,048,658.9	0.00				Average	
		point716	716	6,295,508.0	2,048,578.4	0.00				Average	
		point717	717	6,295,540.0	2,048,517.0	0.00				Average	
		point718	718	6,295,914.0	2,048,078.0	0.00				Average	
		point719	719	6,296,117.0	2,047,934.2	0.00				Average	
		point720	720	6,296,402.0	2,047,842.0	0.00				Average	
		point721	721	6,296,666.5	2,047,733.0	0.00				Average	
		point722	722	6,296,939.0	2,047,593.2	0.00				Average	
		point723	723	6,297,073.0	2,047,479.9	0.00				Average	
		point724	724	6,297,227.0	2,047,320.0	0.00				Average	
		point725	725	6,297,412.5	2,047,122.4	0.00				Average	
		point726	726	6,297,525.0	2,046,921.8	0.00				Average	
		point727	727	6,297,551.5	2,046,838.0	0.00				Average	
		point728	728	6,297,560.5	2,046,790.5	0.00				Average	
		point729	729	6,297,552.0	2,046,698.2	0.00				Average	
		point730	730	6,297,551.0	2,046,663.5	0.00				Average	
		point731	731	6,297,565.5	2,046,624.0	0.00				Average	
		point732	732	6,297,625.0	2,046,528.5	0.00				Average	
		point733	733	6,297,639.5	2,046,479.8	0.00				Average	
		point734	734	6,297,636.5	2,046,429.1	0.00				Average	
		point735	735	6,297,612.0	2,046,357.0	0.00				Average	
		point736	736	6,297,609.0	2,046,301.4	0.00				Average	
		point737	737	6,297,623.5	2,046,267.4	0.00				Average	
		point738	738	6,297,731.0	2,046,094.4	0.00				Average	
		point739	739	6,297,753.5	2,046,044.0	0.00				Average	
		point740	740	6,297,785.0	2,045,945.8	0.00				Average	
		point741	741	6,297,810.0	2,045,853.2	0.00				Average	
		point742	742	6,297,851.0	2,045,724.6	0.00				Average	
		point743	743	6,297,875.0	2,045,689.9	0.00				Average	
		point744	744	6,297,912.0	2,045,656.5	0.00				Average	
		point745	745	6,297,979.0	2,045,618.0	0.00				Average	
		point746	746	6,298,021.0	2,045,569.8	0.00				Average	
		point747	747	6,298,031.0	2,045,515.6	0.00				Average	
		point748	748	6,298,008.5	2,045,454.2	0.00				Average	

INPUT: ROADWAYS

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		point749	749	6,297,977.5	2,045,355.2	0.00				Average
		point750	750	6,297,971.0	2,045,280.6	0.00				Average
		point751	751	6,297,977.0	2,045,211.0	0.00				Average
		point752	752	6,297,990.0	2,045,157.6	0.00				Average
		point753	753	6,298,020.5	2,045,074.2	0.00				Average
		point754	754	6,298,069.0	2,044,958.6	0.00				Average
		point755	755	6,298,095.5	2,044,881.0	0.00				Average
		point756	756	6,298,109.0	2,044,826.8	0.00				Average
		point757	757	6,298,123.0	2,044,747.1	0.00				Average
		point758	758	6,298,137.0	2,044,607.9	0.00				Average
		point759	759	6,298,146.0	2,044,069.0	0.00				Average
		point760	760	6,298,145.5	2,043,285.1	0.00				Average
		point761	761	6,298,126.0	2,042,454.0	0.00				
LHR Road - 1-2	24.0	point894	894	6,291,136.5	2,052,161.6	0.00				Average
		point603	603	6,291,127.5	2,052,212.9	0.00				Average
		point604	604	6,291,111.0	2,052,307.4	0.00				Average
		point605	605	6,291,103.5	2,052,355.0	0.00				Average
		point606	606	6,291,076.5	2,052,592.2	0.00				
O Street-2	40.0	point896	896	6,288,945.0	2,053,770.9	0.00				Average
		point868	868	6,288,922.5	2,053,654.5	0.00				Average
		point869	869	6,288,907.5	2,053,501.9	0.00				Average
		point870	870	6,288,937.5	2,053,308.2	0.00				Average
		point871	871	6,289,031.5	2,053,135.8	0.00				Average
		point872	872	6,289,111.0	2,053,075.0	0.00				Average
		point873	873	6,289,180.0	2,053,002.9	0.00				Average
		point874	874	6,289,232.5	2,052,918.8	0.00				Average
		point875	875	6,289,252.5	2,052,872.5	0.00				
Main Street	77.0	point1022	1022	6,288,949.0	2,053,776.5	0.00				Average
		point997	997	6,289,300.5	2,053,552.9	0.00				Average
		point996	996	6,289,322.0	2,053,538.8	0.00				Average
		point995	995	6,289,343.0	2,053,524.1	0.00				Average
		point994	994	6,289,363.5	2,053,508.9	0.00				Average
		point993	993	6,289,383.5	2,053,493.0	0.00				Average
		point992	992	6,289,403.5	2,053,476.6	0.00				Average
		point991	991	6,289,422.5	2,053,459.6	0.00				Average

INPUT: ROADWAYS

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		point990	990	6,289,441.5	2,053,442.1	0.00				Average	
		point989	989	6,289,459.5	2,053,424.1	0.00				Average	
		point988	988	6,289,477.0	2,053,405.5	0.00				Average	
		point987	987	6,289,494.5	2,053,386.5	0.00				Average	
		point986	986	6,289,511.0	2,053,367.0	0.00				Average	
		point985	985	6,289,527.0	2,053,347.0	0.00				Average	
		point984	984	6,289,542.5	2,053,326.6	0.00				Average	
		point983	983	6,289,557.5	2,053,305.8	0.00				Average	
		point982	982	6,289,571.5	2,053,284.4	0.00				Average	
		point981	981	6,289,585.5	2,053,262.8	0.00				Average	
		point980	980	6,289,598.5	2,053,240.8	0.00				Average	
		point979	979	6,289,611.0	2,053,218.2	0.00				Average	
		point978	978	6,289,622.5	2,053,195.5	0.00				Average	
		point977	977	6,289,633.5	2,053,172.4	0.00				Average	
		point976	976	6,289,673.0	2,053,087.2	0.00				Average	
		point975	975	6,289,680.5	2,053,070.2	0.00				Average	
		point974	974	6,289,687.5	2,053,053.0	0.00				Average	
		point973	973	6,289,694.0	2,053,035.5	0.00				Average	
		point972	972	6,289,699.5	2,053,017.9	0.00				Average	
		point971	971	6,289,704.5	2,052,999.9	0.00				Average	
		point970	970	6,289,708.5	2,052,981.9	0.00				Average	
		point969	969	6,289,712.0	2,052,963.6	0.00				Average	
		point968	968	6,289,715.0	2,052,945.2	0.00					
Main Street-South	51.0	point1024	1024	6,290,025.5	2,052,267.1	0.00				Average	
		point948	948	6,290,267.5	2,051,953.1	0.00				Average	
		point947	947	6,290,280.0	2,051,938.0	0.00				Average	
		point946	946	6,290,292.5	2,051,923.4	0.00				Average	
		point945	945	6,290,306.0	2,051,909.4	0.00				Average	
		point944	944	6,290,319.5	2,051,895.8	0.00				Average	
		point943	943	6,290,334.0	2,051,882.8	0.00				Average	
		point942	942	6,290,348.5	2,051,870.2	0.00				Average	
		point941	941	6,290,364.0	2,051,858.4	0.00				Average	
		point940	940	6,290,379.5	2,051,847.0	0.00				Average	
		point939	939	6,290,396.0	2,051,836.4	0.00				Average	
		point938	938	6,290,412.5	2,051,826.2	0.00				Average	

INPUT: ROADWAYS

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		point937	937	6,290,429.5	2,051,816.9	0.00				Average	
		point936	936	6,290,446.5	2,051,808.1	0.00				Average	
		point935	935	6,290,464.0	2,051,800.1	0.00				Average	
		point934	934	6,290,482.0	2,051,792.8	0.00				Average	
		point933	933	6,290,500.5	2,051,786.1	0.00				Average	
		point932	932	6,290,518.5	2,051,780.1	0.00				Average	
		point931	931	6,290,537.5	2,051,774.9	0.00				Average	
		point930	930	6,290,556.0	2,051,770.4	0.00				Average	
		point929	929	6,290,575.0	2,051,766.5	0.00				Average	
		point928	928	6,290,594.0	2,051,763.5	0.00				Average	
		point927	927	6,290,613.5	2,051,761.2	0.00				Average	
		point926	926	6,290,633.0	2,051,759.6	0.00				Average	
		point925	925	6,290,652.0	2,051,758.8	0.00				Average	
		point924	924	6,290,671.5	2,051,758.8	0.00				Average	
		point923	923	6,290,691.0	2,051,759.4	0.00				Average	
		point922	922	6,290,710.0	2,051,760.9	0.00				Average	
		point921	921	6,290,729.5	2,051,763.0	0.00				Average	
		point920	920	6,290,748.5	2,051,766.0	0.00				Average	
		point919	919	6,291,185.5	2,051,841.0	0.00					
Main Street-South-2	45.0	point918	918	6,291,210.0	2,051,845.9	0.00				Average	
		point917	917	6,291,230.0	2,051,850.5	0.00				Average	
		point916	916	6,291,250.0	2,051,855.8	0.00				Average	
		point915	915	6,291,270.0	2,051,861.8	0.00				Average	
		point914	914	6,291,290.0	2,051,868.5	0.00				Average	
		point913	913	6,291,309.5	2,051,875.9	0.00				Average	
		point912	912	6,291,328.5	2,051,883.9	0.00				Average	
		point911	911	6,291,347.5	2,051,892.6	0.00				Average	
		point910	910	6,291,366.0	2,051,902.0	0.00				Average	
		point909	909	6,291,384.5	2,051,912.0	0.00				Average	
		point908	908	6,291,402.5	2,051,922.6	0.00				Average	
		point907	907	6,291,420.0	2,051,933.9	0.00				Average	
		point906	906	6,291,437.0	2,051,945.6	0.00				Average	
		point905	905	6,291,453.5	2,051,958.1	0.00				Average	
		point904	904	6,291,470.0	2,051,971.1	0.00				Average	
		point903	903	6,291,486.0	2,051,984.6	0.00				Average	

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		point902	902	6,291,501.0	2,051,998.8	0.00				Average
		point901	901	6,291,516.0	2,052,013.4	0.00				Average
		point900	900	6,291,530.0	2,052,028.5	0.00				Average
		point899	899	6,291,878.0	2,052,409.1	0.00				
LHR Road South of F	60.0	point1026	1026	6,294,522.0	2,045,595.9	0.00				Average
		point1027	1027	6,294,522.5	2,045,917.1	0.00				Average
		point1028	1028	6,294,522.5	2,046,040.9	0.00				Average
		point1029	1029	6,294,523.0	2,046,065.8	0.00				Average
		point1030	1030	6,294,524.0	2,046,090.6	0.00				Average
		point1031	1031	6,294,525.5	2,046,115.5	0.00				Average
		point1032	1032	6,294,527.5	2,046,140.4	0.00				Average
		point1033	1033	6,294,530.5	2,046,165.1	0.00				Average
		point1034	1034	6,294,578.5	2,046,544.6	0.00				Average
		point1035	1035	6,294,579.5	2,046,556.9	0.00				Average
		point1036	1036	6,294,580.0	2,046,569.1	0.00				Average
		point1037	1037	6,294,579.5	2,046,581.2	0.00				Average
		point1038	1038	6,294,578.5	2,046,593.5	0.00				Average
		point1039	1039	6,294,577.0	2,046,605.6	0.00				Average
		point1040	1040	6,294,574.5	2,046,617.5	0.00				Average
		point1041	1041	6,294,571.0	2,046,629.2	0.00				Average
		point1042	1042	6,294,567.0	2,046,640.9	0.00				Average
		point1043	1043	6,294,562.5	2,046,652.1	0.00				Average
		point1044	1044	6,294,557.0	2,046,663.1	0.00				Average
		point1045	1045	6,294,551.0	2,046,673.8	0.00				Average
		point1046	1046	6,294,544.0	2,046,684.0	0.00				Average
		point1047	1047	6,294,537.0	2,046,693.9	0.00				Average
		point1048	1048	6,294,529.0	2,046,703.2	0.00				Average
		point1049	1049	6,294,520.5	2,046,712.0	0.00				Average
		point1050	1050	6,294,511.5	2,046,720.4	0.00				Average
		point1051	1051	6,294,502.0	2,046,728.1	0.00				Average
		point1052	1052	6,294,492.5	2,046,735.2	0.00				Average
		point1053	1053	6,294,433.5	2,046,775.2	0.00				Average
		point1054	1054	6,294,419.0	2,046,785.6	0.00				Average
		point1055	1055	6,294,404.5	2,046,796.6	0.00				Average
		point1056	1056	6,294,391.0	2,046,808.2	0.00				Average

INPUT: ROADWAYS

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		point1057	1057	6,294,378.0	2,046,820.4	0.00				Average	
		point1058	1058	6,294,365.5	2,046,833.1	0.00				Average	
		point1059	1059	6,294,353.5	2,046,846.5	0.00				Average	
		point1060	1060	6,294,342.5	2,046,860.2	0.00				Average	
		point1061	1061	6,294,332.0	2,046,874.6	0.00				Average	
		point1062	1062	6,294,322.0	2,046,889.4	0.00				Average	
		point1063	1063	6,294,312.5	2,046,904.5	0.00				Average	
		point1064	1064	6,294,303.5	2,046,920.1	0.00				Average	
		point1065	1065	6,294,296.0	2,046,936.1	0.00				Average	
		point1066	1066	6,294,288.5	2,046,952.5	0.00				Average	
		point1067	1067	6,294,282.0	2,046,969.1	0.00				Average	
		point1068	1068	6,294,276.5	2,046,986.0	0.00				Average	
		point1069	1069	6,294,271.5	2,047,003.1	0.00				Average	
		point1070	1070	6,294,267.0	2,047,020.4	0.00				Average	
		point1071	1071	6,294,263.5	2,047,038.0	0.00				Average	
		point1072	1072	6,294,261.0	2,047,055.6	0.00				Average	
		point1073	1073	6,294,232.0	2,047,282.6	0.00				Average	
		point1074	1074	6,294,230.0	2,047,294.4	0.00				Average	
		point1075	1075	6,294,227.5	2,047,306.0	0.00				Average	
		point1076	1076	6,294,224.5	2,047,317.4	0.00				Average	
		point1077	1077	6,294,220.5	2,047,328.6	0.00				Average	
		point1078	1078	6,294,216.0	2,047,339.5	0.00				Average	
		point1079	1079	6,294,210.5	2,047,350.2	0.00				Average	
		point1080	1080	6,294,205.0	2,047,360.5	0.00				Average	
		point1081	1081	6,294,198.5	2,047,370.5	0.00				Average	
		point1082	1082	6,294,191.5	2,047,380.1	0.00				Average	
		point1083	1083	6,294,184.0	2,047,389.2	0.00				Average	
		point1084	1084	6,294,175.5	2,047,397.9	0.00				Average	
		point1085	1085	6,294,167.0	2,047,406.1	0.00				Average	
		point1086	1086	6,294,158.0	2,047,413.8	0.00				Average	
		point1087	1087	6,294,043.0	2,047,505.4	0.00				Average	
		point1088	1088	6,294,033.5	2,047,513.1	0.00				Average	
		point1089	1089	6,294,025.0	2,047,521.6	0.00				Average	
		point1090	1090	6,294,016.5	2,047,530.5	0.00				Average	
		point1091	1068	6,294,009.0	2,047,539.9	0.00				Average	

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		point1092	1092	6,294,002.0	2,047,549.6	0.00				Average	
		point1093	1093	6,293,995.5	2,047,559.9	0.00				Average	
		point1094	1094	6,293,989.5	2,047,570.5	0.00				Average	
		point1095	1095	6,293,984.5	2,047,581.5	0.00				Average	
		point1096	1096	6,293,980.0	2,047,592.8	0.00				Average	
		point1097	1097	6,293,976.0	2,047,604.2	0.00				Average	
		point1098	1098	6,293,973.0	2,047,615.9	0.00				Average	
		point1099	1099	6,293,970.5	2,047,627.8	0.00				Average	
		point1100	1100	6,293,968.5	2,047,639.9	0.00				Average	
		point1101	1101	6,293,968.0	2,047,651.9	0.00				Average	
		point1102	1102	6,293,967.5	2,047,664.0	0.00				Average	
		point1103	1103	6,293,969.0	2,047,809.6	0.00				Average	
		point1104	1104	6,293,422.5	2,047,919.2	0.00				Average	
		point1105	1105	6,293,406.5	2,047,922.9	0.00				Average	
		point1106	1106	6,293,390.5	2,047,927.4	0.00				Average	
		point1107	1107	6,293,374.5	2,047,932.5	0.00				Average	
		point1108	1108	6,293,359.0	2,047,938.5	0.00				Average	
		point1109	1109	6,293,343.5	2,047,945.1	0.00				Average	
		point1110	1110	6,293,328.5	2,047,952.6	0.00				Average	
		point1111	1111	6,293,314.0	2,047,960.8	0.00				Average	
		point1112	1112	6,293,300.0	2,047,969.5	0.00				Average	
		point1113	1113	6,293,286.0	2,047,979.0	0.00				Average	
		point1114	1114	6,293,273.0	2,047,989.1	0.00				Average	
		point1115	1115	6,293,260.0	2,047,999.9	0.00				Average	
		point1116	1116	6,293,247.5	2,048,011.2	0.00				Average	
		point1117	1117	6,293,236.0	2,048,023.1	0.00				Average	
		point1118	1118	6,293,225.0	2,048,035.5	0.00				Average	
		point1119	1119	6,293,214.5	2,048,048.5	0.00				Average	
		point1120	1120	6,293,204.5	2,048,062.0	0.00				Average	
		point1121	1121	6,293,195.5	2,048,075.9	0.00				Average	
		point1122	1122	6,293,186.5	2,048,090.2	0.00				Average	
		point1123	1123	6,293,179.0	2,048,105.0	0.00				Average	
		point1124	1124	6,293,171.5	2,048,120.0	0.00				Average	
		point1125	1125	6,293,165.5	2,048,135.5	0.00				Average	
		point1126	1126	6,293,159.5	2,048,151.1	0.00				Average	

INPUT: ROADWAYS

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		point1127	1127	6,293,154.5	2,048,167.1	0.00				Average	
		point1128	1128	6,293,150.5	2,048,183.2	0.00				Average	
		point1129	1129	6,293,147.0	2,048,199.6	0.00				Average	
		point1130	1130	6,293,144.5	2,048,216.1	0.00				Average	
		point1131	1131	6,293,142.5	2,048,232.8	0.00				Average	
		point1132	1132	6,293,141.5	2,048,249.4	0.00				Average	
		point1133	1133	6,293,141.5	2,048,266.1	0.00				Average	
		point1134	1134	6,293,142.0	2,048,282.8	0.00				Average	
		point1135	1135	6,293,143.5	2,048,299.4	0.00				Average	
		point1136	1136	6,293,145.5	2,048,316.0	0.00				Average	
		point1137	1137	6,293,148.5	2,048,332.4	0.00				Average	
		point1138	1138	6,293,152.5	2,048,348.6	0.00				Average	
		point1139	1139	6,293,157.0	2,048,364.8	0.00				Average	
		point1140	1140	6,293,162.0	2,048,380.6	0.00				Average	
		point1141	1141	6,293,168.0	2,048,396.1	0.00				Average	
		point1142	1142	6,293,175.0	2,048,411.5	0.00				Average	
		point1143	1143	6,293,182.5	2,048,426.4	0.00				Average	
		point1144	1144	6,293,190.5	2,048,440.9	0.00				Average	
		point1145	1145	6,293,312.0	2,048,646.0	0.00				Average	
		point1146	1146	6,293,319.0	2,048,658.8	0.00				Average	
		point1147	1147	6,293,326.0	2,048,671.9	0.00				Average	
		point1148	1148	6,293,331.5	2,048,685.2	0.00				Average	
		point1149	1149	6,293,337.0	2,048,698.9	0.00				Average	
		point1150	1150	6,293,341.5	2,048,712.8	0.00				Average	
		point1151	1151	6,293,345.0	2,048,726.9	0.00				Average	
		point1152	1152	6,293,348.5	2,048,741.1	0.00				Average	
		point1153	1153	6,293,351.0	2,048,755.5	0.00				Average	
		point1154	1154	6,293,352.5	2,048,770.0	0.00				Average	
		point1155	1155	6,293,353.5	2,048,784.6	0.00				Average	
		point1156	1156	6,293,354.0	2,048,799.1	0.00				Average	
Street C	40.0	point1513	1513	6,290,106.0	2,053,368.9	0.00	Stop	0.00	100	Average	
		point1514	1514	6,290,101.0	2,053,343.0	0.00				Average	
		point1515	1515	6,290,098.5	2,053,331.4	0.00				Average	
		point1516	1516	6,290,095.0	2,053,320.0	0.00				Average	
		point1517	1517	6,290,091.0	2,053,308.8	0.00				Average	

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		point1518	1518	6,290,086.0	2,053,297.9	0.00				Average
		point1519	1519	6,290,081.0	2,053,287.2	0.00				Average
		point1520	1520	6,290,075.0	2,053,277.0	0.00				Average
		point1521	1521	6,290,068.5	2,053,267.0	0.00				Average
		point1522	1522	6,290,061.0	2,053,257.5	0.00				Average
		point1523	1523	6,290,053.5	2,053,248.5	0.00				Average
		point1524	1524	6,289,851.0	2,053,023.8	0.00				Average
		point1525	1525	6,289,843.5	2,053,015.5	0.00				Average
		point1526	1526	6,289,835.0	2,053,007.8	0.00				Average
		point1527	1527	6,289,826.5	2,053,000.5	0.00				Average
		point1528	1528	6,289,817.5	2,052,993.8	0.00				Average
		point1529	1529	6,289,808.0	2,052,987.5	0.00				Average
		point1530	1530	6,289,798.0	2,052,981.9	0.00				Average
		point1531	1531	6,289,788.0	2,052,976.8	0.00				Average
		point1532	1532	6,289,777.5	2,052,972.1	0.00				Average
		point1533	1533	6,289,721.5	2,052,946.8	0.00				
Roadway41	24.0	point1824	1824	6,294,522.0	2,045,595.9	0.00				Average
		point1825	1825	6,294,096.0	2,045,598.8	0.00				Average
		point1826	1826	6,294,084.0	2,045,599.1	0.00				Average
		point1827	1827	6,294,072.0	2,045,600.2	0.00				Average
		point1828	1828	6,294,060.0	2,045,602.1	0.00				Average
		point1829	1829	6,294,048.5	2,045,604.8	0.00				Average
		point1830	1830	6,294,036.5	2,045,608.0	0.00				Average
		point1831	1831	6,294,025.5	2,045,612.0	0.00				Average
		point1832	1832	6,294,014.5	2,045,616.6	0.00				Average
		point1833	1833	6,294,003.5	2,045,621.9	0.00				Average
		point1834	1834	6,293,993.0	2,045,627.9	0.00				Average
		point1835	1835	6,293,983.0	2,045,634.4	0.00				Average
		point1836	1836	6,293,973.5	2,045,641.5	0.00				Average
		point1837	1837	6,293,964.0	2,045,649.2	0.00				Average
		point1838	1838	6,293,955.5	2,045,657.5	0.00				Average
		point1839	1839	6,293,915.5	2,045,697.4	0.00				
Street C West of O	40.0	point2104	2104	6,289,704.5	2,052,946.8	0.00	Stop	0.00	100	Average
		point1534	1534	6,289,580.0	2,052,947.2	0.00				Average
		point1535	1535	6,289,560.5	2,052,946.9	0.00				Average

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		point1536	1536	6,289,540.5	2,052,945.8	0.00				Average
		point1537	1537	6,289,521.5	2,052,944.0	0.00				Average
		point1538	1538	6,289,502.0	2,052,941.4	0.00				Average
		point1539	1539	6,289,482.5	2,052,938.0	0.00				Average
		point1540	1540	6,289,463.5	2,052,933.9	0.00				Average
		point1541	1541	6,289,444.5	2,052,929.0	0.00				Average
		point1542	1542	6,289,426.0	2,052,923.4	0.00				Average
		point1543	1543	6,289,254.0	2,052,868.4	0.00				
Street Z	40.0	point2105	2105	6,292,032.5	2,052,578.0	0.00	Signal	0.00	100	Average
		point1354	1354	6,292,021.0	2,052,602.8	0.00				Average
		point1355	1355	6,292,009.0	2,052,627.9	0.00				Average
		point1356	1356	6,291,996.0	2,052,652.6	0.00				Average
		point1357	1357	6,291,982.5	2,052,677.1	0.00				Average
		point1358	1358	6,291,968.5	2,052,701.2	0.00				Average
		point1359	1359	6,291,953.5	2,052,724.9	0.00				Average
		point1360	1360	6,291,938.0	2,052,748.1	0.00				Average
		point1361	1361	6,291,922.0	2,052,770.9	0.00				Average
		point1362	1362	6,291,905.5	2,052,793.2	0.00				Average
		point1363	1363	6,291,888.0	2,052,815.1	0.00				Average
		point1364	1364	6,291,870.0	2,052,836.5	0.00				Average
		point1365	1365	6,291,851.5	2,052,857.4	0.00				Average
		point1366	1366	6,291,832.5	2,052,877.6	0.00				Average
		point1367	1367	6,291,812.5	2,052,897.5	0.00				Average
		point1368	1368	6,291,792.5	2,052,916.6	0.00				Average
		point1369	1369	6,291,771.5	2,052,935.4	0.00				Average
		point1370	1370	6,291,750.5	2,052,953.4	0.00				Average
		point1371	1371	6,291,541.5	2,053,125.9	0.00				Average
		point1372	1372	6,291,519.0	2,053,144.1	0.00				Average
		point1373	1373	6,291,495.5	2,053,161.8	0.00				Average
		point1374	1374	6,291,472.0	2,053,178.8	0.00				Average
		point1375	1375	6,291,448.0	2,053,195.1	0.00				Average
		point1376	1376	6,291,423.5	2,053,210.9	0.00				Average
		point1377	1377	6,291,398.5	2,053,226.0	0.00				Average
		point1378	1378	6,291,373.5	2,053,240.4	0.00				Average
		point1379	1379	6,291,347.5	2,053,254.2	0.00				Average

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		point1380	1380	6,291,321.5	2,053,267.2	0.00				Average
		point1381	1381	6,291,295.5	2,053,279.6	0.00				Average
		point1382	1382	6,291,268.5	2,053,291.2	0.00				Average
		point1383	1383	6,291,241.5	2,053,302.2	0.00				Average
		point1384	1384	6,291,214.5	2,053,312.5	0.00				Average
		point1385	1385	6,291,187.0	2,053,322.0	0.00				Average
		point1386	1386	6,291,159.0	2,053,330.8	0.00				Average
		point1387	1387	6,291,131.0	2,053,338.9	0.00				Average
		point1388	1388	6,291,103.0	2,053,346.1	0.00				Average
		point1389	1389	6,291,074.5	2,053,352.8	0.00				Average
		point1390	1390	6,291,046.0	2,053,358.5	0.00				Average
		point1391	1391	6,291,017.5	2,053,363.6	0.00				Average
		point1392	1392	6,290,988.5	2,053,367.9	0.00				Average
		point1393	1393	6,290,959.5	2,053,371.4	0.00				Average
		point1394	1394	6,290,930.5	2,053,374.1	0.00				Average
		point1395	1395	6,290,901.5	2,053,376.1	0.00				Average
		point1396	1396	6,290,872.5	2,053,377.4	0.00				Average
		point1397	1397	6,290,843.5	2,053,377.8	0.00				Average
		point1398	1398	6,290,814.5	2,053,377.5	0.00				Average
		point1399	1399	6,290,183.5	2,053,362.1	0.00				Average
		point1400	1400	6,290,167.0	2,053,362.1	0.00				Average
		point1401	1401	6,290,150.5	2,053,362.9	0.00				Average
		point1402	1402	6,290,134.0	2,053,364.4	0.00				Average
		point1403	1403	6,290,118.0	2,053,366.8	0.00				Average
		point1404	1404	6,290,101.5	2,053,369.8	0.00				Average
Street F-2	40.0	point2109	2109	6,292,545.0	2,049,854.4	0.00	Stop	0.00	100	Average
		point2107	2107	6,292,553.0	2,050,148.9	0.00				Average
		point1276	1276	6,292,554.0	2,050,170.1	0.00				Average
		point1277	1277	6,292,556.0	2,050,191.2	0.00				Average
		point1278	1278	6,292,558.5	2,050,212.4	0.00				Average
		point1279	1279	6,292,561.5	2,050,233.4	0.00				Average
		point1280	1280	6,292,565.5	2,050,254.1	0.00				Average
		point1281	1281	6,292,570.5	2,050,274.9	0.00				Average
		point1282	1282	6,292,576.0	2,050,295.4	0.00				Average
		point1283	1283	6,292,582.0	2,050,315.8	0.00				Average

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		point1284	1284	6,292,589.0	2,050,335.9	0.00				Average	
		point1285	1285	6,292,596.5	2,050,355.8	0.00				Average	
		point1286	1286	6,292,604.5	2,050,375.2	0.00				Average	
		point1287	1287	6,292,633.5	2,050,439.9	0.00				Average	
		point1288	1288	6,292,642.5	2,050,461.4	0.00				Average	
		point1289	1289	6,292,651.0	2,050,483.1	0.00				Average	
		point1290	1290	6,292,658.5	2,050,505.1	0.00				Average	
		point1291	1291	6,292,665.5	2,050,527.4	0.00				Average	
		point1292	1292	6,292,671.5	2,050,549.9	0.00				Average	
		point1293	1293	6,292,677.0	2,050,572.6	0.00				Average	
		point1294	1294	6,292,681.5	2,050,595.5	0.00				Average	
		point1295	1295	6,292,685.5	2,050,618.5	0.00				Average	
		point1296	1296	6,292,689.0	2,050,641.6	0.00				Average	
		point1297	1297	6,292,691.0	2,050,664.8	0.00				Average	
		point1298	1298	6,292,692.5	2,050,688.0	0.00				Average	
		point1299	1299	6,292,693.5	2,050,711.4	0.00				Average	
		point1300	1300	6,292,699.5	2,051,049.1	0.00				Average	
		point1301	1301	6,292,699.5	2,051,067.6	0.00				Average	
		point1302	1302	6,292,699.0	2,051,086.1	0.00				Average	
		point1303	1303	6,292,697.5	2,051,104.5	0.00				Average	
		point1304	1304	6,292,695.5	2,051,123.0	0.00				Average	
		point1305	1305	6,292,693.0	2,051,141.2	0.00				Average	
		point1306	1306	6,292,689.5	2,051,159.4	0.00				Average	
		point1307	1307	6,292,685.5	2,051,177.5	0.00				Average	
		point1308	1308	6,292,680.5	2,051,195.4	0.00				Average	
		point1309	1309	6,292,675.0	2,051,213.1	0.00				Average	
		point1310	1310	6,292,669.0	2,051,230.6	0.00				Average	
		point1311	1311	6,292,662.5	2,051,247.9	0.00				Average	
		point1312	1312	6,292,623.0	2,051,343.5	0.00				Average	
		point1313	1313	6,292,617.5	2,051,358.6	0.00				Average	
		point1314	1314	6,292,612.0	2,051,374.0	0.00				Average	
		point1315	1315	6,292,607.5	2,051,389.5	0.00				Average	
		point1316	1316	6,292,603.5	2,051,405.1	0.00				Average	
		point1317	1317	6,292,600.0	2,051,421.0	0.00				Average	
		point1318	1318	6,292,597.5	2,051,437.0	0.00				Average	

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		point1319	1319	6,292,595.5	2,051,453.0	0.00				Average
		point1320	1320	6,292,594.0	2,051,469.1	0.00				Average
		point1321	1321	6,292,593.5	2,051,485.4	0.00				Average
		point1322	1322	6,292,593.0	2,051,501.5	0.00				Average
		point1323	1323	6,292,606.0	2,052,299.4	0.00				Average
		point1324	1324	6,292,605.5	2,052,318.5	0.00				Average
		point1325	1325	6,292,605.0	2,052,337.5	0.00				Average
		point1326	1326	6,292,603.5	2,052,356.5	0.00				Average
		point1327	1327	6,292,601.0	2,052,375.5	0.00				Average
		point1328	1328	6,292,598.0	2,052,394.4	0.00				Average
		point1329	1329	6,292,594.5	2,052,413.0	0.00				Average
		point1330	1330	6,292,590.0	2,052,431.6	0.00				Average
		point1331	1331	6,292,585.0	2,052,450.0	0.00				Average
		point1332	1332	6,292,579.5	2,052,468.1	0.00				Average
		point1333	1333	6,292,573.0	2,052,486.0	0.00				Average
		point1334	1334	6,292,461.5	2,052,776.8	0.00				
LHR Road - 1-2	60.0	point2111	2111	6,292,545.0	2,049,854.4	0.00	Stop	0.00	100	Average
		point566	566	6,292,472.5	2,049,890.2	0.00				Average
		point567	567	6,292,396.5	2,049,917.4	0.00				Average
		point568	568	6,292,318.0	2,049,935.8	0.00				Average
		point569	569	6,292,238.0	2,049,945.0	0.00				Average
		point570	570	6,292,157.5	2,049,944.9	0.00				Average
		point571	571	6,292,077.5	2,049,935.6	0.00				Average
		point572	572	6,291,999.0	2,049,917.1	0.00				Average
		point573	573	6,291,923.0	2,049,889.8	0.00				
Main Street North	51.0	point1986	1986	6,290,025.5	2,052,267.1	0.00				Average
		point1985	1985	6,290,038.5	2,052,250.6	0.00				Average
		point1984	1984	6,290,052.5	2,052,234.6	0.00				Average
		point1983	1983	6,290,067.0	2,052,219.2	0.00				Average
		point1982	1982	6,290,082.0	2,052,204.4	0.00				Average
		point1981	1981	6,290,097.5	2,052,190.0	0.00				Average
		point1980	1980	6,290,113.5	2,052,176.2	0.00				Average
		point1979	1979	6,290,130.0	2,052,163.1	0.00				Average
		point1978	1978	6,290,147.0	2,052,150.6	0.00				Average
		point1977	1977	6,290,164.5	2,052,138.8	0.00				Average

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		point1976	1976	6,290,182.5	2,052,127.6	0.00				Average	
		point1975	1975	6,290,200.5	2,052,117.1	0.00				Average	
		point1974	1974	6,290,219.5	2,052,107.2	0.00				Average	
		point1973	1973	6,290,238.5	2,052,098.1	0.00				Average	
		point1972	1972	6,290,258.0	2,052,089.8	0.00				Average	
		point1971	1971	6,290,277.5	2,052,082.1	0.00				Average	
		point1970	1970	6,290,297.5	2,052,075.2	0.00				Average	
		point1969	1969	6,290,317.5	2,052,069.0	0.00				Average	
		point1968	1968	6,290,338.0	2,052,063.6	0.00				Average	
		point1967	1967	6,290,358.5	2,052,059.0	0.00				Average	
		point1966	1966	6,290,379.5	2,052,055.1	0.00				Average	
		point1965	1965	6,290,400.5	2,052,052.0	0.00				Average	
		point1964	1964	6,290,421.5	2,052,049.8	0.00				Average	
		point1963	1963	6,290,442.5	2,052,048.1	0.00				Average	
		point1962	1962	6,290,463.5	2,052,047.5	0.00				Average	
		point1961	1961	6,290,484.5	2,052,047.5	0.00				Average	
		point1960	1960	6,290,505.5	2,052,048.4	0.00				Average	
		point1959	1959	6,290,526.5	2,052,050.0	0.00				Average	
		point1958	1958	6,290,547.5	2,052,052.4	0.00				Average	
		point1957	1957	6,290,568.5	2,052,055.6	0.00				Average	
		point2294	2294	6,290,762.0	2,052,089.0	0.00				Average	
		point2295	2295	6,290,956.0	2,052,122.4	0.00				Average	
		point2296	2296	6,291,149.5	2,052,155.9	0.00					
Roadway42	24.0	point2206	2206	6,293,918.5	2,045,692.4	0.00				Average	
		point2283	2283	6,293,717.5	2,045,499.6	0.00					
Roadway43	24.0	point2251	2251	6,294,076.5	2,045,336.2	0.00				Average	
		point2252	2252	6,293,985.0	2,045,331.6	0.00				Average	
		point2253	2253	6,293,971.0	2,045,332.2	0.00				Average	
		point2254	2254	6,293,957.5	2,045,333.6	0.00				Average	
		point2255	2255	6,293,944.0	2,045,335.6	0.00				Average	
		point2256	2256	6,293,930.5	2,045,338.5	0.00				Average	
		point2257	2257	6,293,917.0	2,045,342.1	0.00				Average	
		point2258	2258	6,293,904.0	2,045,346.4	0.00				Average	
		point2259	2259	6,293,891.0	2,045,351.5	0.00				Average	
		point2260	2260	6,293,878.5	2,045,357.1	0.00				Average	

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		point2261	2261	6,293,866.5	2,045,363.6	0.00				Average
		point2262	2262	6,293,854.5	2,045,370.6	0.00				Average
		point2263	2263	6,293,843.5	2,045,378.4	0.00				Average
		point2264	2264	6,293,832.5	2,045,386.6	0.00				Average
		point2265	2265	6,293,822.0	2,045,395.5	0.00				Average
		point2266	2266	6,293,812.0	2,045,405.0	0.00				Average
		point2267	2267	6,293,717.5	2,045,499.6	0.00				
Street C West of O-2	40.0	point2288	2288	6,289,254.0	2,052,868.4	0.00	Stop	0.00	100	Average
		point1544	1544	6,289,219.5	2,052,857.8	0.00				Average
		point1545	1545	6,289,207.5	2,052,853.8	0.00				Average
		point1546	1546	6,289,196.5	2,052,849.1	0.00				Average
		point1547	1547	6,289,185.0	2,052,843.8	0.00				Average
		point1548	1548	6,289,174.5	2,052,837.8	0.00				Average
		point1549	1549	6,289,164.0	2,052,831.1	0.00				Average
		point1550	1550	6,289,154.5	2,052,823.9	0.00				Average
		point1551	1551	6,289,145.0	2,052,815.9	0.00				Average
		point1552	1552	6,289,136.0	2,052,807.5	0.00				Average
		point1553	1553	6,289,127.5	2,052,798.5	0.00				Average
		point1554	1554	6,289,119.5	2,052,789.0	0.00				Average
		point1555	1555	6,289,112.5	2,052,779.1	0.00				Average
		point1556	1556	6,289,106.0	2,052,768.8	0.00				Average
		point1557	1557	6,289,100.0	2,052,758.0	0.00				Average
		point1558	1558	6,289,094.5	2,052,746.9	0.00				Average
		point1559	1559	6,289,090.0	2,052,735.5	0.00				Average
		point1560	1560	6,289,086.0	2,052,723.9	0.00				Average
		point1561	1561	6,289,083.0	2,052,712.0	0.00				Average
		point1562	1562	6,289,080.5	2,052,700.0	0.00				Average
		point1563	1563	6,289,079.0	2,052,687.8	0.00				Average
		point1564	1564	6,289,031.0	2,052,238.2	0.00				Average
		point1565	1565	6,289,029.5	2,052,227.0	0.00				Average
		point1566	1566	6,289,027.0	2,052,215.8	0.00				Average
		point1567	1567	6,289,024.5	2,052,204.8	0.00				Average
		point1568	1568	6,289,021.0	2,052,193.9	0.00				Average
		point1569	1569	6,289,017.0	2,052,183.2	0.00				Average
		point1570	1570	6,289,012.5	2,052,172.9	0.00				Average

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		point1571	1571	6,289,007.0	2,052,162.8	0.00				Average
		point1572	1572	6,289,001.0	2,052,152.9	0.00				Average
		point1573	1573	6,288,995.0	2,052,143.4	0.00				Average
		point1574	1574	6,288,988.0	2,052,134.4	0.00				Average
		point1575	1575	6,288,897.0	2,052,021.0	0.00				
W. Lilac Road - North of LHR	24.0	point2289	2289	6,288,945.0	2,053,780.9	0.00				Average
		point622	622	6,288,988.0	2,053,969.5	0.00				Average
		point623	623	6,289,024.5	2,054,102.5	0.00				Average
		point624	624	6,289,079.0	2,054,199.0	0.00				Average
		point625	625	6,289,124.0	2,054,263.1	0.00				Average
		point626	626	6,289,172.5	2,054,295.5	0.00				Average
		point627	627	6,289,256.0	2,054,297.4	0.00				Average
		point628	628	6,289,375.0	2,054,242.0	0.00				Average
		point629	629	6,289,471.0	2,054,195.0	0.00				Average
		point630	630	6,289,860.0	2,054,003.4	0.00				Average
		point631	631	6,289,944.5	2,053,961.6	0.00				Average
		point632	632	6,290,001.5	2,053,942.6	0.00				Average
		point633	633	6,290,105.0	2,053,930.0	0.00				Average
		point634	634	6,290,195.0	2,053,924.0	0.00				Average
		point635	635	6,290,255.5	2,053,918.0	0.00				Average
		point636	636	6,290,363.0	2,053,905.2	0.00				Average
		point637	637	6,290,481.5	2,053,890.1	0.00				Average
		point638	638	6,290,553.0	2,053,892.0	0.00				Average
		point639	639	6,290,647.0	2,053,898.8	0.00				Average
		point640	640	6,290,707.0	2,053,895.8	0.00				Average
		point641	641	6,290,762.0	2,053,886.0	0.00				Average
		point642	642	6,290,879.5	2,053,845.4	0.00				Average
		point643	643	6,290,976.0	2,053,810.0	0.00				Average
		point644	644	6,291,183.0	2,053,735.5	0.00				Average
		point645	645	6,291,393.5	2,053,671.9	0.00				Average
		point646	646	6,291,512.5	2,053,637.6	0.00				Average
		point647	647	6,291,697.0	2,053,582.0	0.00				Average
		point648	648	6,291,786.5	2,053,538.2	0.00				Average
		point649	649	6,291,850.0	2,053,487.0	0.00				Average
		point650	650	6,291,979.5	2,053,360.5	0.00				Average

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		point651	651	6,292,471.0	2,052,883.0	0.00				Average
		point652	652	6,292,530.5	2,052,839.2	0.00				Average
		point653	653	6,292,613.0	2,052,793.0	0.00				
Covey Lane	24.0	point2290	2290	6,293,364.0	2,048,812.6	0.00	Stop	0.00	100	Average
		point2291	2291	6,295,453.0	2,048,737.4	0.00				
Main Street E of Z-2	77.0	point1353	1353	6,292,032.5	2,052,578.0	0.00				Average
		point1352	1352	6,292,461.5	2,052,776.8	0.00				
Main Street-2	77.0	point2293	2293	6,289,715.0	2,052,945.2	0.00	Stop	0.00	100	Average
		point967	967	6,289,717.0	2,052,926.9	0.00				Average
		point966	966	6,289,718.5	2,052,908.4	0.00				Average
		point965	965	6,289,726.0	2,052,795.4	0.00				Average
		point964	964	6,289,727.5	2,052,775.6	0.00				Average
		point963	963	6,289,730.0	2,052,756.0	0.00				Average
		point962	962	6,289,733.0	2,052,736.4	0.00				Average
		point961	961	6,289,737.0	2,052,717.0	0.00				Average
		point960	960	6,289,742.0	2,052,697.8	0.00				Average
		point959	959	6,289,747.5	2,052,678.8	0.00				Average
		point958	958	6,289,753.5	2,052,659.9	0.00				Average
		point957	957	6,289,760.5	2,052,641.4	0.00				Average
		point956	956	6,289,768.0	2,052,623.1	0.00				Average
		point955	955	6,289,776.5	2,052,605.2	0.00				Average
		point954	954	6,289,786.0	2,052,587.6	0.00				Average
		point953	953	6,289,795.5	2,052,570.4	0.00				Average
		point952	952	6,289,806.0	2,052,553.6	0.00				Average
		point951	951	6,289,817.0	2,052,537.2	0.00				Average
		point950	950	6,289,829.0	2,052,521.4	0.00				Average
		point949	949	6,290,025.5	2,052,267.1	0.00				
Main Street North-2	51.0	point2298	2298	6,291,149.5	2,052,155.9	0.00				Average
		point2297	2297	6,291,343.5	2,052,189.2	0.00				Average
		point1956	1956	6,291,537.0	2,052,222.6	0.00				Average
		point1955	1955	6,291,557.5	2,052,226.6	0.00				Average
		point1954	1954	6,291,578.0	2,052,231.1	0.00				Average
		point1953	1953	6,291,598.0	2,052,236.5	0.00				Average
		point1952	1952	6,291,618.0	2,052,242.5	0.00				Average
		point1951	1951	6,291,638.0	2,052,249.1	0.00				Average

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		point1950	1950	6,291,657.5	2,052,256.5	0.00				Average
		point1949	1949	6,291,676.5	2,052,264.6	0.00				Average
		point1948	1948	6,291,695.5	2,052,273.2	0.00				Average
		point1947	1947	6,291,714.0	2,052,282.6	0.00				Average
		point1946	1946	6,291,732.5	2,052,292.6	0.00				Average
		point1945	1945	6,291,750.0	2,052,303.2	0.00				Average
		point1944	1944	6,291,767.5	2,052,314.5	0.00				Average
		point1943	1943	6,291,785.0	2,052,326.4	0.00				Average
		point1942	1942	6,291,801.5	2,052,338.8	0.00				Average
		point1941	1941	6,291,818.0	2,052,351.8	0.00				Average
		point1940	1940	6,291,833.5	2,052,365.4	0.00				Average
		point1939	1939	6,291,849.0	2,052,379.4	0.00				Average
		point1938	1938	6,291,864.0	2,052,394.0	0.00				Average
		point1937	1937	6,291,878.0	2,052,409.1	0.00				
Main Street North-2-2	51.0	point2299	2299	6,291,878.0	2,052,409.1	0.00				Average
		point2112	2112	6,292,032.5	2,052,578.0	0.00				
Main Street E of Z-2-2	77.0	point2300	2300	6,292,461.5	2,052,776.8	0.00				Average
		point1351	1351	6,292,480.5	2,052,779.6	0.00				Average
		point1350	1350	6,292,499.5	2,052,781.8	0.00				Average
		point1349	1349	6,292,518.5	2,052,783.1	0.00				Average
		point1348	1348	6,292,537.5	2,052,783.8	0.00				Average
		point1347	1347	6,292,556.5	2,052,783.6	0.00				Average
		point1346	1346	6,292,575.5	2,052,782.9	0.00				Average
		point1345	1345	6,292,594.5	2,052,781.2	0.00				Average
		point1344	1344	6,292,613.5	2,052,779.0	0.00				Average
		point1343	1343	6,292,632.5	2,052,776.0	0.00				Average
		point2292	2292	6,292,651.0	2,052,772.4	0.00				
W. Lilac Road - North of LHR-2	24.0	point2301	2301	6,292,613.0	2,052,793.0	0.00				Average
		point654	654	6,292,696.0	2,052,757.0	0.00				Average
		point655	655	6,292,784.0	2,052,718.0	0.00				Average
		point656	656	6,293,098.5	2,052,531.2	0.00				Average
		point657	657	6,293,178.5	2,052,503.9	0.00				Average
		point658	658	6,293,218.0	2,052,497.8	0.00				Average
		point659	659	6,293,322.5	2,052,502.4	0.00				Average
		point660	660	6,293,386.5	2,052,518.9	0.00				Average

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		point661	661	6,293,441.0	2,052,521.1	0.00				Average	
		point662	662	6,293,498.5	2,052,504.4	0.00				Average	
		point663	663	6,293,633.5	2,052,413.0	0.00				Average	
		point664	664	6,293,762.5	2,052,376.2	0.00				Average	
		point665	665	6,293,863.0	2,052,376.4	0.00				Average	
		point666	666	6,293,956.0	2,052,357.5	0.00				Average	
		point667	667	6,294,059.5	2,052,308.0	0.00				Average	
		point668	668	6,294,132.0	2,052,247.5	0.00				Average	
		point669	669	6,294,194.0	2,052,164.5	0.00				Average	
		point670	670	6,294,265.5	2,052,078.8	0.00				Average	
		point671	671	6,294,327.5	2,052,042.9	0.00				Average	
		point672	672	6,294,448.0	2,051,993.2	0.00				Average	
		point673	673	6,294,512.0	2,051,948.4	0.00				Average	
		point674	674	6,294,540.5	2,051,894.8	0.00				Average	
		point675	675	6,294,547.0	2,051,847.0	0.00				Average	
		point676	676	6,294,527.5	2,051,767.5	0.00				Average	
		point677	677	6,294,515.5	2,051,701.8	0.00				Average	
		point678	678	6,294,519.0	2,051,639.0	0.00				Average	
		point679	679	6,294,541.5	2,051,563.1	0.00				Average	
		point680	680	6,294,589.5	2,051,484.2	0.00				Average	
		point681	681	6,294,668.5	2,051,425.5	0.00				Average	
		point682	682	6,294,718.5	2,051,363.2	0.00				Average	
		point683	683	6,294,752.5	2,051,301.1	0.00				Average	
		point684	684	6,294,791.5	2,051,262.6	0.00				Average	
		point685	685	6,294,833.5	2,051,237.8	0.00				Average	
		point686	686	6,294,982.0	2,051,144.0	0.00				Average	
		point687	687	6,295,020.5	2,051,112.6	0.00				Average	
		point688	688	6,295,045.5	2,051,038.2	0.00				Average	
		point689	689	6,295,062.0	2,050,910.6	0.00				Average	
		point690	690	6,295,075.5	2,050,817.8	0.00				Average	
		point691	691	6,295,094.0	2,050,748.2	0.00				Average	
		point692	692	6,295,129.5	2,050,667.4	0.00				Average	
		point693	693	6,295,192.0	2,050,608.6	0.00				Average	
		point694	694	6,295,283.0	2,050,541.5	0.00				Average	
		point695	695	6,295,308.0	2,050,477.6	0.00				Average	

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		point696	696	6,295,329.5	2,050,362.5	0.00				Average
		point697	697	6,295,351.0	2,050,302.4	0.00				Average
		point698	698	6,295,397.5	2,050,246.6	0.00				Average
		point699	699	6,295,452.0	2,050,217.1	0.00				Average
		point700	700	6,295,546.0	2,050,169.8	0.00				Average
		point701	701	6,295,591.5	2,050,126.4	0.00				Average
		point702	702	6,295,612.5	2,050,066.6	0.00				Average
		point703	703	6,295,612.0	2,050,020.2	0.00				Average
		point704	704	6,295,593.5	2,049,917.0	0.00				Average
		point705	705	6,295,565.0	2,049,777.0	0.00				Average
		point706	706	6,295,548.5	2,049,723.6	0.00				Average
		point707	707	6,295,431.5	2,049,485.2	0.00				Average
		point708	708	6,295,407.0	2,049,423.8	0.00				Average
		point709	709	6,295,409.0	2,049,373.0	0.00				Average
		point710	710	6,295,458.0	2,049,174.8	0.00				Average
		point711	711	6,295,469.0	2,049,087.5	0.00				Average
		point712	712	6,295,471.0	2,048,993.8	0.00				Average
		point713	713	6,295,468.5	2,048,854.5	0.00				Average
LHR Road South of F-2	60.0	point2302	2302	6,293,354.0	2,048,799.1	0.00	Stop	0.00	100	Average
		point1157	1157	6,293,354.0	2,049,476.1	0.00				Average
		point1158	1158	6,293,353.5	2,049,493.8	0.00				Average
		point1159	1159	6,293,352.5	2,049,511.2	0.00				Average
		point1160	1160	6,293,350.5	2,049,528.8	0.00				Average
		point1161	1161	6,293,347.5	2,049,546.0	0.00				Average
		point1162	1162	6,293,344.5	2,049,563.2	0.00				Average
		point1163	1163	6,293,340.0	2,049,580.4	0.00				Average
		point1164	1164	6,293,335.0	2,049,597.1	0.00				Average
		point1165	1165	6,293,329.5	2,049,613.8	0.00				Average
		point1166	1166	6,293,323.0	2,049,630.1	0.00				Average
		point1167	1167	6,293,316.0	2,049,646.2	0.00				Average
		point1168	1168	6,293,308.0	2,049,662.0	0.00				Average
		point1169	1169	6,293,299.5	2,049,677.4	0.00				Average
		point1170	1170	6,293,290.5	2,049,692.2	0.00				Average
		point1171	1171	6,293,280.5	2,049,706.9	0.00				Average
		point1172	1172	6,293,270.0	2,049,721.0	0.00				Average

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6153: Lilac Hills Ranch

		point1173	1173	6,293,259.0	2,049,734.6	0.00				Average
		point1174	1174	6,293,247.5	2,049,747.8	0.00				Average
		point1175	1175	6,293,235.0	2,049,760.4	0.00				Average
		point1176	1176	6,293,222.5	2,049,772.5	0.00				Average
		point1177	1177	6,293,209.0	2,049,784.0	0.00				Average
		point1178	1178	6,293,195.5	2,049,794.9	0.00				Average
		point1179	1179	6,293,181.0	2,049,805.2	0.00				Average
		point1180	1180	6,293,166.5	2,049,814.9	0.00				Average
		point1181	1181	6,293,151.5	2,049,823.9	0.00				Average
		point1182	1182	6,293,136.0	2,049,832.2	0.00				Average
		point1183	1183	6,293,120.0	2,049,839.9	0.00				Average
		point1184	1184	6,293,104.0	2,049,846.8	0.00				Average
		point1185	1185	6,293,087.5	2,049,853.0	0.00				Average
		point1186	1186	6,293,071.0	2,049,858.5	0.00				Average
		point1187	1187	6,293,054.0	2,049,863.4	0.00				Average
		point1188	1188	6,293,037.0	2,049,867.4	0.00				Average
		point1189	1189	6,293,019.5	2,049,870.6	0.00				Average
		point1190	1190	6,293,002.5	2,049,873.1	0.00				Average
		point1191	1191	6,292,985.0	2,049,874.9	0.00				Average
		point1192	1192	6,292,967.5	2,049,875.9	0.00				Average
		point1193	1193	6,292,949.5	2,049,876.0	0.00				Average
		point1194	1194	6,292,932.0	2,049,875.5	0.00				Average
		point1195	1195	6,292,545.0	2,049,854.4	0.00				Average
LHR Road - 1-2-2	60.0	point2303	2303	6,291,923.0	2,049,889.8	0.00	Stop	0.00	100	Average
		point574	574	6,291,827.0	2,049,938.8	0.00				Average
		point575	575	6,291,756.5	2,049,974.8	0.00				Average
		point576	576	6,291,680.0	2,050,014.0	0.00				Average
		point577	577	6,291,588.0	2,050,060.9	0.00				Average
		point578	578	6,291,498.0	2,050,112.1	0.00				Average
		point579	579	6,291,424.0	2,050,194.8	0.00				Average
		point580	580	6,291,380.5	2,050,259.2	0.00				Average
		point581	581	6,291,319.0	2,050,367.2	0.00				Average
		point582	582	6,291,240.0	2,050,506.0	0.00				Average
		point583	583	6,291,184.5	2,050,606.5	0.00				Average
		point584	584	6,291,151.5	2,050,683.6	0.00				Average

INPUT: ROADWAYS

6153: Lilac Hills Ranch

		point585	585	6,291,127.0	2,050,764.0	0.00				Average
		point586	586	6,291,113.0	2,050,837.8	0.00				Average
		point587	587	6,291,106.0	2,050,930.2	0.00				Average
		point588	588	6,291,110.0	2,051,014.2	0.00				Average
		point589	589	6,291,123.0	2,051,097.1	0.00				Average
		point590	590	6,291,145.0	2,051,178.1	0.00				Average
		point591	591	6,291,180.0	2,051,268.8	0.00				Average
		point592	592	6,291,205.0	2,051,332.2	0.00				Average
		point593	593	6,291,226.0	2,051,397.4	0.00				Average
		point594	594	6,291,238.0	2,051,464.8	0.00				Average
		point595	595	6,291,240.5	2,051,532.9	0.00				Average
		point596	596	6,291,233.5	2,051,600.9	0.00				Average
		point597	597	6,291,218.5	2,051,690.8	0.00				Average
		point598	598	6,291,207.0	2,051,757.9	0.00				Average
		point599	599	6,291,193.0	2,051,838.8	0.00				Average
LHR Road - 1-2-2-2	60.0	point2304	2304	6,291,193.0	2,051,838.8	0.00				Average
		point600	600	6,291,174.5	2,051,943.9	0.00				Average
		point601	601	6,291,157.0	2,052,043.9	0.00				Average
		point602	602	6,291,139.0	2,052,147.1	0.00				Average
Old Hwy 395-2	24.0	point2307	2307	6,285,599.0	2,054,397.2	0.00	Signal	0.00	100	Average
		point148	148	6,285,552.5	2,054,269.0	0.00				Average
		point149	149	6,285,507.0	2,054,109.0	0.00				Average
		point150	150	6,285,471.5	2,053,892.5	0.00				Average
		point151	151	6,285,465.5	2,053,712.8	0.00				Average
		point152	152	6,285,488.0	2,053,482.1	0.00				Average
		point153	153	6,285,514.5	2,053,344.8	0.00				Average
		point154	154	6,285,608.5	2,053,081.9	0.00				Average
		point155	155	6,285,758.5	2,052,816.8	0.00				Average
		point156	156	6,286,001.0	2,052,392.0	0.00				Average
		point157	157	6,286,136.0	2,052,088.6	0.00				Average
		point158	158	6,286,177.5	2,051,940.9	0.00				Average
		point159	159	6,286,208.5	2,051,763.6	0.00				Average
		point160	160	6,286,219.5	2,051,601.8	0.00				Average
		point161	161	6,286,212.5	2,051,377.0	0.00				Average
		point162	162	6,286,198.5	2,051,226.8	0.00				Average

INPUT: ROADWAYS**6153: Lilac Hills Ranch**

		point163	163	6,286,191.0	2,051,137.0	0.00				Average	
		point164	164	6,286,182.0	2,050,914.0	0.00				Average	
		point165	165	6,286,157.0	2,050,679.0	0.00				Average	
		point166	166	6,286,159.0	2,050,405.6	0.00				Average	
		point167	167	6,286,175.0	2,050,280.5	0.00				Average	
		point168	168	6,286,223.5	2,050,076.2	0.00				Average	
		point169	169	6,286,280.0	2,049,916.0	0.00					

RESULTS: SOUND LEVELS

6153: Lilac Hills Ranch

R-58	62	1	0.0	55.6	66	55.6	10	----	55.6	0.0	8	-8.0
R-59	63	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
R-60	64	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
R-61	65	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
R-62	66	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
R-63	67	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
R-64	68	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
R-65	69	1	0.0	52.7	66	52.7	10	----	52.7	0.0	8	-8.0
Contour	70	1	0.0	47.0	66	47.0	10	----	47.0	0.0	8	-8.0
R-66	72	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
R-67	73	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
R-68	74	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
R-69	75	1	0.0	52.9	66	52.9	10	----	52.9	0.0	8	-8.0
R-70	76	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
R-71	77	1	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0
R-72	78	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
R-73	79	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
R-74	80	1	0.0	51.0	66	51.0	10	----	51.0	0.0	8	-8.0
R-75	81	1	0.0	50.8	66	50.8	10	----	50.8	0.0	8	-8.0
R-76	82	1	0.0	49.9	66	49.9	10	----	49.9	0.0	8	-8.0
R-77	83	1	0.0	51.2	66	51.2	10	----	51.2	0.0	8	-8.0
R-78	84	1	0.0	49.9	66	49.9	10	----	49.9	0.0	8	-8.0
R-79	85	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
R-80	86	1	0.0	49.5	66	49.5	10	----	49.5	0.0	8	-8.0
R-81	87	1	0.0	49.6	66	49.6	10	----	49.6	0.0	8	-8.0
R-82	88	1	0.0	47.5	66	47.5	10	----	47.5	0.0	8	-8.0
R-83	89	1	0.0	51.1	66	51.1	10	----	51.1	0.0	8	-8.0
R-84	90	1	0.0	50.7	66	50.7	10	----	50.7	0.0	8	-8.0
R-85	91	1	0.0	47.8	66	47.8	10	----	47.8	0.0	8	-8.0
R-86	92	1	0.0	51.2	66	51.2	10	----	51.2	0.0	8	-8.0
R-87	93	1	0.0	49.6	66	49.6	10	----	49.6	0.0	8	-8.0
R-88	94	1	0.0	47.4	66	47.4	10	----	47.4	0.0	8	-8.0
R-89	95	1	0.0	50.0	66	50.0	10	----	50.0	0.0	8	-8.0
R-90	96	1	0.0	49.0	66	49.0	10	----	49.0	0.0	8	-8.0
R-91	97	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
R-92	98	1	0.0	50.5	66	50.5	10	----	50.5	0.0	8	-8.0
R-93	99	1	0.0	49.6	66	49.6	10	----	49.6	0.0	8	-8.0

RESULTS: SOUND LEVELS

6153: Lilac Hills Ranch

R-94	100	1	0.0	47.6	66	47.6	10	----	47.6	0.0	8	-8.0
R-95	101	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
R-96	102	1	0.0	51.1	66	51.1	10	----	51.1	0.0	8	-8.0
R-97	103	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
R-98	104	1	0.0	46.2	66	46.2	10	----	46.2	0.0	8	-8.0
R-99	105	1	0.0	45.1	66	45.1	10	----	45.1	0.0	8	-8.0
100	106	1	0.0	44.8	66	44.8	10	----	44.8	0.0	8	-8.0
101	107	1	0.0	44.2	66	44.2	10	----	44.2	0.0	8	-8.0
102	108	1	0.0	50.0	66	50.0	10	----	50.0	0.0	8	-8.0
103	109	1	0.0	45.3	66	45.3	10	----	45.3	0.0	8	-8.0
104	110	1	0.0	46.9	66	46.9	10	----	46.9	0.0	8	-8.0
105	111	1	0.0	50.9	66	50.9	10	----	50.9	0.0	8	-8.0
106	112	1	0.0	47.5	66	47.5	10	----	47.5	0.0	8	-8.0
107	113	1	0.0	49.8	66	49.8	10	----	49.8	0.0	8	-8.0
108	114	1	0.0	47.1	66	47.1	10	----	47.1	0.0	8	-8.0
109	115	1	0.0	52.4	66	52.4	10	----	52.4	0.0	8	-8.0
110	116	1	0.0	46.4	66	46.4	10	----	46.4	0.0	8	-8.0
111	117	1	0.0	46.1	66	46.1	10	----	46.1	0.0	8	-8.0
112	118	1	0.0	45.8	66	45.8	10	----	45.8	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		113	0.0	0.0	0.0							
All Impacted		0	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

INPUT: TRAFFIC FOR LAeq1h Volumes

6153: Lilac Hills Ranch

RECON Environmental		13 March 2013										
Bill Maddux/Karyl Palmer		TNM 2.5										
INPUT: TRAFFIC FOR LAeq1h Volumes												
PROJECT/CONTRACT:		6153: Lilac Hills Ranch										
RUN:		Setup										
Roadway	Points											
Name	Name	No.	Segment		MTrucks		HTrucks		Buses		Motorcycles	
			Autos		V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
I-15 SB	point40	40	4155	65	113	65	288	55	56	65	47	65
	point39	39	4155	65	113	65	288	55	56	65	47	65
	point38	38	4155	65	113	65	288	55	56	65	47	65
	point37	37	4155	65	113	65	288	55	56	65	47	65
	point36	36	4155	65	113	65	288	55	56	65	47	65
	point35	35	4155	65	113	65	288	55	56	65	47	65
	point34	34	4155	65	113	65	288	55	56	65	47	65
	point33	33	4155	65	113	65	288	55	56	65	47	65
	point32	32	4155	65	113	65	288	55	56	65	47	65
	point31	31	4155	65	113	65	288	55	56	65	47	65
	point30	30	4155	65	113	65	288	55	56	65	47	65
	point29	29	4155	65	113	65	288	55	56	65	47	65
	point28	28	4155	65	113	65	288	55	56	65	47	65
	point27	27	4155	65	113	65	288	55	56	65	47	65
	point26	26	4155	65	113	65	288	55	56	65	47	65
	point25	25	4155	65	113	65	288	55	56	65	47	65
	point24	24	4155	65	113	65	288	55	56	65	47	65
	point23	23	4155	65	113	65	288	55	56	65	47	65
	point22	22	4155	65	113	65	288	55	56	65	47	65
	point21	21	4155	65	113	65	288	55	56	65	47	65
	point20	20	4155	65	113	65	288	55	56	65	47	65
	point19	19	4155	65	113	65	288	55	56	65	47	65

INPUT: TRAFFIC FOR LAeq1h Volumes

6153: Lilac Hills Ranch

	point18	18	4155	65	113	65	288	55	56	65	47	65
	point17	17	4155	65	113	65	288	55	56	65	47	65
	point16	16	4155	65	113	65	288	55	56	65	47	65
	point15	15	4155	65	113	65	288	55	56	65	47	65
	point14	14	4155	65	113	65	288	55	56	65	47	65
	point13	13	4155	65	113	65	288	55	56	65	47	65
	point12	12	4155	65	113	65	288	55	56	65	47	65
	point11	11	4155	65	113	65	288	55	56	65	47	65
	point10	10	4155	65	113	65	288	55	56	65	47	65
	point9	9	4155	65	113	65	288	55	56	65	47	65
	point8	8	4155	65	113	65	288	55	56	65	47	65
	point7	7	4155	65	113	65	288	55	56	65	47	65
	point6	6	4155	65	113	65	288	55	56	65	47	65
	point5	5	4155	65	113	65	288	55	56	65	47	65
	point4	4	4155	65	113	65	288	55	56	65	47	65
	point3	3	4155	65	113	65	288	55	56	65	47	65
	point2	2	4155	65	113	65	288	55	56	65	47	65
	point1	1										
I-15 NB	point41	41	4155	65	113	65	288	55	56	65	47	65
	point42	42	4155	65	113	65	288	55	56	65	47	65
	point43	43	4155	65	113	65	288	55	56	65	47	65
	point44	44	4155	65	113	65	288	55	56	65	47	65
	point45	45	4155	65	113	65	288	55	56	65	47	65
	point47	47	4155	65	113	65	288	55	56	65	47	65
	point48	48	4155	65	113	65	288	55	56	65	47	65
	point49	49	4155	65	113	65	288	55	56	65	47	65
	point50	50	4155	65	113	65	288	55	56	65	47	65
	point51	51	4155	65	113	65	288	55	56	65	47	65
	point52	52	4155	65	113	65	288	55	56	65	47	65
	point53	53	4155	65	113	65	288	55	56	65	47	65
	point54	54	4155	65	113	65	288	55	56	65	47	65
	point55	55	4155	65	113	65	288	55	56	65	47	65
	point56	56	4155	65	113	65	288	55	56	65	47	65
	point57	57	4155	65	113	65	288	55	56	65	47	65
	point58	58	4155	65	113	65	288	55	56	65	47	65

INPUT: TRAFFIC FOR LAeq1h Volumes

6153: Lilac Hills Ranch

	point59	59	4155	65	113	65	288	55	56	65	47	65
	point60	60	4155	65	113	65	288	55	56	65	47	65
	point61	61	4155	65	113	65	288	55	56	65	47	65
	point62	62	4155	65	113	65	288	55	56	65	47	65
	point63	63	4155	65	113	65	288	55	56	65	47	65
	point64	64	4155	65	113	65	288	55	56	65	47	65
	point65	65	4155	65	113	65	288	55	56	65	47	65
	point66	66	4155	65	113	65	288	55	56	65	47	65
	point67	67	4155	65	113	65	288	55	56	65	47	65
	point68	68	4155	65	113	65	288	55	56	65	47	65
	point69	69	4155	65	113	65	288	55	56	65	47	65
	point70	70	4155	65	113	65	288	55	56	65	47	65
	point71	71	4155	65	113	65	288	55	56	65	47	65
	point72	72	4155	65	113	65	288	55	56	65	47	65
	point73	73	4155	65	113	65	288	55	56	65	47	65
	point74	74	4155	65	113	65	288	55	56	65	47	65
	point75	75	4155	65	113	65	288	55	56	65	47	65
	point76	76	4155	65	113	65	288	55	56	65	47	65
	point77	77	4155	65	113	65	288	55	56	65	47	65
	point78	78	4155	65	113	65	288	55	56	65	47	65
	point79	79	4155	65	113	65	288	55	56	65	47	65
	point80	80	4155	65	113	65	288	55	56	65	47	65
	point81	81										
Mountain Ridge Road	point82	82	244	15	6	15	3	15	1	15	3	15
	point83	83										
Old Hwy 395	point124	124	1365	50	40	50	29	50	7	50	14	50
	point125	125	1365	50	40	50	29	50	7	50	14	50
	point126	126	1365	50	40	50	29	50	7	50	14	50
	point127	127	1365	50	40	50	29	50	7	50	14	50
	point128	128	1365	50	40	50	29	50	7	50	14	50
	point129	129	1365	50	40	50	29	50	7	50	14	50
	point130	130	1365	50	40	50	29	50	7	50	14	50
	point131	131	1365	50	40	50	29	50	7	50	14	50
	point132	132	1365	50	40	50	29	50	7	50	14	50
	point133	133	1365	50	40	50	29	50	7	50	14	50

INPUT: TRAFFIC FOR LAeq1h Volumes

6153: Lilac Hills Ranch

	point134	134	1365	50	40	50	29	50	7	50	14	50
	point135	135	1365	50	40	50	29	50	7	50	14	50
	point136	136	1365	50	40	50	29	50	7	50	14	50
	point137	137	1365	50	40	50	29	50	7	50	14	50
	point138	138	1365	50	40	50	29	50	7	50	14	50
	point139	139	1365	50	40	50	29	50	7	50	14	50
	point140	140	1365	50	40	50	29	50	7	50	14	50
	point141	141	1365	50	40	50	29	50	7	50	14	50
	point142	142	1365	50	40	50	29	50	7	50	14	50
	point143	143	1365	50	40	50	29	50	7	50	14	50
	point144	144	1365	50	40	50	29	50	7	50	14	50
	point145	145	1365	50	40	50	29	50	7	50	14	50
	point146	146	1365	50	40	50	29	50	7	50	14	50
	point147	147										
LHR Road - 2	point487	487	124	30	3	30	1	30	1	30	1	30
	point488	488	124	30	3	30	1	30	1	30	1	30
	point489	489	124	30	3	30	1	30	1	30	1	30
	point490	490	124	30	3	30	1	30	1	30	1	30
	point491	491	124	30	3	30	1	30	1	30	1	30
	point492	492	124	30	3	30	1	30	1	30	1	30
	point493	493	124	30	3	30	1	30	1	30	1	30
	point494	494	124	30	3	30	1	30	1	30	1	30
	point495	495	124	30	3	30	1	30	1	30	1	30
	point496	496	124	30	3	30	1	30	1	30	1	30
	point497	497	124	30	3	30	1	30	1	30	1	30
	point498	498										
W. Lilac Road - West of LHR	point607	607	1199	30	35	30	25	30	6	30	13	30
	point2305	2305	1199	30	35	30	25	30	6	30	13	30
	point2306	2306	1199	30	35	30	25	30	6	30	13	30
	point608	608	1199	30	35	30	25	30	6	30	13	30
	point609	609	1199	30	35	30	25	30	6	30	13	30
	point610	610	1199	30	35	30	25	30	6	30	13	30
	point611	611	1199	30	35	30	25	30	6	30	13	30
	point612	612	1199	30	35	30	25	30	6	30	13	30
	point613	613	1199	30	35	30	25	30	6	30	13	30

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	point614	614	1199	30	35	30	25	30	6	30	13	30
	point615	615	1199	30	35	30	25	30	6	30	13	30
	point616	616	1199	30	35	30	25	30	6	30	13	30
	point617	617	1199	30	35	30	25	30	6	30	13	30
	point618	618										
Old Hwy 395-2	point862	862	302	50	9	50	6	50	2	50	3	50
	point173	173	302	50	9	50	6	50	2	50	3	50
	point174	174	302	50	9	50	6	50	2	50	3	50
	point175	175	302	50	9	50	6	50	2	50	3	50
	point176	176	302	50	9	50	6	50	2	50	3	50
	point177	177	302	50	9	50	6	50	2	50	3	50
	point178	178	302	50	9	50	6	50	2	50	3	50
	point179	179	302	50	9	50	6	50	2	50	3	50
	point180	180	302	50	9	50	6	50	2	50	3	50
	point181	181	302	50	9	50	6	50	2	50	3	50
	point182	182	302	50	9	50	6	50	2	50	3	50
	point183	183	302	50	9	50	6	50	2	50	3	50
	point184	184	302	50	9	50	6	50	2	50	3	50
	point185	185	302	50	9	50	6	50	2	50	3	50
	point186	186	302	50	9	50	6	50	2	50	3	50
	point187	187	302	50	9	50	6	50	2	50	3	50
	point188	188	302	50	9	50	6	50	2	50	3	50
	point189	189	302	50	9	50	6	50	2	50	3	50
	point190	190	302	50	9	50	6	50	2	50	3	50
	point191	191	302	50	9	50	6	50	2	50	3	50
	point192	192	302	50	9	50	6	50	2	50	3	50
	point193	193	302	50	9	50	6	50	2	50	3	50
	point194	194	302	50	9	50	6	50	2	50	3	50
	point195	195	302	50	9	50	6	50	2	50	3	50
	point196	196	302	50	9	50	6	50	2	50	3	50
	point197	197	302	50	9	50	6	50	2	50	3	50
	point198	198	302	50	9	50	6	50	2	50	3	50
	point199	199	302	50	9	50	6	50	2	50	3	50
	point200	200	302	50	9	50	6	50	2	50	3	50
	point201	201										

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Old Hwy 395-2	point863	863	648	45	19	45	14	45	3	45	7	45
	point170	170	648	45	19	45	14	45	3	45	7	45
	point171	171	648	45	19	45	14	45	3	45	7	45
	point172	172										
W. Lilac Road - Existing-2	point864	864	234	30	7	30	5	30	1	30	2	30
	point762	762	234	30	7	30	5	30	1	30	2	30
	point763	763	234	30	7	30	5	30	1	30	2	30
	point764	764	234	30	7	30	5	30	1	30	2	30
	point765	765	234	30	7	30	5	30	1	30	2	30
	point766	766	234	30	7	30	5	30	1	30	2	30
	point767	767	234	30	7	30	5	30	1	30	2	30
	point768	768	234	30	7	30	5	30	1	30	2	30
	point769	769	234	30	7	30	5	30	1	30	2	30
	point770	770	234	30	7	30	5	30	1	30	2	30
	point771	771	234	30	7	30	5	30	1	30	2	30
	point772	772	234	30	7	30	5	30	1	30	2	30
	point773	773	234	30	7	30	5	30	1	30	2	30
	point774	774	234	30	7	30	5	30	1	30	2	30
	point775	775	234	30	7	30	5	30	1	30	2	30
	point776	776	234	30	7	30	5	30	1	30	2	30
	point777	777	234	30	7	30	5	30	1	30	2	30
	point778	778	234	30	7	30	5	30	1	30	2	30
	point779	779	234	30	7	30	5	30	1	30	2	30
	point780	780	234	30	7	30	5	30	1	30	2	30
	point781	781	234	30	7	30	5	30	1	30	2	30
	point782	782	234	30	7	30	5	30	1	30	2	30
	point783	783	234	30	7	30	5	30	1	30	2	30
	point784	784	234	30	7	30	5	30	1	30	2	30
	point785	785	234	30	7	30	5	30	1	30	2	30
	point786	786	234	30	7	30	5	30	1	30	2	30
	point787	787	234	30	7	30	5	30	1	30	2	30
	point788	788	234	30	7	30	5	30	1	30	2	30
	point789	789	234	30	7	30	5	30	1	30	2	30
	point790	790	234	30	7	30	5	30	1	30	2	30
	point791	791	234	30	7	30	5	30	1	30	2	30

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	point792	792	234	30	7	30	5	30	1	30	2	30
	point793	793	234	30	7	30	5	30	1	30	2	30
	point794	794	234	30	7	30	5	30	1	30	2	30
	point795	795	234	30	7	30	5	30	1	30	2	30
	point796	796	234	30	7	30	5	30	1	30	2	30
	point797	797	234	30	7	30	5	30	1	30	2	30
	point798	798	234	30	7	30	5	30	1	30	2	30
	point799	799	234	30	7	30	5	30	1	30	2	30
	point800	800	234	30	7	30	5	30	1	30	2	30
	point801	801	234	30	7	30	5	30	1	30	2	30
	point802	802	234	30	7	30	5	30	1	30	2	30
	point803	803	234	30	7	30	5	30	1	30	2	30
	point804	804	234	30	7	30	5	30	1	30	2	30
	point805	805	234	30	7	30	5	30	1	30	2	30
	point806	806	234	30	7	30	5	30	1	30	2	30
	point807	807	234	30	7	30	5	30	1	30	2	30
	point808	808	234	30	7	30	5	30	1	30	2	30
	point809	809	234	30	7	30	5	30	1	30	2	30
	point810	810	234	30	7	30	5	30	1	30	2	30
	point811	811	234	30	7	30	5	30	1	30	2	30
	point812	812	234	30	7	30	5	30	1	30	2	30
	point813	813	234	30	7	30	5	30	1	30	2	30
	point814	814	234	30	7	30	5	30	1	30	2	30
	point815	815	234	30	7	30	5	30	1	30	2	30
	point816	816	234	30	7	30	5	30	1	30	2	30
	point817	817	234	30	7	30	5	30	1	30	2	30
	point818	818	234	30	7	30	5	30	1	30	2	30
	point819	819	234	30	7	30	5	30	1	30	2	30
	point820	820	234	30	7	30	5	30	1	30	2	30
	point821	821	234	30	7	30	5	30	1	30	2	30
	point822	822	234	30	7	30	5	30	1	30	2	30
	point823	823	234	30	7	30	5	30	1	30	2	30
	point824	824	234	30	7	30	5	30	1	30	2	30
	point825	825	234	30	7	30	5	30	1	30	2	30
	point826	826	234	30	7	30	5	30	1	30	2	30

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	point827	827	234	30	7	30	5	30	1	30	2	30
	point829	829	234	30	7	30	5	30	1	30	2	30
	point830	830	234	30	7	30	5	30	1	30	2	30
	point831	831	234	30	7	30	5	30	1	30	2	30
	point832	1	234	30	7	30	5	30	1	30	2	30
	point833	833	234	30	7	30	5	30	1	30	2	30
	point834	834	234	30	7	30	5	30	1	30	2	30
	point835	835	234	30	7	30	5	30	1	30	2	30
	point836	836	234	30	7	30	5	30	1	30	2	30
	point837	837	234	30	7	30	5	30	1	30	2	30
	point838	838	234	30	7	30	5	30	1	30	2	30
	point839	839	234	30	7	30	5	30	1	30	2	30
	point840	840	234	30	7	30	5	30	1	30	2	30
	point841	841	234	30	7	30	5	30	1	30	2	30
	point842	842	234	30	7	30	5	30	1	30	2	30
	point843	843	234	30	7	30	5	30	1	30	2	30
	point844	844	234	30	7	30	5	30	1	30	2	30
	point845	845	234	30	7	30	5	30	1	30	2	30
	point846	846	234	30	7	30	5	30	1	30	2	30
	point847	847	234	30	7	30	5	30	1	30	2	30
	point848	848	234	30	7	30	5	30	1	30	2	30
	point849	849	234	30	7	30	5	30	1	30	2	30
	point850	850	234	30	7	30	5	30	1	30	2	30
	point851	851	234	30	7	30	5	30	1	30	2	30
	point852	852	234	30	7	30	5	30	1	30	2	30
	point853	853	234	30	7	30	5	30	1	30	2	30
	point854	854	234	30	7	30	5	30	1	30	2	30
	point855	855	234	30	7	30	5	30	1	30	2	30
	point856	856	234	30	7	30	5	30	1	30	2	30
	point857	857	234	30	7	30	5	30	1	30	2	30
	point858	858	234	30	7	30	5	30	1	30	2	30
	point859	859	234	30	7	30	5	30	1	30	2	30
	point861	861	234	30	7	30	5	30	1	30	2	30
	point860	860										
W. Lilac Road - Existing-2	point865	865	234	30	7	30	5	30	1	30	2	30

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	point714	714	234	30	7	30	5	30	1	30	2	30
	point715	715	234	30	7	30	5	30	1	30	2	30
	point716	716	234	30	7	30	5	30	1	30	2	30
	point717	717	234	30	7	30	5	30	1	30	2	30
	point718	718	234	30	7	30	5	30	1	30	2	30
	point719	719	234	30	7	30	5	30	1	30	2	30
	point720	720	234	30	7	30	5	30	1	30	2	30
	point721	721	234	30	7	30	5	30	1	30	2	30
	point722	722	234	30	7	30	5	30	1	30	2	30
	point723	723	234	30	7	30	5	30	1	30	2	30
	point724	724	234	30	7	30	5	30	1	30	2	30
	point725	725	234	30	7	30	5	30	1	30	2	30
	point726	726	234	30	7	30	5	30	1	30	2	30
	point727	727	234	30	7	30	5	30	1	30	2	30
	point728	728	234	30	7	30	5	30	1	30	2	30
	point729	729	234	30	7	30	5	30	1	30	2	30
	point730	730	234	30	7	30	5	30	1	30	2	30
	point731	731	234	30	7	30	5	30	1	30	2	30
	point732	732	234	30	7	30	5	30	1	30	2	30
	point733	733	234	30	7	30	5	30	1	30	2	30
	point734	734	234	30	7	30	5	30	1	30	2	30
	point735	735	234	30	7	30	5	30	1	30	2	30
	point736	736	234	30	7	30	5	30	1	30	2	30
	point737	737	234	30	7	30	5	30	1	30	2	30
	point738	738	234	30	7	30	5	30	1	30	2	30
	point739	739	234	30	7	30	5	30	1	30	2	30
	point740	740	234	30	7	30	5	30	1	30	2	30
	point741	741	234	30	7	30	5	30	1	30	2	30
	point742	742	234	30	7	30	5	30	1	30	2	30
	point743	743	234	30	7	30	5	30	1	30	2	30
	point744	744	234	30	7	30	5	30	1	30	2	30
	point745	745	234	30	7	30	5	30	1	30	2	30
	point746	746	234	30	7	30	5	30	1	30	2	30
	point747	747	234	30	7	30	5	30	1	30	2	30
	point748	748	234	30	7	30	5	30	1	30	2	30

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	point749	749	234	30	7	30	5	30	1	30	2	30
	point750	750	234	30	7	30	5	30	1	30	2	30
	point751	751	234	30	7	30	5	30	1	30	2	30
	point752	752	234	30	7	30	5	30	1	30	2	30
	point753	753	234	30	7	30	5	30	1	30	2	30
	point754	754	234	30	7	30	5	30	1	30	2	30
	point755	755	234	30	7	30	5	30	1	30	2	30
	point756	756	234	30	7	30	5	30	1	30	2	30
	point757	757	234	30	7	30	5	30	1	30	2	30
	point758	758	234	30	7	30	5	30	1	30	2	30
	point759	759	234	30	7	30	5	30	1	30	2	30
	point760	760	234	30	7	30	5	30	1	30	2	30
	point761	761										
LHR Road - 1-2	point894	894	115	30	3	30	1	30	0	0	1	30
	point603	603	115	30	3	30	1	30	0	0	1	30
	point604	604	115	30	3	30	1	30	0	0	1	30
	point605	605	115	30	3	30	1	30	0	0	1	30
	point606	606										
O Street-2	point896	896	129	25	3	25	1	25	0	0	1	25
	point868	868	129	25	3	25	1	25	0	0	1	25
	point869	869	129	25	3	25	1	25	0	0	1	25
	point870	870	129	25	3	25	1	25	0	0	1	25
	point871	871	129	25	3	25	1	25	0	0	1	25
	point872	872	129	25	3	25	1	25	0	0	1	25
	point873	873	129	25	3	25	1	25	0	0	1	25
	point874	874	129	25	3	25	1	25	0	0	1	25
	point875	875										
Main Street	point1022	1022	783	30	21	30	8	30	1	30	8	30
	point997	997	783	30	21	30	8	30	1	30	8	30
	point996	996	783	30	21	30	8	30	1	30	8	30
	point995	995	783	30	21	30	8	30	1	30	8	30
	point994	994	783	30	21	30	8	30	1	30	8	30
	point993	993	783	30	21	30	8	30	1	30	8	30
	point992	992	783	30	21	30	8	30	1	30	8	30
	point991	991	783	30	21	30	8	30	1	30	8	30

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	point990	990	783	30	21	30	8	30	1	30	8	30
	point989	989	783	30	21	30	8	30	1	30	8	30
	point988	988	783	30	21	30	8	30	1	30	8	30
	point987	987	783	30	21	30	8	30	1	30	8	30
	point986	986	783	30	21	30	8	30	1	30	8	30
	point985	985	783	30	21	30	8	30	1	30	8	30
	point984	984	783	30	21	30	8	30	1	30	8	30
	point983	983	783	30	21	30	8	30	1	30	8	30
	point982	982	783	30	21	30	8	30	1	30	8	30
	point981	981	783	30	21	30	8	30	1	30	8	30
	point980	980	783	30	21	30	8	30	1	30	8	30
	point979	979	783	30	21	30	8	30	1	30	8	30
	point978	978	783	30	21	30	8	30	1	30	8	30
	point977	977	783	30	21	30	8	30	1	30	8	30
	point976	976	783	30	21	30	8	30	1	30	8	30
	point975	975	783	30	21	30	8	30	1	30	8	30
	point974	974	783	30	21	30	8	30	1	30	8	30
	point973	973	783	30	21	30	8	30	1	30	8	30
	point972	972	783	30	21	30	8	30	1	30	8	30
	point971	971	783	30	21	30	8	30	1	30	8	30
	point970	970	783	30	21	30	8	30	1	30	8	30
	point969	969	783	30	21	30	8	30	1	30	8	30
	point968	968										
Main Street-South	point1024	1024	339	30	9	30	4	30	1	30	4	30
	point948	948	339	30	9	30	4	30	1	30	4	30
	point947	947	339	30	9	30	4	30	1	30	4	30
	point946	946	339	30	9	30	4	30	1	30	4	30
	point945	945	339	30	9	30	4	30	1	30	4	30
	point944	944	339	30	9	30	4	30	1	30	4	30
	point943	943	339	30	9	30	4	30	1	30	4	30
	point942	942	339	30	9	30	4	30	1	30	4	30
	point941	941	339	30	9	30	4	30	1	30	4	30
	point940	940	339	30	9	30	4	30	1	30	4	30
	point939	939	339	30	9	30	4	30	1	30	4	30
	point938	938	339	30	9	30	4	30	1	30	4	30

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	point937	937	339	30	9	30	4	30	1	30	4	30
	point936	936	339	30	9	30	4	30	1	30	4	30
	point935	935	339	30	9	30	4	30	1	30	4	30
	point934	934	339	30	9	30	4	30	1	30	4	30
	point933	933	339	30	9	30	4	30	1	30	4	30
	point932	932	339	30	9	30	4	30	1	30	4	30
	point931	931	339	30	9	30	4	30	1	30	4	30
	point930	930	339	30	9	30	4	30	1	30	4	30
	point929	929	339	30	9	30	4	30	1	30	4	30
	point928	928	339	30	9	30	4	30	1	30	4	30
	point927	927	339	30	9	30	4	30	1	30	4	30
	point926	926	339	30	9	30	4	30	1	30	4	30
	point925	925	339	30	9	30	4	30	1	30	4	30
	point924	924	339	30	9	30	4	30	1	30	4	30
	point923	923	339	30	9	30	4	30	1	30	4	30
	point922	922	339	30	9	30	4	30	1	30	4	30
	point921	921	339	30	9	30	4	30	1	30	4	30
	point920	920	339	30	9	30	4	30	1	30	4	30
	point919	919										
Main Street-South-2	point918	918	215	30	6	30	2	30	1	30	2	30
	point917	917	215	30	6	30	2	30	1	30	2	30
	point916	916	215	30	6	30	2	30	1	30	2	30
	point915	915	215	30	6	30	2	30	1	30	2	30
	point914	914	215	30	6	30	2	30	1	30	2	30
	point913	913	215	30	6	30	2	30	1	30	2	30
	point912	912	215	30	6	30	2	30	1	30	2	30
	point911	911	215	30	6	30	2	30	1	30	2	30
	point910	910	215	30	6	30	2	30	1	30	2	30
	point909	909	215	30	6	30	2	30	1	30	2	30
	point908	908	215	30	6	30	2	30	1	30	2	30
	point907	907	215	30	6	30	2	30	1	30	2	30
	point906	906	215	30	6	30	2	30	1	30	2	30
	point905	905	215	30	6	30	2	30	1	30	2	30
	point904	904	215	30	6	30	2	30	1	30	2	30
	point903	903	215	30	6	30	2	30	1	30	2	30

INPUT: TRAFFIC FOR LAeq1h Volumes

6153: Lilac Hills Ranch

	point902	902	215	30	6	30	2	30	1	30	2	30
	point901	901	215	30	6	30	2	30	1	30	2	30
	point900	900	215	30	6	30	2	30	1	30	2	30
	point899	899										
LHR Road South of F	point1026	1026	248	30	6	30	3	30	1	30	3	30
	point1027	1027	248	30	6	30	3	30	1	30	3	30
	point1028	1028	248	30	6	30	3	30	1	30	3	30
	point1029	1029	248	30	6	30	3	30	1	30	3	30
	point1030	1030	248	30	6	30	3	30	1	30	3	30
	point1031	1031	248	30	6	30	3	30	1	30	3	30
	point1032	1032	248	30	6	30	3	30	1	30	3	30
	point1033	1033	248	30	6	30	3	30	1	30	3	30
	point1034	1034	248	30	6	30	3	30	1	30	3	30
	point1035	1035	248	30	6	30	3	30	1	30	3	30
	point1036	1036	248	30	6	30	3	30	1	30	3	30
	point1037	1037	248	30	6	30	3	30	1	30	3	30
	point1038	1038	248	30	6	30	3	30	1	30	3	30
	point1039	1039	248	30	6	30	3	30	1	30	3	30
	point1040	1040	248	30	6	30	3	30	1	30	3	30
	point1041	1041	248	30	6	30	3	30	1	30	3	30
	point1042	1042	248	30	6	30	3	30	1	30	3	30
	point1043	1043	248	30	6	30	3	30	1	30	3	30
	point1044	1044	248	30	6	30	3	30	1	30	3	30
	point1045	1045	248	30	6	30	3	30	1	30	3	30
	point1046	1046	248	30	6	30	3	30	1	30	3	30
	point1047	1047	248	30	6	30	3	30	1	30	3	30
	point1048	1048	248	30	6	30	3	30	1	30	3	30
	point1049	1049	248	30	6	30	3	30	1	30	3	30
	point1050	1050	248	30	6	30	3	30	1	30	3	30
	point1051	1051	248	30	6	30	3	30	1	30	3	30
	point1052	1052	248	30	6	30	3	30	1	30	3	30
	point1053	1053	248	30	6	30	3	30	1	30	3	30
	point1054	1054	248	30	6	30	3	30	1	30	3	30
	point1055	1055	248	30	6	30	3	30	1	30	3	30
	point1056	1056	248	30	6	30	3	30	1	30	3	30

INPUT: TRAFFIC FOR LAeq1h Volumes

6153: Lilac Hills Ranch

	point1057	1057	248	30	6	30	3	30	1	30	3	30
	point1058	1058	248	30	6	30	3	30	1	30	3	30
	point1059	1059	248	30	6	30	3	30	1	30	3	30
	point1060	1060	248	30	6	30	3	30	1	30	3	30
	point1061	1061	248	30	6	30	3	30	1	30	3	30
	point1062	1062	248	30	6	30	3	30	1	30	3	30
	point1063	1063	248	30	6	30	3	30	1	30	3	30
	point1064	1064	248	30	6	30	3	30	1	30	3	30
	point1065	1065	248	30	6	30	3	30	1	30	3	30
	point1066	1066	248	30	6	30	3	30	1	30	3	30
	point1067	1067	248	30	6	30	3	30	1	30	3	30
	point1068	1068	248	30	6	30	3	30	1	30	3	30
	point1069	1069	248	30	6	30	3	30	1	30	3	30
	point1070	1070	248	30	6	30	3	30	1	30	3	30
	point1071	1071	248	30	6	30	3	30	1	30	3	30
	point1072	1072	248	30	6	30	3	30	1	30	3	30
	point1073	1073	248	30	6	30	3	30	1	30	3	30
	point1074	1074	248	30	6	30	3	30	1	30	3	30
	point1075	1075	248	30	6	30	3	30	1	30	3	30
	point1076	1076	248	30	6	30	3	30	1	30	3	30
	point1077	1077	248	30	6	30	3	30	1	30	3	30
	point1078	1078	248	30	6	30	3	30	1	30	3	30
	point1079	1079	248	30	6	30	3	30	1	30	3	30
	point1080	1080	248	30	6	30	3	30	1	30	3	30
	point1081	1081	248	30	6	30	3	30	1	30	3	30
	point1082	1082	248	30	6	30	3	30	1	30	3	30
	point1083	1083	248	30	6	30	3	30	1	30	3	30
	point1084	1084	248	30	6	30	3	30	1	30	3	30
	point1085	1085	248	30	6	30	3	30	1	30	3	30
	point1086	1086	248	30	6	30	3	30	1	30	3	30
	point1087	1087	248	30	6	30	3	30	1	30	3	30
	point1088	1088	248	30	6	30	3	30	1	30	3	30
	point1089	1089	248	30	6	30	3	30	1	30	3	30
	point1090	1090	248	30	6	30	3	30	1	30	3	30
	point1091	1091	248	30	6	30	3	30	1	30	3	30

INPUT: TRAFFIC FOR LAeq1h Volumes

6153: Lilac Hills Ranch

	point1092	1092	248	30	6	30	3	30	1	30	3	30
	point1093	1093	248	30	6	30	3	30	1	30	3	30
	point1094	1094	248	30	6	30	3	30	1	30	3	30
	point1095	1095	248	30	6	30	3	30	1	30	3	30
	point1096	1096	248	30	6	30	3	30	1	30	3	30
	point1097	1097	248	30	6	30	3	30	1	30	3	30
	point1098	1098	248	30	6	30	3	30	1	30	3	30
	point1099	1099	248	30	6	30	3	30	1	30	3	30
	point1100	1100	248	30	6	30	3	30	1	30	3	30
	point1101	1101	248	30	6	30	3	30	1	30	3	30
	point1102	1102	248	30	6	30	3	30	1	30	3	30
	point1103	1103	248	30	6	30	3	30	1	30	3	30
	point1104	1104	248	30	6	30	3	30	1	30	3	30
	point1105	1105	248	30	6	30	3	30	1	30	3	30
	point1106	1106	248	30	6	30	3	30	1	30	3	30
	point1107	1107	248	30	6	30	3	30	1	30	3	30
	point1108	1108	248	30	6	30	3	30	1	30	3	30
	point1109	1109	248	30	6	30	3	30	1	30	3	30
	point1110	1110	248	30	6	30	3	30	1	30	3	30
	point1111	1111	248	30	6	30	3	30	1	30	3	30
	point1112	1112	248	30	6	30	3	30	1	30	3	30
	point1113	1113	248	30	6	30	3	30	1	30	3	30
	point1114	1114	248	30	6	30	3	30	1	30	3	30
	point1115	1115	248	30	6	30	3	30	1	30	3	30
	point1116	1116	248	30	6	30	3	30	1	30	3	30
	point1117	1117	248	30	6	30	3	30	1	30	3	30
	point1118	1118	248	30	6	30	3	30	1	30	3	30
	point1119	1119	248	30	6	30	3	30	1	30	3	30
	point1120	1120	248	30	6	30	3	30	1	30	3	30
	point1121	1121	248	30	6	30	3	30	1	30	3	30
	point1122	1122	248	30	6	30	3	30	1	30	3	30
	point1123	1123	248	30	6	30	3	30	1	30	3	30
	point1124	1124	248	30	6	30	3	30	1	30	3	30
	point1125	1125	248	30	6	30	3	30	1	30	3	30
	point1126	1126	248	30	6	30	3	30	1	30	3	30

INPUT: TRAFFIC FOR LAeq1h Volumes

6153: Lilac Hills Ranch

	point1127	1127	248	30	6	30	3	30	1	30	3	30
	point1128	1128	248	30	6	30	3	30	1	30	3	30
	point1129	1129	248	30	6	30	3	30	1	30	3	30
	point1130	1130	248	30	6	30	3	30	1	30	3	30
	point1131	1131	248	30	6	30	3	30	1	30	3	30
	point1132	1132	248	30	6	30	3	30	1	30	3	30
	point1133	1133	248	30	6	30	3	30	1	30	3	30
	point1134	1134	248	30	6	30	3	30	1	30	3	30
	point1135	1135	248	30	6	30	3	30	1	30	3	30
	point1136	1136	248	30	6	30	3	30	1	30	3	30
	point1137	1137	248	30	6	30	3	30	1	30	3	30
	point1138	1138	248	30	6	30	3	30	1	30	3	30
	point1139	1139	248	30	6	30	3	30	1	30	3	30
	point1140	1140	248	30	6	30	3	30	1	30	3	30
	point1141	1141	248	30	6	30	3	30	1	30	3	30
	point1142	1142	248	30	6	30	3	30	1	30	3	30
	point1143	1143	248	30	6	30	3	30	1	30	3	30
	point1144	1144	248	30	6	30	3	30	1	30	3	30
	point1145	1145	248	30	6	30	3	30	1	30	3	30
	point1146	1146	248	30	6	30	3	30	1	30	3	30
	point1147	1147	248	30	6	30	3	30	1	30	3	30
	point1148	1148	248	30	6	30	3	30	1	30	3	30
	point1149	1149	248	30	6	30	3	30	1	30	3	30
	point1150	1150	248	30	6	30	3	30	1	30	3	30
	point1151	1151	248	30	6	30	3	30	1	30	3	30
	point1152	1152	248	30	6	30	3	30	1	30	3	30
	point1153	1153	248	30	6	30	3	30	1	30	3	30
	point1154	1154	248	30	6	30	3	30	1	30	3	30
	point1155	1155	248	30	6	30	3	30	1	30	3	30
	point1156	1156										
Street C	point1513	1513	124	25	3	25	1	25	0	0	1	25
	point1514	1514	124	25	3	25	1	25	0	0	1	25
	point1515	1515	124	25	3	25	1	25	0	0	1	25
	point1516	1516	124	25	3	25	1	25	0	0	1	25
	point1517	1517	124	25	3	25	1	25	0	0	1	25

INPUT: TRAFFIC FOR LAeq1h Volumes

6153: Lilac Hills Ranch

	point1518	1518	124	25	3	25	1	25	0	0	1	25
	point1519	1519	124	25	3	25	1	25	0	0	1	25
	point1520	1520	124	25	3	25	1	25	0	0	1	25
	point1521	1521	124	25	3	25	1	25	0	0	1	25
	point1522	1522	124	25	3	25	1	25	0	0	1	25
	point1523	1523	124	25	3	25	1	25	0	0	1	25
	point1524	1524	124	25	3	25	1	25	0	0	1	25
	point1525	1525	124	25	3	25	1	25	0	0	1	25
	point1526	1526	124	25	3	25	1	25	0	0	1	25
	point1527	1527	124	25	3	25	1	25	0	0	1	25
	point1528	1528	124	25	3	25	1	25	0	0	1	25
	point1529	1529	124	25	3	25	1	25	0	0	1	25
	point1530	1530	124	25	3	25	1	25	0	0	1	25
	point1531	1531	124	25	3	25	1	25	0	0	1	25
	point1532	1532	124	25	3	25	1	25	0	0	1	25
	point1533	1533										
Roadway41	point1824	1824	244	25	6	25	3	25	1	25	3	25
	point1825	1825	244	25	6	25	3	25	1	25	3	25
	point1826	1826	244	25	6	25	3	25	1	25	3	25
	point1827	1827	244	25	6	25	3	25	1	25	3	25
	point1828	1828	244	25	6	25	3	25	1	25	3	25
	point1829	1829	244	25	6	25	3	25	1	25	3	25
	point1830	1830	244	25	6	25	3	25	1	25	3	25
	point1831	1831	244	25	6	25	3	25	1	25	3	25
	point1832	1832	244	25	6	25	3	25	1	25	3	25
	point1833	1833	244	25	6	25	3	25	1	25	3	25
	point1834	1834	244	25	6	25	3	25	1	25	3	25
	point1835	1835	244	25	6	25	3	25	1	25	3	25
	point1836	1836	244	25	6	25	3	25	1	25	3	25
	point1837	1837	244	25	6	25	3	25	1	25	3	25
	point1838	1838	244	25	6	25	3	25	1	25	3	25
	point1839	1839										
Street C West of O	point2104	2104	57	25	2	25	1	25	0	0	1	25
	point1534	1534	57	25	2	25	1	25	0	0	1	25
	point1535	1535	57	25	2	25	1	25	0	0	1	25

INPUT: TRAFFIC FOR LAeq1h Volumes

6153: Lilac Hills Ranch

	point1536	1536	57	25	2	25	1	25	0	0	1	25
	point1537	1537	57	25	2	25	1	25	0	0	1	25
	point1538	1538	57	25	2	25	1	25	0	0	1	25
	point1539	1539	57	25	2	25	1	25	0	0	1	25
	point1540	1540	57	25	2	25	1	25	0	0	1	25
	point1541	1541	57	25	2	25	1	25	0	0	1	25
	point1542	1542	57	25	2	25	1	25	0	0	1	25
	point1543	1543										
Street Z	point2105	2105	57	25	2	25	1	25	0	0	1	25
	point1354	1354	57	25	2	25	1	25	0	0	1	25
	point1355	1355	57	25	2	25	1	25	0	0	1	25
	point1356	1356	57	25	2	25	1	25	0	0	1	25
	point1357	1357	57	25	2	25	1	25	0	0	1	25
	point1358	1358	57	25	2	25	1	25	0	0	1	25
	point1359	1359	57	25	2	25	1	25	0	0	1	25
	point1360	1360	57	25	2	25	1	25	0	0	1	25
	point1361	1361	57	25	2	25	1	25	0	0	1	25
	point1362	1362	57	25	2	25	1	25	0	0	1	25
	point1363	1363	57	25	2	25	1	25	0	0	1	25
	point1364	1364	57	25	2	25	1	25	0	0	1	25
	point1365	1365	57	25	2	25	1	25	0	0	1	25
	point1366	1366	57	25	2	25	1	25	0	0	1	25
	point1367	1367	57	25	2	25	1	25	0	0	1	25
	point1368	1368	57	25	2	25	1	25	0	0	1	25
	point1369	1369	57	25	2	25	1	25	0	0	1	25
	point1370	1370	57	25	2	25	1	25	0	0	1	25
	point1371	1371	57	25	2	25	1	25	0	0	1	25
	point1372	1372	57	25	2	25	1	25	0	0	1	25
	point1373	1373	57	25	2	25	1	25	0	0	1	25
	point1374	1374	57	25	2	25	1	25	0	0	1	25
	point1375	1375	57	25	2	25	1	25	0	0	1	25
	point1376	1376	57	25	2	25	1	25	0	0	1	25
	point1377	1377	57	25	2	25	1	25	0	0	1	25
	point1378	1378	57	25	2	25	1	25	0	0	1	25
	point1379	1379	57	25	2	25	1	25	0	0	1	25

INPUT: TRAFFIC FOR LAeq1h Volumes

6153: Lilac Hills Ranch

	point1380	1380	57	25	2	25	1	25	0	0	1	25
	point1381	1381	57	25	2	25	1	25	0	0	1	25
	point1382	1382	57	25	2	25	1	25	0	0	1	25
	point1383	1383	57	25	2	25	1	25	0	0	1	25
	point1384	1384	57	25	2	25	1	25	0	0	1	25
	point1385	1385	57	25	2	25	1	25	0	0	1	25
	point1386	1386	57	25	2	25	1	25	0	0	1	25
	point1387	1387	57	25	2	25	1	25	0	0	1	25
	point1388	1388	57	25	2	25	1	25	0	0	1	25
	point1389	1389	57	25	2	25	1	25	0	0	1	25
	point1390	1390	57	25	2	25	1	25	0	0	1	25
	point1391	1391	57	25	2	25	1	25	0	0	1	25
	point1392	1392	57	25	2	25	1	25	0	0	1	25
	point1393	1393	57	25	2	25	1	25	0	0	1	25
	point1394	1394	57	25	2	25	1	25	0	0	1	25
	point1395	1395	57	25	2	25	1	25	0	0	1	25
	point1396	1396	57	25	2	25	1	25	0	0	1	25
	point1397	1397	57	25	2	25	1	25	0	0	1	25
	point1398	1398	57	25	2	25	1	25	0	0	1	25
	point1399	1399	57	25	2	25	1	25	0	0	1	25
	point1400	1400	57	25	2	25	1	25	0	0	1	25
	point1401	1401	57	25	2	25	1	25	0	0	1	25
	point1402	1402	57	25	2	25	1	25	0	0	1	25
	point1403	1403	57	25	2	25	1	25	0	0	1	25
	point1404	1404										
Street F-2	point2109	2109	265	25	7	25	3	25	1	25	3	25
	point2107	2107	265	25	7	25	3	25	1	25	3	25
	point1276	1276	265	25	7	25	3	25	1	25	3	25
	point1277	1277	265	25	7	25	3	25	1	25	3	25
	point1278	1278	265	25	7	25	3	25	1	25	3	25
	point1279	1279	265	25	7	25	3	25	1	25	3	25
	point1280	1280	265	25	7	25	3	25	1	25	3	25
	point1281	1281	265	25	7	25	3	25	1	25	3	25
	point1282	1282	265	25	7	25	3	25	1	25	3	25
	point1283	1283	265	25	7	25	3	25	1	25	3	25

INPUT: TRAFFIC FOR LAeq1h Volumes

6153: Lilac Hills Ranch

	point1284	1284	265	25	7	25	3	25	1	25	3	25
	point1285	1285	265	25	7	25	3	25	1	25	3	25
	point1286	1286	265	25	7	25	3	25	1	25	3	25
	point1287	1287	265	25	7	25	3	25	1	25	3	25
	point1288	1288	265	25	7	25	3	25	1	25	3	25
	point1289	1289	265	25	7	25	3	25	1	25	3	25
	point1290	1290	265	25	7	25	3	25	1	25	3	25
	point1291	1291	265	25	7	25	3	25	1	25	3	25
	point1292	1292	265	25	7	25	3	25	1	25	3	25
	point1293	1293	265	25	7	25	3	25	1	25	3	25
	point1294	1294	265	25	7	25	3	25	1	25	3	25
	point1295	1295	265	25	7	25	3	25	1	25	3	25
	point1296	1296	265	25	7	25	3	25	1	25	3	25
	point1297	1297	265	25	7	25	3	25	1	25	3	25
	point1298	1298	265	25	7	25	3	25	1	25	3	25
	point1299	1299	265	25	7	25	3	25	1	25	3	25
	point1300	1300	265	25	7	25	3	25	1	25	3	25
	point1301	1301	265	25	7	25	3	25	1	25	3	25
	point1302	1302	265	25	7	25	3	25	1	25	3	25
	point1303	1303	265	25	7	25	3	25	1	25	3	25
	point1304	1304	265	25	7	25	3	25	1	25	3	25
	point1305	1305	265	25	7	25	3	25	1	25	3	25
	point1306	1306	265	25	7	25	3	25	1	25	3	25
	point1307	1307	265	25	7	25	3	25	1	25	3	25
	point1308	1308	265	25	7	25	3	25	1	25	3	25
	point1309	1309	265	25	7	25	3	25	1	25	3	25
	point1310	1310	265	25	7	25	3	25	1	25	3	25
	point1311	1311	265	25	7	25	3	25	1	25	3	25
	point1312	1312	265	25	7	25	3	25	1	25	3	25
	point1313	1313	265	25	7	25	3	25	1	25	3	25
	point1314	1314	265	25	7	25	3	25	1	25	3	25
	point1315	1315	265	25	7	25	3	25	1	25	3	25
	point1316	1316	265	25	7	25	3	25	1	25	3	25
	point1317	1317	265	25	7	25	3	25	1	25	3	25
	point1318	1318	265	25	7	25	3	25	1	25	3	25

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	point1319	1319	265	25	7	25	3	25	1	25	3	25
	point1320	1320	265	25	7	25	3	25	1	25	3	25
	point1321	1321	265	25	7	25	3	25	1	25	3	25
	point1322	1322	265	25	7	25	3	25	1	25	3	25
	point1323	1323	265	25	7	25	3	25	1	25	3	25
	point1324	1324	265	25	7	25	3	25	1	25	3	25
	point1325	1325	265	25	7	25	3	25	1	25	3	25
	point1326	1326	265	25	7	25	3	25	1	25	3	25
	point1327	1327	265	25	7	25	3	25	1	25	3	25
	point1328	1328	265	25	7	25	3	25	1	25	3	25
	point1329	1329	265	25	7	25	3	25	1	25	3	25
	point1330	1330	265	25	7	25	3	25	1	25	3	25
	point1331	1331	265	25	7	25	3	25	1	25	3	25
	point1332	1332	265	25	7	25	3	25	1	25	3	25
	point1333	1333	72	25	2	25	1	25	1	25	1	25
	point1334	1334										
LHR Road - 1-2	point2111	2111	124	30	3	30	1	30	1	30	1	30
	point566	566	124	30	3	30	1	30	1	30	1	30
	point567	567	124	30	3	30	1	30	1	30	1	30
	point568	568	124	30	3	30	1	30	1	30	1	30
	point569	569	124	30	3	30	1	30	1	30	1	30
	point570	570	124	30	3	30	1	30	1	30	1	30
	point571	571	124	30	3	30	1	30	1	30	1	30
	point572	572	124	30	3	30	1	30	1	30	1	30
	point573	573										
Main Street North	point1986	1986	229	30	6	30	2	30	1	30	2	30
	point1985	1985	229	30	6	30	2	30	1	30	2	30
	point1984	1984	229	30	6	30	2	30	1	30	2	30
	point1983	1983	229	30	6	30	2	30	1	30	2	30
	point1982	1982	229	30	6	30	2	30	1	30	2	30
	point1981	1981	229	30	6	30	2	30	1	30	2	30
	point1980	1980	229	30	6	30	2	30	1	30	2	30
	point1979	1979	229	30	6	30	2	30	1	30	2	30
	point1978	1978	229	30	6	30	2	30	1	30	2	30
	point1977	1977	229	30	6	30	2	30	1	30	2	30

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	point1976	1976	229	30	6	30	2	30	1	30	2	30
	point1975	1975	229	30	6	30	2	30	1	30	2	30
	point1974	1974	229	30	6	30	2	30	1	30	2	30
	point1973	1973	229	30	6	30	2	30	1	30	2	30
	point1972	1972	229	30	6	30	2	30	1	30	2	30
	point1971	1971	229	30	6	30	2	30	1	30	2	30
	point1970	1970	229	30	6	30	2	30	1	30	2	30
	point1969	1969	229	30	6	30	2	30	1	30	2	30
	point1968	1968	229	30	6	30	2	30	1	30	2	30
	point1967	1967	229	30	6	30	2	30	1	30	2	30
	point1966	1966	229	30	6	30	2	30	1	30	2	30
	point1965	1965	229	30	6	30	2	30	1	30	2	30
	point1964	1964	229	30	6	30	2	30	1	30	2	30
	point1963	1963	229	30	6	30	2	30	1	30	2	30
	point1962	1962	229	30	6	30	2	30	1	30	2	30
	point1961	1961	229	30	6	30	2	30	1	30	2	30
	point1960	1960	229	30	6	30	2	30	1	30	2	30
	point1959	1959	229	30	6	30	2	30	1	30	2	30
	point1958	1958	229	30	6	30	2	30	1	30	2	30
	point1957	1957	229	30	6	30	2	30	1	30	2	30
	point2294	2294	229	30	6	30	2	30	1	30	2	30
	point2295	2295	229	30	6	30	2	30	1	30	2	30
	point2296	2296										
Roadway42	point2206	2206	244	25	6	25	3	25	1	25	3	25
	point2283	2283										
Roadway43	point2251	2251	244	25	6	25	3	25	1	25	3	25
	point2252	2252	244	25	6	25	3	25	1	25	3	25
	point2253	2253	244	25	6	25	3	25	1	25	3	25
	point2254	2254	244	25	6	25	3	25	1	25	3	25
	point2255	2255	244	25	6	25	3	25	1	25	3	25
	point2256	2256	244	25	6	25	3	25	1	25	3	25
	point2257	2257	244	25	6	25	3	25	1	25	3	25
	point2258	2258	244	25	6	25	3	25	1	25	3	25
	point2259	2259	244	25	6	25	3	25	1	25	3	25
	point2260	2260	244	25	6	25	3	25	1	25	3	25

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	point2261	2261	244	25	6	25	3	25	1	25	3	25
	point2262	2262	244	25	6	25	3	25	1	25	3	25
	point2263	2263	244	25	6	25	3	25	1	25	3	25
	point2264	2264	244	25	6	25	3	25	1	25	3	25
	point2265	2265	244	25	6	25	3	25	1	25	3	25
	point2266	2266	244	25	6	25	3	25	1	25	3	25
	point2267	2267										
Street C West of O-2	point2288	2288	57	25	2	25	1	25	0	0	1	25
	point1544	1544	57	25	2	25	1	25	0	0	1	25
	point1545	1545	57	25	2	25	1	25	0	0	1	25
	point1546	1546	57	25	2	25	1	25	0	0	1	25
	point1547	1547	57	25	2	25	1	25	0	0	1	25
	point1548	1548	57	25	2	25	1	25	0	0	1	25
	point1549	1549	57	25	2	25	1	25	0	0	1	25
	point1550	1550	57	25	2	25	1	25	0	0	1	25
	point1551	1551	57	25	2	25	1	25	0	0	1	25
	point1552	1552	57	25	2	25	1	25	0	0	1	25
	point1553	1553	57	25	2	25	1	25	0	0	1	25
	point1554	1554	57	25	2	25	1	25	0	0	1	25
	point1555	1555	57	25	2	25	1	25	0	0	1	25
	point1556	1556	57	25	2	25	1	25	0	0	1	25
	point1557	1557	57	25	2	25	1	25	0	0	1	25
	point1558	1558	57	25	2	25	1	25	0	0	1	25
	point1559	1559	57	25	2	25	1	25	0	0	1	25
	point1560	1560	57	25	2	25	1	25	0	0	1	25
	point1561	1561	57	25	2	25	1	25	0	0	1	25
	point1562	1562	57	25	2	25	1	25	0	0	1	25
	point1563	1563	57	25	2	25	1	25	0	0	1	25
	point1564	1564	57	25	2	25	1	25	0	0	1	25
	point1565	1565	57	25	2	25	1	25	0	0	1	25
	point1566	1566	57	25	2	25	1	25	0	0	1	25
	point1567	1567	57	25	2	25	1	25	0	0	1	25
	point1568	1568	57	25	2	25	1	25	0	0	1	25
	point1569	1569	57	25	2	25	1	25	0	0	1	25
	point1570	1570	57	25	2	25	1	25	0	0	1	25

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	point1571	1571	57	25	2	25	1	25	0	0	1	25
	point1572	1572	57	25	2	25	1	25	0	0	1	25
	point1573	1573	57	25	2	25	1	25	0	0	1	25
	point1574	1574	57	25	2	25	1	25	0	0	1	25
	point1575	1575										
W. Lilac Road - North of LHR	point2289	2289	171	30	5	30	4	30	1	30	2	30
	point622	622	171	30	5	30	4	30	1	30	2	30
	point623	623	171	30	5	30	4	30	1	30	2	30
	point624	624	171	30	5	30	4	30	1	30	2	30
	point625	625	171	30	5	30	4	30	1	30	2	30
	point626	626	171	30	5	30	4	30	1	30	2	30
	point627	627	171	30	5	30	4	30	1	30	2	30
	point628	628	171	30	5	30	4	30	1	30	2	30
	point629	629	171	30	5	30	4	30	1	30	2	30
	point630	630	171	30	5	30	4	30	1	30	2	30
	point631	631	171	30	5	30	4	30	1	30	2	30
	point632	632	171	30	5	30	4	30	1	30	2	30
	point633	633	171	30	5	30	4	30	1	30	2	30
	point634	634	171	30	5	30	4	30	1	30	2	30
	point635	635	171	30	5	30	4	30	1	30	2	30
	point636	636	171	30	5	30	4	30	1	30	2	30
	point637	637	171	30	5	30	4	30	1	30	2	30
	point638	638	171	30	5	30	4	30	1	30	2	30
	point639	639	171	30	5	30	4	30	1	30	2	30
	point640	640	171	30	5	30	4	30	1	30	2	30
	point641	641	171	30	5	30	4	30	1	30	2	30
	point642	642	171	30	5	30	4	30	1	30	2	30
	point643	643	171	30	5	30	4	30	1	30	2	30
	point644	644	171	30	5	30	4	30	1	30	2	30
	point645	645	171	30	5	30	4	30	1	30	2	30
	point646	646	171	30	5	30	4	30	1	30	2	30
	point647	647	171	30	5	30	4	30	1	30	2	30
	point648	648	171	30	5	30	4	30	1	30	2	30
	point649	649	171	30	5	30	4	30	1	30	2	30
	point650	650	171	30	5	30	4	30	1	30	2	30

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	point651	651	171	30	5	30	4	30	1	30	2	30
	point652	652	171	30	5	30	4	30	1	30	2	30
	point653	653										
Covey Lane	point2290	2290	98	30	3	30	2	30	1	30	1	30
	point2291	2291										
Main Street E of Z-2	point1353	1353	75	30	2	30	1	30	1	30	1	30
	point1352	1352										
Main Street-2	point2293	2293	716	30	19	30	8	30	1	30	8	30
	point967	967	716	30	19	30	8	30	1	30	8	30
	point966	966	716	30	19	30	8	30	1	30	8	30
	point965	965	716	30	19	30	8	30	1	30	8	30
	point964	964	716	30	19	30	8	30	1	30	8	30
	point963	963	716	30	19	30	8	30	1	30	8	30
	point962	962	716	30	19	30	8	30	1	30	8	30
	point961	961	716	30	19	30	8	30	1	30	8	30
	point960	960	716	30	19	30	8	30	1	30	8	30
	point959	959	716	30	19	30	8	30	1	30	8	30
	point958	958	716	30	19	30	8	30	1	30	8	30
	point957	957	716	30	19	30	8	30	1	30	8	30
	point956	956	716	30	19	30	8	30	1	30	8	30
	point955	955	716	30	19	30	8	30	1	30	8	30
	point954	954	716	30	19	30	8	30	1	30	8	30
	point953	953	716	30	19	30	8	30	1	30	8	30
	point952	952	716	30	19	30	8	30	1	30	8	30
	point951	951	716	30	19	30	8	30	1	30	8	30
	point950	950	716	30	19	30	8	30	1	30	8	30
	point949	949										
Main Street North-2	point2298	2298	162	30	4	30	2	30	1	30	2	30
	point2297	2297	162	30	4	30	2	30	1	30	2	30
	point1956	1956	162	30	4	30	2	30	1	30	2	30
	point1955	1955	162	30	4	30	2	30	1	30	2	30
	point1954	1954	162	30	4	30	2	30	1	30	2	30
	point1953	1953	162	30	4	30	2	30	1	30	2	30
	point1952	1952	162	30	4	30	2	30	1	30	2	30
	point1951	1951	162	30	4	30	2	30	1	30	2	30

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	point1950	1950	162	30	4	30	2	30	1	30	2	30
	point1949	1949	162	30	4	30	2	30	1	30	2	30
	point1948	1948	162	30	4	30	2	30	1	30	2	30
	point1947	1947	162	30	4	30	2	30	1	30	2	30
	point1946	1946	162	30	4	30	2	30	1	30	2	30
	point1945	1945	162	30	4	30	2	30	1	30	2	30
	point1944	1944	162	30	4	30	2	30	1	30	2	30
	point1943	1943	162	30	4	30	2	30	1	30	2	30
	point1942	1942	162	30	4	30	2	30	1	30	2	30
	point1941	1941	162	30	4	30	2	30	1	30	2	30
	point1940	1940	162	30	4	30	2	30	1	30	2	30
	point1939	1939	162	30	4	30	2	30	1	30	2	30
	point1938	1938	162	30	4	30	2	30	1	30	2	30
	point1937	1937										
Main Street North-2-2	point2299	2299	95	30	2	30	1	30	1	30	1	30
	point2112	2112										
Main Street E of Z-2-2	point2300	2300	1172	30	31	30	12	30	1	30	12	30
	point1351	1351	1172	30	31	30	12	30	1	30	12	30
	point1350	1350	1172	30	31	30	12	30	1	30	12	30
	point1349	1349	1172	30	31	30	12	30	1	30	12	30
	point1348	1348	1172	30	31	30	12	30	1	30	12	30
	point1347	1347	1172	30	31	30	12	30	1	30	12	30
	point1346	1346	1172	30	31	30	12	30	1	30	12	30
	point1345	1345	1172	30	31	30	12	30	1	30	12	30
	point1344	1344	1172	30	31	30	12	30	1	30	12	30
	point1343	1343	1172	30	31	30	12	30	1	30	12	30
	point2292	2292										
W. Lilac Road - North of LHR-2	point2301	2301	157	30	5	30	3	30	1	30	2	30
	point654	654	157	30	5	30	3	30	1	30	2	30
	point655	655	157	30	5	30	3	30	1	30	2	30
	point656	656	157	30	5	30	3	30	1	30	2	30
	point657	657	157	30	5	30	3	30	1	30	2	30
	point658	658	157	30	5	30	3	30	1	30	2	30
	point659	659	157	30	5	30	3	30	1	30	2	30
	point660	660	157	30	5	30	3	30	1	30	2	30

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	point661	661	157	30	5	30	3	30	1	30	2	30
	point662	662	157	30	5	30	3	30	1	30	2	30
	point663	663	157	30	5	30	3	30	1	30	2	30
	point664	664	157	30	5	30	3	30	1	30	2	30
	point665	665	157	30	5	30	3	30	1	30	2	30
	point666	666	157	30	5	30	3	30	1	30	2	30
	point667	667	157	30	5	30	3	30	1	30	2	30
	point668	668	157	30	5	30	3	30	1	30	2	30
	point669	669	157	30	5	30	3	30	1	30	2	30
	point670	670	157	30	5	30	3	30	1	30	2	30
	point671	671	157	30	5	30	3	30	1	30	2	30
	point672	672	157	30	5	30	3	30	1	30	2	30
	point673	673	157	30	5	30	3	30	1	30	2	30
	point674	674	157	30	5	30	3	30	1	30	2	30
	point675	675	157	30	5	30	3	30	1	30	2	30
	point676	676	157	30	5	30	3	30	1	30	2	30
	point677	677	157	30	5	30	3	30	1	30	2	30
	point678	678	157	30	5	30	3	30	1	30	2	30
	point679	679	157	30	5	30	3	30	1	30	2	30
	point680	680	157	30	5	30	3	30	1	30	2	30
	point681	681	157	30	5	30	3	30	1	30	2	30
	point682	682	157	30	5	30	3	30	1	30	2	30
	point683	683	157	30	5	30	3	30	1	30	2	30
	point684	684	157	30	5	30	3	30	1	30	2	30
	point685	685	157	30	5	30	3	30	1	30	2	30
	point686	686	157	30	5	30	3	30	1	30	2	30
	point687	687	157	30	5	30	3	30	1	30	2	30
	point688	688	157	30	5	30	3	30	1	30	2	30
	point689	689	157	30	5	30	3	30	1	30	2	30
	point690	690	157	30	5	30	3	30	1	30	2	30
	point691	691	157	30	5	30	3	30	1	30	2	30
	point692	692	157	30	5	30	3	30	1	30	2	30
	point693	693	157	30	5	30	3	30	1	30	2	30
	point694	694	157	30	5	30	3	30	1	30	2	30
	point695	695	157	30	5	30	3	30	1	30	2	30

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	point696	696	157	30	5	30	3	30	1	30	2	30
	point697	697	157	30	5	30	3	30	1	30	2	30
	point698	698	157	30	5	30	3	30	1	30	2	30
	point699	699	157	30	5	30	3	30	1	30	2	30
	point700	700	157	30	5	30	3	30	1	30	2	30
	point701	701	157	30	5	30	3	30	1	30	2	30
	point702	702	157	30	5	30	3	30	1	30	2	30
	point703	703	157	30	5	30	3	30	1	30	2	30
	point704	704	157	30	5	30	3	30	1	30	2	30
	point705	705	157	30	5	30	3	30	1	30	2	30
	point706	706	157	30	5	30	3	30	1	30	2	30
	point707	707	157	30	5	30	3	30	1	30	2	30
	point708	708	157	30	5	30	3	30	1	30	2	30
	point709	709	157	30	5	30	3	30	1	30	2	30
	point710	710	157	30	5	30	3	30	1	30	2	30
	point711	711	157	30	5	30	3	30	1	30	2	30
	point712	712	157	30	5	30	3	30	1	30	2	30
	point713	713										
LHR Road South of F-2	point2302	2302	248	30	6	30	3	30	1	30	3	30
	point1157	1157	248	30	6	30	3	30	1	30	3	30
	point1158	1158	248	30	6	30	3	30	1	30	3	30
	point1159	1159	248	30	6	30	3	30	1	30	3	30
	point1160	1160	248	30	6	30	3	30	1	30	3	30
	point1161	1161	248	30	6	30	3	30	1	30	3	30
	point1162	1162	248	30	6	30	3	30	1	30	3	30
	point1163	1163	248	30	6	30	3	30	1	30	3	30
	point1164	1164	248	30	6	30	3	30	1	30	3	30
	point1165	1165	248	30	6	30	3	30	1	30	3	30
	point1166	1166	248	30	6	30	3	30	1	30	3	30
	point1167	1167	248	30	6	30	3	30	1	30	3	30
	point1168	1168	248	30	6	30	3	30	1	30	3	30
	point1169	1169	248	30	6	30	3	30	1	30	3	30
	point1170	1170	248	30	6	30	3	30	1	30	3	30
	point1171	1171	248	30	6	30	3	30	1	30	3	30
	point1172	1172	248	30	6	30	3	30	1	30	3	30

INPUT: TRAFFIC FOR LAeq1h Volumes

6153: Lilac Hills Ranch

	point1173	1173	248	30	6	30	3	30	1	30	3	30
	point1174	1174	248	30	6	30	3	30	1	30	3	30
	point1175	1175	248	30	6	30	3	30	1	30	3	30
	point1176	1176	248	30	6	30	3	30	1	30	3	30
	point1177	1177	248	30	6	30	3	30	1	30	3	30
	point1178	1178	248	30	6	30	3	30	1	30	3	30
	point1179	1179	248	30	6	30	3	30	1	30	3	30
	point1180	1180	248	30	6	30	3	30	1	30	3	30
	point1181	1181	248	30	6	30	3	30	1	30	3	30
	point1182	1182	248	30	6	30	3	30	1	30	3	30
	point1183	1183	248	30	6	30	3	30	1	30	3	30
	point1184	1184	248	30	6	30	3	30	1	30	3	30
	point1185	1185	248	30	6	30	3	30	1	30	3	30
	point1186	1186	248	30	6	30	3	30	1	30	3	30
	point1187	1187	248	30	6	30	3	30	1	30	3	30
	point1188	1188	248	30	6	30	3	30	1	30	3	30
	point1189	1189	248	30	6	30	3	30	1	30	3	30
	point1190	1190	248	30	6	30	3	30	1	30	3	30
	point1191	1191	248	30	6	30	3	30	1	30	3	30
	point1192	1192	248	30	6	30	3	30	1	30	3	30
	point1193	1193	248	30	6	30	3	30	1	30	3	30
	point1194	1194	248	30	6	30	3	30	1	30	3	30
	point1195	1195										
LHR Road - 1-2-2	point2303	2303	248	30	6	30	3	30	1	30	3	30
	point574	574	248	30	6	30	3	30	1	30	3	30
	point575	575	248	30	6	30	3	30	1	30	3	30
	point576	576	248	30	6	30	3	30	1	30	3	30
	point577	577	248	30	6	30	3	30	1	30	3	30
	point578	578	248	30	6	30	3	30	1	30	3	30
	point579	579	248	30	6	30	3	30	1	30	3	30
	point580	580	248	30	6	30	3	30	1	30	3	30
	point581	581	248	30	6	30	3	30	1	30	3	30
	point582	582	248	30	6	30	3	30	1	30	3	30
	point583	583	248	30	6	30	3	30	1	30	3	30
	point584	584	248	30	6	30	3	30	1	30	3	30

INPUT: TRAFFIC FOR LAeq1h Volumes

6153: Lilac Hills Ranch

	point585	585	248	30	6	30	3	30	1	30	3	30
	point586	586	248	30	6	30	3	30	1	30	3	30
	point587	587	248	30	6	30	3	30	1	30	3	30
	point588	588	248	30	6	30	3	30	1	30	3	30
	point589	589	248	30	6	30	3	30	1	30	3	30
	point590	590	248	30	6	30	3	30	1	30	3	30
	point591	591	248	30	6	30	3	30	1	30	3	30
	point592	592	248	30	6	30	3	30	1	30	3	30
	point593	593	248	30	6	30	3	30	1	30	3	30
	point594	594	248	30	6	30	3	30	1	30	3	30
	point595	595	248	30	6	30	3	30	1	30	3	30
	point596	596	248	30	6	30	3	30	1	30	3	30
	point597	597	248	30	6	30	3	30	1	30	3	30
	point598	598	248	30	6	30	3	30	1	30	3	30
	point599	599										
LHR Road - 1-2-2-2	point2304	2304	181	30	5	30	2	30	1	30	2	30
	point600	600	181	30	5	30	2	30	1	30	2	30
	point601	601	181	30	5	30	2	30	1	30	2	30
	point602	602										
Old Hwy 395-2	point2307	2307	1002	50	29	50	21	50	5	50	11	50
	point148	148	1002	50	29	50	21	50	5	50	11	50
	point149	149	1002	50	29	50	21	50	5	50	11	50
	point150	150	1002	50	29	50	21	50	5	50	11	50
	point151	151	1002	50	29	50	21	50	5	50	11	50
	point152	152	1002	50	29	50	21	50	5	50	11	50
	point153	153	1002	50	29	50	21	50	5	50	11	50
	point154	154	1002	50	29	50	21	50	5	50	11	50
	point155	155	1002	50	29	50	21	50	5	50	11	50
	point156	156	1002	50	29	50	21	50	5	50	11	50
	point157	157	1002	50	29	50	21	50	5	50	11	50
	point158	158	1002	50	29	50	21	50	5	50	11	50
	point159	159	1002	50	29	50	21	50	5	50	11	50
	point160	160	1002	50	29	50	21	50	5	50	11	50
	point161	161	1002	50	29	50	21	50	5	50	11	50
	point162	162	1002	50	29	50	21	50	5	50	11	50

INPUT: TRAFFIC FOR LAeq1h Volumes**6153: Lilac Hills Ranch**

	point163	163	1002	50	29	50	21	50	5	50	11	50
	point164	164	1002	50	29	50	21	50	5	50	11	50
	point165	165	1002	50	29	50	21	50	5	50	11	50
	point166	166	1002	50	29	50	21	50	5	50	11	50
	point167	167	1002	50	29	50	21	50	5	50	11	50
	point168	168	1002	50	29	50	21	50	5	50	11	50
	point169	169										

INPUT: RECEIVERS

6153: Lilac Hills Ranch

RECON Environmental							13 March 2013				
Bill Maddux/Karyl Palmer							TNM 2.5				
INPUT: RECEIVERS											
PROJECT/CONTRACT:		6153: Lilac Hills Ranch									
RUN:		Setup									
Receiver											
Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria				Active in Calc.
			X	Y	Z		Existing LAeq1h	Impact Criteria LAeq1h	Sub'l	NR Goal	
			ft	ft	ft	ft	dBA	dBA	dB	dB	
R-1	5	1	6,288,365.0	2,053,644.9	0.00	4.92	0.00	66	10.0	8.0	Y
R-2	6	1	6,288,448.0	2,053,350.4	0.00	4.92	0.00	66	10.0	8.0	Y
R-3	7	1	6,288,759.5	2,053,666.8	0.00	4.92	0.00	66	10.0	8.0	Y
R-4	8	1	6,288,857.5	2,053,514.8	0.00	4.92	0.00	66	10.0	8.0	Y
R-5	9	1	6,288,997.5	2,053,628.0	0.00	4.92	0.00	66	10.0	8.0	Y
R-6	10	1	6,288,983.5	2,053,454.8	0.00	4.92	0.00	66	10.0	8.0	Y
R-7	11	1	6,289,053.5	2,053,221.8	0.00	4.92	0.00	66	10.0	8.0	Y
R-8	12	1	6,289,309.5	2,052,948.8	0.00	4.92	0.00	66	10.0	8.0	Y
R-9	13	1	6,289,409.0	2,052,682.0	0.00	4.92	0.00	66	10.0	8.0	Y
R-10	14	1	6,289,473.0	2,052,403.9	0.00	4.92	0.00	66	10.0	8.0	Y
R-11	15	1	6,289,494.0	2,052,019.6	0.00	4.92	0.00	66	10.0	8.0	Y
R-12	16	1	6,289,566.0	2,051,598.8	0.00	4.92	0.00	66	10.0	8.0	Y
R-13	17	1	6,289,758.0	2,053,204.8	0.00	4.92	0.00	66	10.0	8.0	Y
R-14	18	1	6,289,821.0	2,053,074.6	0.00	4.92	0.00	66	10.0	8.0	Y
R-15	19	1	6,289,631.5	2,053,338.9	0.00	4.92	0.00	66	10.0	8.0	Y
R-16	20	1	6,289,398.0	2,053,588.5	0.00	4.92	0.00	66	10.0	8.0	Y
R-17	21	1	6,289,476.5	2,053,772.5	0.00	4.92	0.00	66	10.0	8.0	Y
R-18	22	1	6,289,508.0	2,053,915.9	0.00	4.92	0.00	66	10.0	8.0	Y
R-19	23	1	6,289,633.5	2,053,906.1	0.00	4.92	0.00	66	10.0	8.0	Y
R-20	24	1	6,289,858.0	2,053,893.2	0.00	4.92	0.00	66	10.0	8.0	Y
R-21	25	1	6,289,888.5	2,053,758.6	0.00	4.92	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

6153: Lilac Hills Ranch

R-22	26	1	6,289,994.0	2,053,692.9	0.00	4.92	0.00	66	10.0	8.0	Y
R-23	27	1	6,290,081.0	2,053,861.2	0.00	4.92	0.00	66	10.0	8.0	Y
R-24	28	1	6,290,398.0	2,053,813.4	0.00	4.92	0.00	66	10.0	8.0	Y
R-25	29	1	6,290,348.0	2,053,682.8	0.00	4.92	0.00	66	10.0	8.0	Y
R-26	30	1	6,290,711.5	2,053,808.1	0.00	4.92	0.00	66	10.0	8.0	Y
R-27	31	1	6,290,725.5	2,053,641.4	0.00	4.92	0.00	66	10.0	8.0	Y
R-28	32	1	6,291,037.5	2,053,713.6	0.00	4.92	0.00	66	10.0	8.0	Y
R-29	33	1	6,291,200.5	2,053,521.4	0.00	4.92	0.00	66	10.0	8.0	Y
R-30	34	1	6,291,358.5	2,053,619.9	0.00	4.92	0.00	66	10.0	8.0	Y
R-31	35	1	6,291,586.0	2,053,359.2	0.00	4.92	0.00	66	10.0	8.0	Y
R-32	36	1	6,291,739.0	2,053,460.2	0.00	4.92	0.00	66	10.0	8.0	Y
R-33	37	1	6,291,341.5	2,053,346.1	0.00	4.92	0.00	66	10.0	8.0	Y
R-34	38	1	6,291,694.0	2,053,135.5	0.00	4.92	0.00	66	10.0	8.0	Y
R-35	39	1	6,291,966.0	2,053,274.4	0.00	4.92	0.00	66	10.0	8.0	Y
R-36	40	1	6,292,190.5	2,053,044.4	0.00	4.92	0.00	66	10.0	8.0	Y
R-37	41	1	6,292,116.0	2,052,858.9	0.00	4.92	0.00	66	10.0	8.0	Y
R-38	42	1	6,292,365.5	2,052,861.8	0.00	4.92	0.00	66	10.0	8.0	Y
R-39	43	1	6,291,972.0	2,053,057.9	0.00	4.92	0.00	66	10.0	8.0	Y
R-40	44	1	6,291,916.5	2,052,908.1	0.00	4.92	0.00	66	10.0	8.0	Y
R-41	45	1	6,292,156.0	2,052,722.4	0.00	4.92	0.00	66	10.0	8.0	Y
R-42	46	1	6,291,974.5	2,052,580.2	0.00	4.92	0.00	66	10.0	8.0	Y
R-43	47	1	6,291,828.0	2,052,784.5	0.00	4.92	0.00	66	10.0	8.0	Y
R-44	48	1	6,291,925.0	2,052,637.0	0.00	4.92	0.00	66	10.0	8.0	Y
R-45	49	1	6,291,780.0	2,052,434.5	0.00	4.92	0.00	66	10.0	8.0	Y
R-46	50	1	6,290,940.5	2,052,307.1	0.00	4.92	0.00	66	10.0	8.0	Y
R-47	51	1	6,291,000.0	2,052,204.4	0.00	4.92	0.00	66	10.0	8.0	Y
R-48	52	1	6,290,457.5	2,052,220.0	0.00	4.92	0.00	66	10.0	8.0	Y
R-49	53	1	6,290,209.5	2,051,847.4	0.00	4.92	0.00	66	10.0	8.0	Y
R-50	54	1	6,290,837.5	2,051,702.9	0.00	4.92	0.00	66	10.0	8.0	Y
R-51	55	1	6,291,622.5	2,052,007.8	0.00	4.92	0.00	66	10.0	8.0	Y
R-52	56	1	6,291,305.0	2,051,660.0	0.00	4.92	0.00	66	10.0	8.0	Y
R-53	57	1	6,291,189.5	2,050,883.5	0.00	4.92	0.00	66	10.0	8.0	Y
R-54	58	1	6,292,514.5	2,052,327.2	0.00	4.92	0.00	66	10.0	8.0	Y
R-55	59	1	6,292,674.0	2,051,673.6	0.00	4.92	0.00	66	10.0	8.0	Y
R-56	60	1	6,292,621.5	2,051,049.6	0.00	4.92	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

6153: Lilac Hills Ranch

R-57	61	1	6,292,238.0	2,049,995.0	0.00	4.92	0.00	66	10.0	8.0	Y
R-58	62	1	6,292,240.0	2,049,577.4	0.00	4.92	0.00	66	10.0	8.0	Y
R-59	63	1	6,293,274.0	2,049,354.0	0.00	4.92	0.00	66	10.0	8.0	Y
R-60	64	1	6,293,221.5	2,048,256.6	0.00	4.92	0.00	66	10.0	8.0	Y
R-61	65	1	6,294,294.5	2,047,348.9	0.00	4.92	0.00	66	10.0	8.0	Y
R-62	66	1	6,294,498.5	2,046,548.4	0.00	4.92	0.00	66	10.0	8.0	Y
R-63	67	1	6,294,602.5	2,045,961.8	0.00	4.92	0.00	66	10.0	8.0	Y
R-64	68	1	6,294,442.0	2,045,644.2	0.00	4.92	0.00	66	10.0	8.0	Y
R-65	69	1	6,294,000.0	2,044,975.6	0.00	4.92	0.00	66	10.0	8.0	Y
Contour	70	1	6,295,673.5	2,049,299.1	0.00	4.92	0.00	66	10.0	8.0	Y
R-66	72	1	6,285,907.0	2,053,944.4	0.00	4.92	0.00	66	10.0	8.0	Y
R-67	73	1	6,288,011.0	2,053,410.4	0.00	4.92	0.00	66	10.0	8.0	Y
R-68	74	1	6,288,304.0	2,054,555.1	0.00	4.92	0.00	66	10.0	8.0	Y
R-69	75	1	6,288,793.5	2,054,548.2	0.00	4.92	0.00	66	10.0	8.0	Y
R-70	76	1	6,289,250.0	2,054,129.9	0.00	4.92	0.00	66	10.0	8.0	Y
R-71	77	1	6,290,048.5	2,054,048.2	0.00	4.92	0.00	66	10.0	8.0	Y
R-72	78	1	6,290,163.5	2,054,010.0	0.00	4.92	0.00	66	10.0	8.0	Y
R-73	79	1	6,290,510.5	2,053,963.1	0.00	4.92	0.00	66	10.0	8.0	Y
R-74	80	1	6,290,858.0	2,053,659.4	0.00	4.92	0.00	66	10.0	8.0	Y
R-75	81	1	6,290,887.5	2,054,025.6	0.00	4.92	0.00	66	10.0	8.0	Y
R-76	82	1	6,291,141.0	2,053,977.0	0.00	4.92	0.00	66	10.0	8.0	Y
R-77	83	1	6,291,243.0	2,053,879.9	0.00	4.92	0.00	66	10.0	8.0	Y
R-78	84	1	6,291,377.0	2,053,892.0	0.00	4.92	0.00	66	10.0	8.0	Y
R-79	85	1	6,290,035.5	2,052,854.5	0.00	4.92	0.00	66	10.0	8.0	Y
R-80	86	1	6,290,759.0	2,052,987.4	0.00	4.92	0.00	66	10.0	8.0	Y
R-81	87	1	6,291,561.0	2,053,853.8	0.00	4.92	0.00	66	10.0	8.0	Y
R-82	88	1	6,292,002.0	2,053,842.0	0.00	4.92	0.00	66	10.0	8.0	Y
R-83	89	1	6,293,059.0	2,052,720.0	0.00	4.92	0.00	66	10.0	8.0	Y
R-84	90	1	6,292,069.0	2,052,227.4	0.00	4.92	0.00	66	10.0	8.0	Y
R-85	91	1	6,292,195.0	2,051,520.0	0.00	4.92	0.00	66	10.0	8.0	Y
R-86	92	1	6,293,015.5	2,052,414.0	0.00	4.92	0.00	66	10.0	8.0	Y
R-87	93	1	6,292,831.0	2,052,184.0	0.00	4.92	0.00	66	10.0	8.0	Y
R-88	94	1	6,293,013.5	2,052,051.6	0.00	4.92	0.00	66	10.0	8.0	Y
R-89	95	1	6,293,673.0	2,052,583.4	0.00	4.92	0.00	66	10.0	8.0	Y
R-90	96	1	6,292,805.5	2,049,271.8	0.00	4.92	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

6153: Lilac Hills Ranch

R-91	97	1	6,293,106.0	2,048,983.5	0.00	4.92	0.00	66	10.0	8.0	Y
R-92	98	1	6,293,755.5	2,049,089.5	0.00	4.92	0.00	66	10.0	8.0	Y
R-93	99	1	6,293,934.0	2,049,033.9	0.00	4.92	0.00	66	10.0	8.0	Y
R-94	100	1	6,295,116.5	2,049,085.6	0.00	4.92	0.00	66	10.0	8.0	Y
R-95	101	1	6,295,108.0	2,048,862.1	0.00	4.92	0.00	66	10.0	8.0	Y
R-96	102	1	6,294,971.0	2,048,593.0	0.00	4.92	0.00	66	10.0	8.0	Y
R-97	103	1	6,295,212.0	2,048,619.0	0.00	4.92	0.00	66	10.0	8.0	Y
R-98	104	1	6,294,958.0	2,048,343.5	0.00	4.92	0.00	66	10.0	8.0	Y
R-99	105	1	6,294,919.0	2,048,076.5	0.00	4.92	0.00	66	10.0	8.0	Y
100	106	1	6,294,914.5	2,047,512.2	0.00	4.92	0.00	66	10.0	8.0	Y
101	107	1	6,295,255.5	2,047,479.8	0.00	4.92	0.00	66	10.0	8.0	Y
102	108	1	6,294,791.5	2,046,522.1	0.00	4.92	0.00	66	10.0	8.0	Y
103	109	1	6,295,046.5	2,046,326.8	0.00	4.92	0.00	66	10.0	8.0	Y
104	110	1	6,294,907.5	2,046,304.6	0.00	4.92	0.00	66	10.0	8.0	Y
105	111	1	6,294,198.5	2,044,679.2	0.00	4.92	0.00	66	10.0	8.0	Y
106	112	1	6,294,296.5	2,044,464.4	0.00	4.92	0.00	66	10.0	8.0	Y
107	113	1	6,293,927.5	2,044,436.1	0.00	4.92	0.00	66	10.0	8.0	Y
108	114	1	6,294,311.5	2,044,167.0	0.00	4.92	0.00	66	10.0	8.0	Y
109	115	1	6,294,166.0	2,043,598.5	0.00	4.92	0.00	66	10.0	8.0	Y
110	116	1	6,294,340.0	2,043,607.1	0.00	4.92	0.00	66	10.0	8.0	Y
111	117	1	6,293,810.0	2,043,286.0	0.00	4.92	0.00	66	10.0	8.0	Y
112	118	1	6,294,350.5	2,042,576.4	0.00	4.92	0.00	66	10.0	8.0	Y

INPUT: TERRAIN LINES

6153: Lilac Hills Ranch

RECON Environmental				13 March 2013
Bill Maddux/Karyl Palmer				TNM 2.5
INPUT: TERRAIN LINES				
PROJECT/CONTRACT:	6153: Lilac Hills Ranch			
RUN:	Setup			
Terrain Line	Points			
Name	No.	Coordinates (ground)		
		X	Y	Z
		ft	ft	ft
<< This table is empty >>				

INPUT: CONTOUR ZONES

6153: Lilac Hills Ranch

RECON Environmental				13 March 2013		
Bill Maddux/Karyl Palmer				TNM 2.5		
INPUT: CONTOUR ZONES						
PROJECT/CONTRACT:		6153: Lilac Hills Ranch				
RUN:		Setup				
Contour Zone				Points		
Name	Grid	Minimum	Contour	No.	Coordinates	
	Height	Grid	Tolerance		X	Y
		Spacing				
	ft	ft	dB		ft	ft
Contour Zone1	5.00	50.00	1	1	6,286,800.0	2,055,082.9
				2	6,295,999.0	2,055,082.9
				3	6,295,999.0	2,041,854.2
				4	6,286,800.0	2,041,854.2

ATTACHMENT 3
TNM Input/Output Sheets

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FHWA RD-77-108
Traffic Noise Prediction Model
Data Input Sheet

Project Name : LHR SP
Project Number : 6153
Modeled Condition : Existing

Surface Refelction: CNEL
Assessment Metric: Hard
Peak ratio to ADT: 10.00
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	K-Factor
		From	To										
1	E. Dulin Road	Old Highway 395	SR-76	1,830	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
2	W. Lilac Road	Camino Del Rey	Camino Del Cielo	2,270	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
3	W. Lilac Road	Camino Del Cielo	Old Highway 395	2,140	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
4	W. Lilac Road	Old Highway 395	Main Street	1,150	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
5	W. Lilac Road	Main Street	Street "F"	1,150	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
6	W. Lilac Road	Street "F"	Covey Lane	1,150	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
7	W. Lilac Road	Covey Lane	Circle R Drive	480	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
8	W. Lilac Road	Circle R Drive	Lilac Road	1,170	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
9	Camino Del Cielo	Camino Del Rey	W. Lilac Road	630	25	100	95.25	2.75	2.00	78.00	8.00	14.00	
10	Olive Hill Road	Shamrock Road	SR-76	3,380	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
11	Camino Del Rey	SR-76	Old River Road	9,350	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
12	Camino Del Rey	Old River Road	W. Lilac Road	8,640	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
13	Camino Del Rey	W. Lilac Road	Camino Del Cielo	6,730	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
14	Camino Del Rey	Camino Del Cielo	Old Highway 395	4,850	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
15	Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	15,320	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
16	Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	12,390	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
17	Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	11,870	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
18	Circle R Drive	Old Highway 395	Mountain Ridge Road	4,030	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
19	Circle R Drive	Mountain Ridge Road	W. Lilac Road	1,770	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
20	Old Castle Road	Old Highway 395	Lilac Road	6,840	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
21	E. Vista Way	SR-76	Gopher Canyon Road	15,120	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
22	E. Vista Way	Gopher Canyon Road	Osborne Street	21,020	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
23	Old River Road	SR-76	Camino Del Rey	4,070	45	100	95.25	2.75	2.00	78.00	8.00	14.00	
24	Old Highway 395	Pala Mesa Drive	SR-76	4,770	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
25	Old Highway 395	SR-76	E. Dulin Road	4,720	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
26	Old Highway 395	E. Dulin Road	W. Lilac Road	4,340	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
27	Old Highway 395	W. Lilac Road	I-15 SB Ramps	4,450	50	100	95.25	2.75	2.00	78.00	8.00	14.00	

28	Old Highway 395	I-15 SB Ramps	I-15 NB Ramps	3,600	50	100	95.25	2.75	2.00	78.00	8.00	14.00
29	Old Highway 395	I-15 NB Ramps	Camino Del Rey	2,430	50	100	95.25	2.75	2.00	78.00	8.00	14.00
30	Old Highway 395	Camino Del Rey	Circle R Drive	5,820	50	100	95.25	2.75	2.00	78.00	8.00	14.00
31	Old Highway 395	Circle R Drive	Gopher Canyon Road	10,710	50	100	95.25	2.75	2.00	78.00	8.00	14.00
32	Old Highway 395	Gopher Canyon Road	Old Castle Road	8,660	50	100	95.25	2.75	2.00	78.00	8.00	14.00
33	Champagne Boulevard	Old Castle Road	Lawrence Welk Drive	4,170	40	100	95.25	2.75	2.00	78.00	8.00	14.00
34	Pankey Road	Pala Mesa Drive	SR-76	70	30	100	95.25	2.75	2.00	78.00	8.00	14.00
35	Lilac Road	Couser Canyon Road	W. Lilac Road	1,150	40	100	95.25	2.75	2.00	78.00	8.00	14.00
36	Lilac Road	W. Lilac Road	Old Castle Road	2,640	40	100	95.25	2.75	2.00	78.00	8.00	14.00
37	Lilac Road	Old Castle Road	Anthony Road	9,010	40	100	95.25	2.75	2.00	78.00	8.00	14.00
38	Lilac Road	Anthony Road	Betsworth Road	8,740	40	100	95.25	2.75	2.00	78.00	8.00	14.00
39	Lilac Road	Betsworth Road	Valley Center Road	9,620	40	100	95.25	2.75	2.00	78.00	8.00	14.00
40	Valley Center Road	Woods Valley Road	Lilac Road	21,290	45	100	95.25	2.75	2.00	78.00	8.00	14.00
41	Valley Center Road	Lilac Road	Miller Road	24,280	45	100	95.25	2.75	2.00	78.00	8.00	14.00
42	Valley Center Road	Miller Road	Cole Grade Road	22,440	45	100	95.25	2.75	2.00	78.00	8.00	14.00
43	Valley Center Road	Cole Grade Road	Vesper Road	11,490	45	100	95.25	2.75	2.00	78.00	8.00	14.00
44	Miller Road	Misty Oak Road	Valley Center Road	1,460	40	100	95.25	2.75	2.00	78.00	8.00	14.00
45	Cole Grade Road	Fruitvale Road	Valley Center Road	10,660	50	100	95.25	2.75	2.00	78.00	8.00	14.00
46	Mountain Ridge Road	Project Southern Boundary	Circle R Drive	160	25	100	95.25	2.75	2.00	78.00	8.00	14.00
47	Covery Lane	Project Eastern Boundary	West Lilac Road	190	25	100	95.25	2.75	2.00	78.00	8.00	14.00
48	Lilac Hills Ranch Road	Phase 3	Phase 4	1	35	100	95.25	2.75	2.00	78.00	8.00	14.00
49	I-15	Riverside County Boundary	Old Highway 395	134,000	65	100	91.03	2.75	6.22	65.00	10.00	25.00
50	I-15	Old Highway 395	SR-76	134,000	65	100	91.03	2.75	6.22	65.00	10.00	25.00
51	I-15	SR-76	Old Highway 395	113,000	65	100	91.03	2.75	6.22	65.00	10.00	25.00
52	I-15	Old Highway 395	Gopher Canyon Road	110,000	65	100	91.03	2.75	6.22	65.00	10.00	25.00
53	I-15	Gopher Canyon Road	Deer Springs Road	117,000	65	100	91.03	2.75	6.22	65.00	10.00	25.00
54	I-15	Deer Springs Road	Centre City Parkway	117,000	65	100	91.03	2.75	6.22	65.00	10.00	25.00
55	I-15	Centre City Parkway	El Norte Parkway	111,000	65	100	91.03	2.75	6.22	65.00	10.00	25.00
56	I-15	El Norte Parkway	SR-78	127,000	65	100	91.03	2.75	6.22	65.00	10.00	25.00
57	I-15	SR-78	W Valley Parkway	192,000	65	100	91.03	2.75	6.22	65.00	10.00	25.00
58	I-15	W Valley Parkway	Auto Parkway	179,000	65	100	91.03	2.75	6.22	65.00	10.00	25.00
59	I-15	Auto Parkway	W Citracado Parkway	172,000	65	100	91.03	2.75	6.22	65.00	10.00	25.00
60	I-15	W Citracado Parkway	Via Rancho Parkway	196,000	65	100	91.03	2.75	6.22	65.00	10.00	25.00
61	I-15	Via Rancho Parkway	Bernardo Drive	198,000	65	100	91.03	2.75	6.22	65.00	10.00	25.00
62	I-15	Bernardo Drive	Rancho Bernardo	201,000	65	100	91.03	2.75	6.22	65.00	10.00	25.00
63	I-15	Rancho Bernardo Road	Bernardo Center Drive	209,000	65	100	91.03	2.75	6.22	65.00	10.00	25.00
64	I-15	Bernardo Center Drive	Camino Del Norte	214,000	65	100	91.03	2.75	6.22	65.00	10.00	25.00

FHWA RD-77-108
Traffic Noise Prediction Model
Predicted Noise Levels

Project Name : LHR SP
Project Number : 6153
Modeled Condition : Existing
Assessment Metric: Hard

Segment	Roadway	Segment		Noise Levels, dBA Hard				Distance to Traffic Noise Level Contours, Feet					
		From	To	Auto	MT	HT	Total	75 dB	70 dB	65 dB	60 dB	55 dB	50 dB
1	E. Dulin Road	Old Highway 395	SR-76	52.1	47.3	53.0	56	1	4	13	42	132	417
2	W. Lilac Road	Camino Del Rey	Camino Del Cielo	54.9	49.2	53.1	58	2	6	19	60	191	603
3	W. Lilac Road	Camino Del Cielo	Old Highway 395	54.7	49.0	52.8	58	2	6	18	56	178	562
4	W. Lilac Road	Old Highway 395	Main Street	50.1	45.2	51.0	54	1	3	8	26	83	263
5	W. Lilac Road	Main Street	Street "F"	50.1	45.2	51.0	54	1	3	8	26	83	263
6	W. Lilac Road	Street "F"	Covey Lane	50.1	45.2	51.0	54	1	3	8	26	83	263
7	W. Lilac Road	Covey Lane	Circle R Drive	46.3	41.4	47.2	50	0	1	3	11	35	110
8	Circle R Drive	Mountain Ridge Road	Lilac Road	50.1	45.3	51.1	54	1	3	8	26	83	263
9	Old Castle Road	Old Highway 395	W. Lilac Road	45.2	41.4	47.6	50	0	1	3	10	33	105
10	Olive Hill Road	Shamrock Road	SR-76	56.7	51.0	54.8	60	3	9	28	89	282	891
11	Camino Del Rey	SR-76	Old River Road	62.8	56.3	59.7	65	10	32	102	324	1,023	3,236
12	Camino Del Rey	Old River Road	W. Lilac Road	62.4	55.9	59.4	65	10	30	95	302	955	3,020
13	Camino Del Rey	W. Lilac Road	Camino Del Cielo	61.3	54.9	58.3	64	7	23	74	234	741	2,344
14	Camino Del Rey	Camino Del Cielo	Old Highway 395	59.9	53.4	56.9	62	5	17	54	170	537	1,698
15	Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	67.7	59.9	62.8	69	28	87	275	871	2,754	8,710
16	Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	66.8	59.0	61.8	69	22	71	224	708	2,239	7,079
17	Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	66.6	58.8	61.7	68	21	68	214	676	2,138	6,761
18	Circle R Drive	Old Highway 395	Mountain Ridge Road	57.4	51.7	55.5	60	3	11	34	107	339	1,072
19	Circle R Drive	Mountain Ridge Road	W. Lilac Road	53.9	48.2	52.0	57	1	5	15	47	148	468
20	Old Castle Road	Old Highway 395	Lilac Road	64.2	56.4	59.3	66	12	39	123	389	1,230	3,890
21	E. Vista Way	SR-76	Gopher Canyon Road	67.6	59.9	62.7	69	28	87	275	871	2,754	8,710
22	E. Vista Way	Gopher Canyon Road	Osborne Street	69.1	61.3	64.1	71	38	120	380	1,202	3,802	12,023
23	Old River Road	SR-76	Camino Del Rey	60.6	53.5	56.6	63	6	18	58	182	575	1,820
24	Old Highway 395	Pala Mesa Drive	SR-76	58.2	52.5	56.3	61	4	13	40	126	398	1,259
25	Old Highway 395	SR-76	E. Dulin Road	62.6	54.8	57.7	64	9	27	85	269	851	2,692
26	Old Highway 395	E. Dulin Road	W. Lilac Road	55.8	51.0	56.7	60	3	10	31	98	309	977
27	Old Highway 395	W. Lilac Road	I-15 SB Ramps	62.3	54.6	57.4	64	8	26	81	257	813	2,570

28	Old Highway 395	I-15 SB Ramps	I-15 NB Ramps	61.4	53.7	56.5	63	6	20	65	204	646	2,042
29	Old Highway 395	I-15 NB Ramps	Camino Del Rey	59.7	52.0	54.8	61	4	14	44	138	437	1,380
30	Old Highway 395	Camino Del Rey	Circle R Drive	63.5	55.7	58.6	65	10	33	105	331	1,047	3,311
31	Old Highway 395	Circle R Drive	Gopher Canyon Road	66.1	58.4	61.2	68	19	62	195	617	1,950	6,166
32	Old Highway 395	Gopher Canyon Road	Old Castle Road	65.2	57.5	60.3	67	15	49	155	490	1,549	4,898
33	Champagne Boulevard	Old Castle Road	Lawrence Welk Drive	59.3	52.8	56.2	62	5	14	46	145	457	1,445
34	Pankey Road	Pala Mesa Drive	SR-76	37.9	33.1	38.8	42	0	0	1	2	5	16
35	Lilac Road	Couser Canyon Road	W. Lilac Road	53.7	47.2	50.6	56	1	4	13	40	126	398
36	Lilac Road	W. Lilac Road	Old Castle Road	57.3	50.8	54.2	60	3	9	29	91	288	912
37	Lilac Road	Old Castle Road	Anthony Road	62.6	56.1	59.6	65	10	32	100	316	1,000	3,162
38	Lilac Road	Anthony Road	Betsworth Road	62.5	56.0	59.4	65	10	30	95	302	955	3,020
39	Lilac Road	Betsworth Road	Valley Center Road	62.9	56.4	59.9	65	10	33	105	331	1,047	3,311
40	Valley Center Road	Woods Valley Road	Lilac Road	67.8	60.7	63.8	70	30	95	302	955	3,020	9,550
41	Valley Center Road	Lilac Road	Miller Road	68.4	61.2	64.3	70	35	110	347	1,096	3,467	10,965
42	Valley Center Road	Miller Road	Cole Grade Road	68.0	60.9	64.0	70	32	100	316	1,000	3,162	10,000
43	Valley Center Road	Cole Grade Road	Vesper Road	65.1	58.0	61.1	67	16	51	162	513	1,622	5,129
44	Miller Road	Misty Oak Road	Valley Center Road	54.7	48.2	51.7	57	2	5	16	51	162	513
45	Cole Grade Road	Fruitvale Road	Valley Center Road	66.1	58.4	61.2	68	19	62	195	617	1,950	6,166
46	Mountain Ridge Road	Project Southern Bound	Circle R Drive	39.2	35.4	41.7	44.2	0	0	1	3	8	26
47	Covery Lane	Project Eastern Bound	West Lilac Road	40.0	36.2	42.4	45.0	0	0	1	3	10	32
48	Lilac Hills Ranch Road	Phase 3	Phase 4	18.4	12.7	16.5	21.2	0	0	0	0	0	0
49	I-15	Riverside County Bound	Old Highway 395	81.7	72.7	79.7	84	813	2,570	8,128	25,704	81,283	257,040
50	I-15	Old Highway 395	SR-76	81.7	72.7	79.7	84	813	2,570	8,128	25,704	81,283	257,040
51	I-15	SR-76	Old Highway 395	81.0	71.9	78.9	83	692	2,188	6,918	21,878	69,183	218,776
52	I-15	Old Highway 395	Gopher Canyon Road	80.8	71.8	78.8	83	676	2,138	6,761	21,380	67,608	213,796
53	I-15	Gopher Canyon Road	Deer Springs Road	81.1	72.1	79.1	84	708	2,239	7,079	22,387	70,795	223,872
54	I-15	Deer Springs Road	Centre City Parkway	81.1	72.1	79.1	84	708	2,239	7,079	22,387	70,795	223,872
55	I-15	Centre City Parkway	El Norte Parkway	80.9	71.8	78.9	83	676	2,138	6,761	21,380	67,608	213,796
56	I-15	El Norte Parkway	SR-78	81.5	72.4	79.4	84	776	2,455	7,762	24,547	77,625	245,471
57	I-15	SR-78	W Valley Parkway	83.3	74.2	81.2	86	1,175	3,715	11,749	37,154	117,490	371,535
58	I-15	W Valley Parkway	Auto Parkway	83.0	73.9	80.9	85	1,096	3,467	10,965	34,674	109,648	346,737
59	I-15	Auto Parkway	W Citracado Parkway	82.8	73.7	80.8	85	1,047	3,311	10,471	33,113	104,713	331,131
60	I-15	W Citracado Parkway	Via Rancho Parkway	83.4	74.3	81.3	86	1,202	3,802	12,023	38,019	120,226	380,189
61	I-15	Via Rancho Parkway	Bernardo Drive	83.4	74.3	81.4	86	1,202	3,802	12,023	38,019	120,226	380,189
62	I-15	Bernardo Drive	Rancho Bernardo Road	83.5	74.4	81.4	86	1,230	3,890	12,303	38,905	123,027	389,045

FHWA RD-77-108
Traffic Noise Prediction Model
Data Input Sheet

Project Name : LHR SP
Project Number : 6153
Modeled Condition : Existing + Phase A

Surface Refelction: CNEL
Assessment Metric: Hard
Peak ratio to ADT: 10.00
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	K-Factor
		From	To										
1	E. Dulin Road	Old Highway 395	SR-76	2,320	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
2	W. Lilac Road	Camino Del Rey	Camino Del Cielo	2,470	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
3	W. Lilac Road	Camino Del Cielo	Old Highway 395	2,410	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
4	W. Lilac Road	Old Highway 395	Main Street	4,310	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
5	W. Lilac Road	Main Street	Street "F"	1,500	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
6	W. Lilac Road	Street "F"	Covey Lane	1,500	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
7	W. Lilac Road	Covey Lane	Circle R Drive	830	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
8	W. Lilac Road	Circle R Drive	Lilac Road	1,490	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
9	Camino Del Cielo	Camino Del Rey	W. Lilac Road	640	25	100	95.25	2.75	2.00	78.00	8.00	14.00	
10	Olive Hill Road	Shamrock Road	SR-76	3,400	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
11	Camino Del Rey	SR-76	Old River Road	9,420	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
12	Camino Del Rey	Old River Road	W. Lilac Road	8,850	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
13	Camino Del Rey	W. Lilac Road	Camino Del Cielo	6,740	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
14	Camino Del Rey	Camino Del Cielo	Old Highway 395	4,870	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
15	Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	15,450	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
16	Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	12,520	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
17	Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	12,000	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
18	Circle R Drive	Old Highway 395	Mountain Ridge R	4,060	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
19	Circle R Drive	Mountain Ridge R	W. Lilac Road	1,800	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
20	Old Castle Road	Old Highway 395	Lilac Road	6,870	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
21	E. Vista Way	SR-76	Gopher Canyon R	15,160	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
22	E. Vista Way	Gopher Canyon R	Osborne Street	21,090	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
23	Old River Road	SR-76	Camino Del Rey	4,210	45	100	95.25	2.75	2.00	78.00	8.00	14.00	
24	Old Highway 395	Pala Mesa Drive	SR-76	4,870	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
25	Old Highway 395	SR-76	E. Dulin Road	5,070	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
26	Old Highway 395	E. Dulin Road	W. Lilac Road	5,190	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
27	Old Highway 395	W. Lilac Road	I-15 SB Ramps	6,400	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
28	Old Highway 395	I-15 SB Ramps	I-15 NB Ramps	4,700	50	100	95.25	2.75	2.00	78.00	8.00	14.00	

29	Old Highway 395	I-15 NB Ramps	Camino Del Rey	2,730	50	100	95.25	2.75	2.00	78.00	8.00	14.00
30	Old Highway 395		Camino Del Rey Circle R Drive	6,080	50	100	95.25	2.75	2.00	78.00	8.00	14.00
31	Old Highway 395		Circle R Drive Gopher Canyon R	10,940	50	100	95.25	2.75	2.00	78.00	8.00	14.00
32	Old Highway 395		Gopher Canyon R Old Castle Road	8,750	50	100	95.25	2.75	2.00	78.00	8.00	14.00
33	Champagne Boulevard		Old Castle Road Lawrence Welk Dr	4,230	40	100	95.25	2.75	2.00	78.00	8.00	14.00
34	Pankey Road		Pala Mesa Drive SR-76	70	30	100	95.25	2.75	2.00	78.00	8.00	14.00
35	Lilac Road		Couser Canyon R W. Lilac Road	1,200	40	100	95.25	2.75	2.00	78.00	8.00	14.00
36	Lilac Road		W. Lilac Road Old Castle Road	2,890	40	100	95.25	2.75	2.00	78.00	8.00	14.00
37	Lilac Road		Old Castle Road Anthony Road	9,240	40	100	95.25	2.75	2.00	78.00	8.00	14.00
38	Lilac Road		Anthony Road Betsworth Road	8,870	40	100	95.25	2.75	2.00	78.00	8.00	14.00
39	Lilac Road		Betsworth Road Valley Center Roa	9,730	40	100	95.25	2.75	2.00	78.00	8.00	14.00
40	Valley Center Road		Woods Valley Roa Lilac Road	21,310	45	100	95.25	2.75	2.00	78.00	8.00	14.00
41	Valley Center Road		Lilac Road Miller Road	24,370	45	100	95.25	2.75	2.00	78.00	8.00	14.00
42	Valley Center Road		Miller Road Cole Grade Road	22,530	45	100	95.25	2.75	2.00	78.00	8.00	14.00
43	Valley Center Road		Cole Grade Road Vesper Road	11,540	45	100	95.25	2.75	2.00	78.00	8.00	14.00
44	Miller Road		Misty Oak Road Valley Center Roa	1,470	40	100	95.25	2.75	2.00	78.00	8.00	14.00
45	Cole Grade Road		Fruitvale Road Valley Center Roa	10,690	50	100	95.25	2.75	2.00	78.00	8.00	14.00
46	Mountain Ridge Road	Project Southern	Circle R Drive	160	25	100	95.25	2.75	2.00	78.00	8.00	14.00
47	Coverly Lane	Project Eastern	West Lilac Road	190	25	100	95.25	2.75	2.00	78.00	8.00	14.00
48	Lilac Hills Ranch Road	Boundary	Phase 3 Phase 4	1	35	100	95.25	2.75	2.00	78.00	8.00	14.00
49	I-15	Riverside County	Old Highway 395	134,590	65	100	91.03	2.75	6.22	65.00	10.00	25.00
50	I-15	Boundary	Old Highway 395 SR-76	134,610	65	100	91.03	2.75	6.22	65.00	10.00	25.00
51	I-15		SR-76 Old Highway 395	113,530	65	100	91.03	2.75	6.22	65.00	10.00	25.00
52	I-15		Old Highway 395 Gopher Canyon	111,160	65	100	91.03	2.75	6.22	65.00	10.00	25.00
53	I-15		Gopher Canyon Deer Springs	118,160	65	100	91.03	2.75	6.22	65.00	10.00	25.00
54	I-15		Deer Springs Gentle City	117,940	65	100	91.03	2.75	6.22	65.00	10.00	25.00
55	I-15		Gentle City Parkway	111,750	65	100	91.03	2.75	6.22	65.00	10.00	25.00
56	I-15		Parkway El Norte Parkway	127,690	65	100	91.03	2.75	6.22	65.00	10.00	25.00
57	I-15		SR-78 vV valley	192,510	65	100	91.03	2.75	6.22	65.00	10.00	25.00
58	I-15		Parkway vV valley	179,430	65	100	91.03	2.75	6.22	65.00	10.00	25.00
59	I-15		Parkway Auto Parkway vV Citracado	172,420	65	100	91.03	2.75	6.22	65.00	10.00	25.00
60	I-15		Parkway vV Citracado Via Rancho	196,370	65	100	91.03	2.75	6.22	65.00	10.00	25.00
61	I-15		Parkway Via Rancho	198,340	65	100	91.03	2.75	6.22	65.00	10.00	25.00
62	I-15		Parkway Bernardo Drive	201,320	65	100	91.03	2.75	6.22	65.00	10.00	25.00
63	I-15		Parkway Rancho Bernardo Bernardo Center	209,200	65	100	91.03	2.75	6.22	65.00	10.00	25.00
64	I-15		Parkway Bernardo Center Camino Del Norte Drive	214,290	65	100	91.03	2.75	6.22	65.00	10.00	25.00

FHWA RD-77-108
Traffic Noise Prediction Model
Predicted Noise Levels

Project Name : LHR SP
Project Number : 6153
Modeled Condition : Existing + Phase A
Assessment Metric: Hard

Segment	Roadway	Segment		Noise Levels, dBA Hard				Distance to Traffic Noise Level Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	E. Dulin Road	Old Highway 395	SR-76	53.1	48.3	54.0	57	2	17	52	166	525
2	W. Lilac Road	Camino Del Rey	Camino Del Cielo	55.3	49.6	53.4	58	2	20	65	204	646
3	W. Lilac Road	Camino Del Cielo	Old Highway 395	55.2	49.5	53.3	58	2	20	63	200	631
4	W. Lilac Road	Old Highway 395	Main Street	55.8	51.0	56.7	60	3	31	98	309	977
5	W. Lilac Road	Main Street	Street "F"	51.2	46.4	52.1	55	1	11	34	107	339
6	W. Lilac Road	Street "F"	Covey Lane	51.2	46.4	52.1	55	1	11	34	107	339
7	W. Lilac Road	Covey Lane	Circle R Drive	48.6	43.8	49.6	53	1	6	19	59	186
8	Circle R Drive	Mountain Ridge R	Lilac Road	53.9	48.2	52.0	57	2	15	48	151	479
9	Old Castle Road	Old Highway 395	W. Lilac Road	64.2	56.5	59.3	66	12	123	389	1,230	3,890
10	Olive Hill Road	Shamrock Road	SR-76	56.7	51.0	54.8	60	3	28	89	282	891
11	Camino Del Rey	SR-76	Old River Road	62.8	56.3	59.8	65	10	105	331	1,047	3,311
12	Camino Del Rey	Old River Road	W. Lilac Road	62.5	56.1	59.5	65	10	98	309	977	3,090
13	Camino Del Rey	W. Lilac Road	Camino Del Cielo	61.3	54.9	58.3	64	7	74	234	741	2,344
14	Camino Del Rey	Camino Del Cielo	Old Highway 395	59.9	53.5	56.9	62	5	54	170	537	1,698
15	Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	67.7	60.0	62.8	70	28	282	891	2,818	8,913
16	Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	66.8	59.1	61.9	69	23	229	724	2,291	7,244
17	Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	66.6	58.9	61.7	68	22	219	692	2,188	6,918
18	Circle R Drive	Old Highway 395	Mountain Ridge R	57.5	51.8	55.6	60	3	34	107	339	1,072
19	Circle R Drive	Mountain Ridge R	W. Lilac Road	53.9	48.2	52.0	57	2	15	48	151	479
20	Old Castle Road	Old Highway 395	Lilac Road	64.2	56.5	59.3	66	12	123	389	1,230	3,890
21	E. Vista Way	SR-76	Gopher Canyon R	67.7	59.9	62.7	69	28	275	871	2,754	8,710
22	E. Vista Way	Gopher Canyon R	Osborne Street	69.1	61.3	64.2	71	38	380	1,202	3,802	12,023
23	Old River Road	SR-76	Camino Del Rey	60.8	53.6	56.7	63	6	60	191	603	1,905
24	Old Highway 395	Pala Mesa Drive	SR-76	58.3	52.6	56.4	61	4	41	129	407	1,288
25	Old Highway 395	SR-76	E. Dulin Road	62.9	55.1	58.0	65	9	91	288	912	2,884
26	Old Highway 395	E. Dulin Road	W. Lilac Road	56.6	51.8	57.5	61	4	37	117	372	1,175
27	Old Highway 395	W. Lilac Road	I-15 SB Ramps	63.9	56.2	59.0	66	11	115	363	1,148	3,631
28	Old Highway 395	I-15 SB Ramps	I-15 NB Ramps	62.6	54.8	57.6	64	9	85	269	851	2,692

29	Old Highway 395	I-15 NB Ramps	Camino Del Rey	60.2	52.5	55.3	62	5	49	155	490	1,549
30	Old Highway 395	Camino Del Rey	Circle R Drive	63.7	55.9	58.8	65	11	110	347	1,096	3,467
31	Old Highway 395	Circle R Drive	Gopher Canyon R	66.2	58.5	61.3	68	20	200	631	1,995	6,310
32	Old Highway 395	Gopher Canyon R	Old Castle Road	65.3	57.5	60.3	67	16	158	501	1,585	5,012
33	Champagne Boulevard	Old Castle Road	Lawrence Welk Dr	59.3	52.8	56.3	62	5	47	148	468	1,479
34	Pankey Road	Pala Mesa Drive	SR-76	37.9	33.1	38.8	42	0	1	2	5	16
35	Lilac Road	Couser Canyon R	W. Lilac Road	53.8	47.4	50.8	56	1	13	42	132	417
36	Lilac Road	W. Lilac Road	Old Castle Road	57.7	51.2	54.6	60	3	32	100	316	1,000
37	Lilac Road	Old Castle Road	Anthony Road	62.7	56.2	59.7	65	10	102	324	1,023	3,236
38	Lilac Road	Anthony Road	Betsworth Road	62.5	56.1	59.5	65	10	98	309	977	3,090
39	Lilac Road	Betsworth Road	Valley Center Roa	62.9	56.5	59.9	65	11	107	339	1,072	3,388
40	Valley Center Road	Woods Valley Roa	Lilac Road	67.8	60.7	63.8	70	30	302	955	3,020	9,550
41	Valley Center Road	Lilac Road	Miller Road	68.4	61.2	64.4	70	35	347	1,096	3,467	10,965
42	Valley Center Road	Miller Road	Cole Grade Road	68.1	60.9	64.0	70	32	324	1,023	3,236	10,233
43	Valley Center Road	Cole Grade Road	Vesper Road	65.1	58.0	61.1	67	17	166	525	1,660	5,248
44	Miller Road	Misty Oak Road	Valley Center Roa	54.7	48.3	51.7	57	2	16	51	162	513
45	Cole Grade Road	Fruitvale Road	Valley Center Roa	66.1	58.4	61.2	68	19	195	617	1,950	6,166
46	Mountain Ridge Road	Project Southern E	Circle R Drive	39.2	35.4	41.7	44	0	1	3	8	26
47	Covey Lane	Project Eastern Bc	West Lilac Road	40.0	36.2	42.4	45	0	1	3	10	32
48	Lilac Hills Ranch Road	Phase 3	Phase 4	21.4	15.7	19.5	24	0	0	0	0	0
49	I-15	Riverside County I	Old Highway 395	81.7	72.7	79.7	84	832	8,318	26,303	83,176	263,027
50	I-15	Old Highway 395	SR-76	81.7	72.7	79.7	84	832	8,318	26,303	83,176	263,027
51	I-15	SR-76	Old Highway 395	81.0	71.9	78.9	83	692	6,918	21,878	69,183	218,776
52	I-15	Old Highway 395	Gopher Canyon R	80.9	71.8	78.9	83	676	6,761	21,380	67,608	213,796
53	I-15	Gopher Canyon R	Deer Springs Roa	81.2	72.1	79.1	84	724	7,244	22,909	72,444	229,087
54	I-15	Deer Springs Roa	Centre City Parkw	81.2	72.1	79.1	84	724	7,244	22,909	72,444	229,087
55	I-15	Centre City Parkw	El Norte Parkway	80.9	71.9	78.9	83	676	6,761	21,380	67,608	213,796
56	I-15	El Norte Parkway	SR-78	81.5	72.4	79.5	84	776	7,762	24,547	77,625	245,471
57	I-15	SR-78	W Valley Parkway	83.3	74.2	81.2	86	1,175	11,749	37,154	117,490	371,535
58	I-15	W Valley Parkway	Auto Parkway	83.0	73.9	80.9	85	1,096	10,965	34,674	109,648	346,737
59	I-15	Auto Parkway	W Citracado Park	82.8	73.7	80.8	85	1,047	10,471	33,113	104,713	331,131
60	I-15	W Citracado Park	Via Rancho Parkw	83.4	74.3	81.3	86	1,202	12,023	38,019	120,226	380,189
61	I-15	Via Rancho Parkw	Bernardo Drive	83.4	74.4	81.4	86	1,202	12,023	38,019	120,226	380,189

FHWA RD-77-108
Traffic Noise Prediction Model
Data Input Sheet

Project Name : LHR SP
Project Number : 6153
Modeled Condition : Existing + Phase E, Buildout

Surface Refelction: CNEL
Assessment Metric: Hard
Peak ratio to ADT: 10.00
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	From	Segment To	Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	K-Factor
1	E. Dulin Road	Old Highway 395	SR-76	3,960	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
2	W. Lilac Road	Camino Del Rey	Camino Del Cielo	3,160	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
3	W. Lilac Road	Camino Del Cielo	Old Highway 395	3,290	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
4	W. Lilac Road	Old Highway 395	Main Street	12,650	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
5	W. Lilac Road	Main Street	Street "F"	2,960	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
6	W. Lilac Road	Street "F"	Covey Lane	1,810	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
7	W. Lilac Road	Covey Lane	Circle R Drive	1,660	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
8	W. Lilac Road	Circle R Drive	Lilac Road	2,470	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
9	Camino Del Cielo	Camino Del Rey	W. Lilac Road	680	25	100	95.25	2.75	2.00	78.00	8.00	14.00	
10	Olive Hill Road	Shamrock Road	SR-76	3,470	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
11	Camino Del Rey	SR-76	Old River Road	9,660	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
12	Camino Del Rey	Old River Road	W. Lilac Road	9,560	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
13	Camino Del Rey	W. Lilac Road	Camino Del Cielo	6,790	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
14	Camino Del Rey	Camino Del Cielo	Old Highway 395	4,950	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
15	Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	15,890	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
16	Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	13,480	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
17	Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	13,440	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
18	Circle R Drive	Old Highway 395	Mountain Ridge Road	5,940	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
19	Circle R Drive	Mountain Ridge Road	W. Lilac Road	1,910	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
20	Old Castle Road	Old Highway 395	Lilac Road	6,970	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
21	E. Vista Way	SR-76	Gopher Canyon Road	15,330	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
22	E. Vista Way	Gopher Canyon Road	Osborne Street	21,340	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
23	Old River Road	SR-76	Camino Del Rey	4,690	45	100	95.25	2.75	2.00	78.00	8.00	14.00	
24	Old Highway 395	Pala Mesa Drive	SR-76	5,210	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
25	Old Highway 395	SR-76	E. Dulin Road	6,230	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
26	Old Highway 395	E. Dulin Road	W. Lilac Road	8,010	30	100	95.25	2.75	2.00	78.00	8.00	14.00	

27	Old Highway 395	W. Lilac Road	I-15 SB Ramps	10,580	50	100	95.25	2.75	2.00	78.00	8.00	14.00
28	Old Highway 395	I-15 SB Ramps	I-15 NB Ramps	6,840	50	100	95.25	2.75	2.00	78.00	8.00	14.00
29	Old Highway 395	I-15 NB Ramps	Camino Del Rey	3,190	50	100	95.25	2.75	2.00	78.00	8.00	14.00
30	Old Highway 395	Camino Del Rey	Circle R Drive	6,650	50	100	95.25	2.75	2.00	78.00	8.00	14.00
31	Old Highway 395	Circle R Drive	Gopher Canyon Road	12,670	50	100	95.25	2.75	2.00	78.00	8.00	14.00
32	Old Highway 395	Gopher Canyon Road	Old Castle Road	9,050	50	100	95.25	2.75	2.00	78.00	8.00	14.00
33	Champagne Boulevard	Old Castle Road	Lawrence Welk Drive	4,440	40	100	95.25	2.75	2.00	78.00	8.00	14.00
34	Pankey Road	Pala Mesa Drive	SR-76	70	30	100	95.25	2.75	2.00	78.00	8.00	14.00
35	Lilac Road	Couser Canyon Road	W. Lilac Road	1,380	40	100	95.25	2.75	2.00	78.00	8.00	14.00
36	Lilac Road	W. Lilac Road	Old Castle Road	3,720	40	100	95.25	2.75	2.00	78.00	8.00	14.00
37	Lilac Road	Old Castle Road	Anthony Road	10,020	40	100	95.25	2.75	2.00	78.00	8.00	14.00
38	Lilac Road	Anthony Road	Betsworth Road	9,330	40	100	95.25	2.75	2.00	78.00	8.00	14.00
39	Lilac Road	Betsworth Road	Valley Center Road	10,100	40	100	95.25	2.75	2.00	78.00	8.00	14.00
40	Valley Center Road	Woods Valley Road	Lilac Road	21,370	45	100	95.25	2.75	2.00	78.00	8.00	14.00
41	Valley Center Road	Lilac Road	Miller Road	24,670	45	100	95.25	2.75	2.00	78.00	8.00	14.00
42	Valley Center Road	Miller Road	Cole Grade Road	22,820	45	100	95.25	2.75	2.00	78.00	8.00	14.00
43	Valley Center Road	Cole Grade Road	Vesper Road	11,710	45	100	95.25	2.75	2.00	78.00	8.00	14.00
44	Miller Road	Misty Oak Road	Valley Center Road	1,480	40	100	95.25	2.75	2.00	78.00	8.00	14.00
45	Cole Grade Road	Fruitvale Road	Valley Center Road	10,780	50	100	95.25	2.75	2.00	78.00	8.00	14.00
46	Mountain Ridge Road	Project Southern Boundary	Circle R Drive	2,220	25	100	95.25	2.75	2.00	78.00	8.00	14.00
47	Covey Lane	Project Eastern Boundary	West Lilac Road	1,110	25	100	95.25	2.75	2.00	78.00	8.00	14.00
48	Lilac Hills Ranch Road	Phase 3	Phase 4	2,060	35	100	95.25	2.75	2.00	78.00	8.00	14.00
49	I-15	Riverside County Boundary	Old Highway 395	136,550	65	100	91.03	2.75	6.22	65.00	10.00	25.00
50	I-15	Old Highway 395	SR-76	136,640	65	100	91.03	2.75	6.22	65.00	10.00	25.00
51	I-15	SR-76	Old Highway 395	115,320	65	100	91.03	2.75	6.22	65.00	10.00	25.00
52	I-15	Old Highway 395	Gopher Canyon Road	113,700	65	100	91.03	2.75	6.22	65.00	10.00	25.00
53	I-15	Gopher Canyon Road	Deer Springs Road	121,580	65	100	91.03	2.75	6.22	65.00	10.00	25.00
54	I-15	Deer Springs Road	Centre City Parkway	121,050	65	100	91.03	2.75	6.22	65.00	10.00	25.00
55	I-15	Centre City Parkway	El Norte Parkway	114,210	65	100	91.03	2.75	6.22	65.00	10.00	25.00
56	I-15	El Norte Parkway	SR-78	129,970	65	100	91.03	2.75	6.22	65.00	10.00	25.00
57	I-15	SR-78	W Valley Parkway	194,200	65	100	91.03	2.75	6.22	65.00	10.00	25.00
58	I-15	W Valley Parkway	Auto Parkway	180,850	65	100	91.03	2.75	6.22	65.00	10.00	25.00
59	I-15	Auto Parkway	W Citracado Parkway	173,800	65	100	91.03	2.75	6.22	65.00	10.00	25.00
60	I-15	W Citracado Parkway	Via Rancho Parkway	197,590	65	100	91.03	2.75	6.22	65.00	10.00	25.00
61	I-15	Via Rancho Parkway	Bernardo Drive	199,470	65	100	91.03	2.75	6.22	65.00	10.00	25.00
62	I-15	Bernardo Drive	Rancho Bernardo Road	202,380	65	100	91.03	2.75	6.22	65.00	10.00	25.00
63	I-15	Rancho Bernardo Road	Bernardo Center Drive	210,290	65	100	91.03	2.75	6.22	65.00	10.00	25.00
64	I-15	Bernardo Center Drive	Camino Del Norte	215,230	65	100	91.03	2.75	6.22	65.00	10.00	25.00

FHWA RD-77-108
Traffic Noise Prediction Model
Predicted Noise Levels

Project Name : LHR SP
Project Number : 6153
Modeled Condition : Existing + Phase E, Buildout
Assessment Metric: Hard

Segment	Roadway	Segment		Noise Levels, dBA Hard				Distance to Traffic Noise Level Contours, Feet					
		From	To	Auto	MT	HT	Total	75 dB	70 dB	65 dB	60 dB	55 dB	50 dB
1	E. Dulin Road	Old Highway 395	SR-76	55.4	50.6	56.4	60	3	9	28	89	282	891
2	W. Lilac Road	Camino Del Rey	Camino Del Cielo	56.4	50.7	54.5	59	3	8	26	83	263	832
3	W. Lilac Road	Camino Del Cielo	Old Highway 395	56.6	50.9	54.7	59	3	9	28	87	275	871
4	W. Lilac Road	Old Highway 395	Main Street	60.5	55.7	61.4	65	9	29	91	288	912	2,884
5	W. Lilac Road	Main Street	Street "F"	54.2	49.3	55.1	58	2	7	21	68	214	676
6	W. Lilac Road	Street "F"	Covey Lane	52.0	47.2	53.0	56	1	4	13	41	129	407
7	W. Lilac Road	Covey Lane	Circle R Drive	51.7	46.8	52.6	56	1	4	12	37	117	372
8	Circle R Drive	Mountain Ridge Road	Lilac Road	54.2	48.5	52.3	57	2	5	16	50	158	501
9	Old Castle Road	Old Highway 395	W. Lilac Road	64.3	56.5	59.3	66	13	40	126	398	1,259	3,981
10	Olive Hill Road	Shamrock Road	SR-76	56.8	51.1	54.9	60	3	9	29	91	288	912
11	Camino Del Rey	SR-76	Old River Road	62.9	56.4	59.9	65	11	34	107	339	1,072	3,388
12	Camino Del Rey	Old River Road	W. Lilac Road	62.9	56.4	59.8	65	10	33	105	331	1,047	3,311
13	Camino Del Rey	W. Lilac Road	Camino Del Cielo	61.4	54.9	58.3	64	7	23	74	234	741	2,344
14	Camino Del Rey	Camino Del Cielo	Old Highway 395	60.0	53.5	57.0	62	5	17	55	174	550	1,738
15	Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	67.9	60.1	62.9	70	29	91	288	912	2,884	9,120
16	Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	67.1	59.4	62.2	69	25	78	245	776	2,455	7,762
17	Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	67.1	59.4	62.2	69	25	78	245	776	2,455	7,762
18	Circle R Drive	Old Highway 395	Mountain Ridge Road	59.1	53.4	57.2	62	5	15	49	155	490	1,549
19	Circle R Drive	Mountain Ridge Road	W. Lilac Road	54.2	48.5	52.3	57	2	5	16	50	158	501
20	Old Castle Road	Old Highway 395	Lilac Road	64.3	56.5	59.3	66	13	40	126	398	1,259	3,981
21	E. Vista Way	SR-76	Gopher Canyon Road	67.7	60.0	62.8	69	28	87	275	871	2,754	8,710
22	E. Vista Way	Gopher Canyon Road	Osborne Street	69.1	61.4	64.2	71	39	123	389	1,230	3,890	12,303
23	Old River Road	SR-76	Camino Del Rey	61.2	54.1	57.2	63	7	21	66	209	661	2,089
24	Old Highway 395	Pala Mesa Drive	SR-76	58.6	52.8	56.7	61	4	14	44	138	437	1,380
25	Old Highway 395	SR-76	E. Dulin Road	63.8	56.0	58.9	66	11	35	112	355	1,122	3,548
26	Old Highway 395	E. Dulin Road	W. Lilac Road	58.5	53.7	59.4	63	6	18	58	182	575	1,820

27	Old Highway 395	W. Lilac Road	I-15 SB Ramps	66.1	58.3	61.2	68	19	60	191	603	1,905	6,026
28	Old Highway 395	I-15 SB Ramps	I-15 NB Ramps	64.2	56.4	59.3	66	12	39	123	389	1,230	3,890
29	Old Highway 395	I-15 NB Ramps	Camino Del Rey	60.9	53.1	56.0	63	6	18	58	182	575	1,820
30	Old Highway 395	Camino Del Rey	Circle R Drive	64.1	56.3	59.1	66	12	38	120	380	1,202	3,802
31	Old Highway 395	Circle R Drive	Gopher Canyon Road	66.9	59.1	61.9	69	23	72	229	724	2,291	7,244
32	Old Highway 395	Gopher Canyon Road	Old Castle Road	65.4	57.7	60.5	67	16	51	162	513	1,622	5,129
33	Champagne Boulevard	Old Castle Road	Lawrence Welk Drive	59.5	53.1	56.5	62	5	15	49	155	490	1,549
34	Pankey Road	Pala Mesa Drive	SR-76	37.9	33.1	38.8	42	0	0	1	2	5	16
35	Lilac Road	Couser Canyon Road	W. Lilac Road	54.5	48.0	51.4	57	2	5	15	48	151	479
36	Lilac Road	W. Lilac Road	Old Castle Road	58.8	52.3	55.7	61	4	13	41	129	407	1,288
37	Lilac Road	Old Castle Road	Anthony Road	63.1	56.6	60.0	65	11	35	110	347	1,096	3,467
38	Lilac Road	Anthony Road	Betsworth Road	62.8	56.3	59.7	65	10	32	102	324	1,023	3,236
39	Lilac Road	Betsworth Road	Valley Center Road	63.1	56.6	60.1	66	11	35	112	355	1,122	3,548
40	Valley Center Road	Woods Valley Road	Lilac Road	67.8	60.7	63.8	70	30	95	302	955	3,020	9,550
41	Valley Center Road	Lilac Road	Miller Road	68.4	61.3	64.4	71	35	112	355	1,122	3,548	11,220
42	Valley Center Road	Miller Road	Cole Grade Road	68.1	61.0	64.1	70	32	102	324	1,023	3,236	10,233
43	Valley Center Road	Cole Grade Road	Vesper Road	65.2	58.1	61.2	67	17	52	166	525	1,660	5,248
44	Miller Road	Misty Oak Road	Valley Center Road	54.8	48.3	51.7	57	2	5	16	51	162	513
45	Cole Grade Road	Fruitvale Road	Valley Center Road	66.2	58.4	61.2	68	19	62	195	617	1,950	6,166
46	Mountain Ridge Road	Project Southern Bound	Circle R Drive	50.6	46.9	53.1	55.7	1	4	12	37	117	372
47	Covery Lane	Project Eastern Bound	West Lilac Road	47.6	43.9	50.1	52.7	1	2	6	19	59	186
48	Lilac Hills Ranch Road	Phase 3	Phase 4	54.5	48.8	52.6	57.3	2	5	17	54	170	537
49	I-15	Riverside County Bour	Old Highway 395	81.8	72.7	79.8	84	832	2,630	8,318	26,303	83,176	263,027
50	I-15	Old Highway 395	SR-76	81.8	72.7	79.8	84	832	2,630	8,318	26,303	83,176	263,027
51	I-15	SR-76	Old Highway 395	81.1	72.0	79.0	84	708	2,239	7,079	22,387	70,795	223,872
52	I-15	Old Highway 395	Gopher Canyon Road	81.0	71.9	79.0	83	692	2,188	6,918	21,878	69,183	218,776
53	I-15	Gopher Canyon Road	Deer Springs Road	81.3	72.2	79.2	84	741	2,344	7,413	23,442	74,131	234,423
54	I-15	Deer Springs Road	Centre City Parkway	81.3	72.2	79.2	84	741	2,344	7,413	23,442	74,131	234,423
55	I-15	Centre City Parkway	El Norte Parkway	81.0	72.0	79.0	83	692	2,188	6,918	21,878	69,183	218,776
56	I-15	El Norte Parkway	SR-78	81.6	72.5	79.5	84	794	2,512	7,943	25,119	79,433	251,189
57	I-15	SR-78	W Valley Parkway	83.3	74.3	81.3	86	1,175	3,715	11,749	37,154	117,490	371,535
58	I-15	W Valley Parkway	Auto Parkway	83.0	74.0	81.0	85	1,096	3,467	10,965	34,674	109,648	346,737
59	I-15	Auto Parkway	W Citracado Parkway	82.8	73.8	80.8	85	1,072	3,388	10,715	33,884	107,152	338,844
60	I-15	W Citracado Parkway	Via Rancho Parkway	83.4	74.3	81.4	86	1,202	3,802	12,023	38,019	120,226	380,189
61	I-15	Via Rancho Parkway	Bernardo Drive	83.4	74.4	81.4	86	1,230	3,890	12,303	38,905	123,027	389,045

FHWA RD-77-108
Traffic Noise Prediction Model
Data Input Sheet

Project Name : LHR SP
Project Number : 6153
Modeled Condition : Existing + Cumulative

Surface Refelction: CNEL
Assessment Metric: Soft
Peak ratio to ADT: 10.00
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	K-Factor
		From	To										
1	E. Dulin Road	Old Highway 395	SR-76	7,330	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
2	W. Lilac Road	Camino Del Rey	Camino Del Cielo	3,330	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
3	W. Lilac Road	Camino Del Cielo	Old Highway 395	3,530	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
4	W. Lilac Road	Old Highway 395	Main Street	12,800	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
5	W. Lilac Road	Main Street	Street "F"	3,110	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
6	W. Lilac Road	Street "F"	Covey Lane	1,870	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
7	W. Lilac Road	Covey Lane	Circle R Drive	2,040	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
8	W. Lilac Road	Circle R Drive	Lilac Road	3,510	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
9	Camino Del Cielo	Camino Del Rey	W. Lilac Road	980	25	100	95.25	2.75	2.00	78.00	8.00	14.00	
10	Olive Hill Road	Shamrock Road	SR-76	4,410	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
11	Camino Del Rey	SR-76	Old River Road	10,300	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
12	Camino Del Rey	Old River Road	W. Lilac Road	11,960	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
13	Camino Del Rey	W. Lilac Road	Camino Del Cielo	9,550	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
14	Camino Del Rey	Camino Del Cielo	Old Highway 395	5,600	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
15	Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	16,270	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
16	Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	18,490	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
17	Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	18,470	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
18	Circle R Drive	Old Highway 395	Mountain Ridge R	7,450	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
19	Circle R Drive	Mountain Ridge R	W. Lilac Road	2,010	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
20	Old Castle Road	Old Highway 395	Lilac Road	10,380	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
21	E. Vista Way	SR-76	Gopher Canyon R	20,520	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
22	E. Vista Way	Gopher Canyon R	Osborne Street	26,990	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
23	Old River Road	SR-76	Camino Del Rey	4,790	45	100	95.25	2.75	2.00	78.00	8.00	14.00	
24	Old Highway 395	Pala Mesa Drive	SR-76	11,230	35	100	95.25	2.75	2.00	78.00	8.00	14.00	
25	Old Highway 395	SR-76	E. Dulin Road	9,890	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
26	Old Highway 395	E. Dulin Road	W. Lilac Road	12,780	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
27	Old Highway 395	W. Lilac Road	I-15 SB Ramps	13,310	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
28	Old Highway 395	I-15 SB Ramps	I-15 NB Ramps	10,490	50	100	95.25	2.75	2.00	78.00	8.00	14.00	

29	Old Highway 395	I-15 NB Ramps	Camino Del Rey	6,370	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
30	Old Highway 395	Camino Del Rey	Circle R Drive	9,060	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
31	Old Highway 395	Circle R Drive	Gopher Canyon R	15,690	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
32	Old Highway 395	Gopher Canyon R	Old Castle Road	10,040	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
33	Champagne Boulevard	Old Castle Road	Lawrence Welk Dr	7,770	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
34	Pankey Road	Pala Mesa Drive	SR-76	15,610	30	100	95.25	2.75	2.00	78.00	8.00	14.00	
35	Lilac Road	Couser Canyon R	W. Lilac Road	1,970	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
36	Lilac Road	W. Lilac Road	Old Castle Road	3,830	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
37	Lilac Road	Old Castle Road	Anthony Road	11,590	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
38	Lilac Road	Anthony Road	Betsworth Road	10,760	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
39	Lilac Road	Betsworth Road	Valley Center Roa	11,920	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
40	Valley Center Road	Woods Valley Roa	Lilac Road	24,280	45	100	95.25	2.75	2.00	78.00	8.00	14.00	
41	Valley Center Road	Lilac Road	Miller Road	27,000	45	100	95.25	2.75	2.00	78.00	8.00	14.00	
42	Valley Center Road	Miller Road	Cole Grade Road	24,950	45	100	95.25	2.75	2.00	78.00	8.00	14.00	
43	Valley Center Road	Cole Grade Road	Vesper Road	12,760	45	100	95.25	2.75	2.00	78.00	8.00	14.00	
44	Miller Road	Misty Oak Road	Valley Center Roa	2,280	40	100	95.25	2.75	2.00	78.00	8.00	14.00	
45	Cole Grade Road	Fruitvale Road	Valley Center Roa	16,650	50	100	95.25	2.75	2.00	78.00	8.00	14.00	
46	Mountain Ridge Road	Project Southern	Circle R Drive	2,210	25	100	95.25	2.75	2.00	78.00	8.00	14.00	
47	Coverly Lane	Project Eastern	West Lilac Road	1,110	25	100	95.25	2.75	2.00	78.00	8.00	14.00	
48	Lilac Hills Ranch Road	Boundary	Phase 3	Phase 4	2,260	35	100	95.25	2.75	2.00	78.00	8.00	14.00
49	I-15	Riverside County	Old Highway 395	202,880	65	100	91.03	2.75	6.22	65.00	10.00	25.00	
50	I-15	Boundary	Old Highway 395	SR-76	238,620	65	100	91.03	2.75	6.22	65.00	10.00	25.00
51	I-15	SR-76	Old Highway 395	169,420	65	100	91.03	2.75	6.22	65.00	10.00	25.00	
52	I-15	Gopher Canyon	Old Highway 395	167,170	65	100	91.03	2.75	6.22	65.00	10.00	25.00	
53	I-15	Deer Springs	Deer Springs	166,620	65	100	91.03	2.75	6.22	65.00	10.00	25.00	
54	I-15	Deer Springs	Deer Springs	166,030	65	100	91.03	2.75	6.22	65.00	10.00	25.00	
55	I-15	Deer Springs	Deer Springs	157,230	65	100	91.03	2.75	6.22	65.00	10.00	25.00	
56	I-15	Deer Springs	Deer Springs	171,220	65	100	91.03	2.75	6.22	65.00	10.00	25.00	
57	I-15	Deer Springs	Deer Springs	216,870	65	100	91.03	2.75	6.22	65.00	10.00	25.00	
58	I-15	Deer Springs	Deer Springs	199,490	65	100	91.03	2.75	6.22	65.00	10.00	25.00	
59	I-15	Deer Springs	Deer Springs	191,330	65	100	91.03	2.75	6.22	65.00	10.00	25.00	
60	I-15	Deer Springs	Deer Springs	208,340	65	100	91.03	2.75	6.22	65.00	10.00	25.00	
61	I-15	Deer Springs	Deer Springs	238,480	65	100	91.03	2.75	6.22	65.00	10.00	25.00	
62	I-15	Deer Springs	Deer Springs	213,610	65	100	91.03	2.75	6.22	65.00	10.00	25.00	
63	I-15	Deer Springs	Deer Springs	215,140	65	100	91.03	2.75	6.22	65.00	10.00	25.00	
64	I-15	Deer Springs	Deer Springs	216,170	65	100	91.03	2.75	6.22	65.00	10.00	25.00	

FHWA RD-77-108
Traffic Noise Prediction Model
Predicted Noise Levels

Project Name : LHR SP
Project Number : 6153
Modeled Condition : Existing + Cumulative
Assessment Metric: Soft

Segment	Roadway	Segment		Noise Levels, dBA Soft				Distance to Traffic Noise Level Contours, Feet					
		From	To	Auto	MT	HT	Total	75 dB	70 dB	65 dB	60 dB	55 dB	50 dB
1	E. Dulin Road	Old Highway 395	SR-76	58.1	53.3	59.0	62	14	30	65	140	302	651
2	W. Lilac Road	Camino Del Rey	Camino Del Cielo	56.6	50.9	54.7	59	9	20	42	91	196	423
3	W. Lilac Road	Camino Del Cielo	Old Highway 395	56.9	51.2	55.0	60	10	21	44	95	206	443
4	W. Lilac Road	Old Highway 395	Main Street	60.5	55.7	61.4	65	20	44	94	203	437	940
5	W. Lilac Road	Main Street	Street "F"	54.4	49.6	55.3	59	8	17	37	79	171	369
6	W. Lilac Road	Street "F"	Covey Lane	52.2	47.4	53.1	56	6	12	26	57	122	263
7	W. Lilac Road	Covey Lane	Circle R Drive	52.6	47.7	53.5	57	6	13	28	59	128	275
8	Circle R Drive	Mountain Ridge R	Lilac Road	54.4	48.7	52.5	57	7	14	30	65	140	302
9	Old Castle Road	Old Highway 395	W. Lilac Road	66.0	58.3	61.1	68	33	70	151	326	703	1,514
10	Olive Hill Road	Shamrock Road	SR-76	57.8	52.1	55.9	61	11	24	52	111	240	517
11	Camino Del Rey	SR-76	Old River Road	63.2	56.7	60.2	66	23	50	108	233	501	1,080
12	Camino Del Rey	Old River Road	W. Lilac Road	63.8	57.4	60.8	66	26	56	120	259	558	1,202
13	Camino Del Rey	W. Lilac Road	Camino Del Cielo	62.9	56.4	59.8	65	22	48	103	222	479	1,031
14	Camino Del Rey	Camino Del Cielo	Old Highway 395	60.5	54.1	57.5	63	16	34	72	156	336	724
15	Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	68.0	60.2	63.0	70	44	95	206	443	955	2,057
16	Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	68.5	60.8	63.6	70	48	103	222	479	1,031	2,222
17	Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	68.5	60.8	63.6	70	48	103	222	479	1,031	2,222
18	Circle R Drive	Old Highway 395	Mountain Ridge R	60.1	54.4	58.2	63	16	34	72	156	336	724
19	Circle R Drive	Mountain Ridge R	W. Lilac Road	54.4	48.7	52.5	57	7	14	30	65	140	302
20	Old Castle Road	Old Highway 395	Lilac Road	66.0	58.3	61.1	68	33	70	151	326	703	1,514
21	E. Vista Way	SR-76	Gopher Canyon R	69.0	61.2	64.0	71	52	111	240	517	1,113	2,399
22	E. Vista Way	Gopher Canyon R	Osborne Street	70.2	62.4	65.2	72	62	134	288	621	1,339	2,884
23	Old River Road	SR-76	Camino Del Rey	61.3	54.2	57.3	63	17	36	77	166	358	770
24	Old Highway 395	Pala Mesa Drive	SR-76	61.9	56.2	60.0	65	21	44	95	206	443	955
25	Old Highway 395	SR-76	E. Dulin Road	65.8	58.0	60.9	68	32	68	147	316	681	1,468
26	Old Highway 395	E. Dulin Road	W. Lilac Road	60.5	55.7	61.4	65	20	44	94	203	437	940
27	Old Highway 395	W. Lilac Road	I-15 SB Ramps	67.1	59.3	62.2	69	39	83	179	386	832	1,792
28	Old Highway 395	I-15 SB Ramps	I-15 NB Ramps	66.1	58.3	61.1	68	33	71	154	331	713	1,537

29	Old Highway 395	I-15 NB Ramps	Camino Del Rey	63.9	56.1	59.0	66	24	51	110	236	509	1,096
30	Old Highway 395	Camino Del Rey	Circle R Drive	65.4	57.7	60.5	67	30	64	138	297	641	1,380
31	Old Highway 395	Circle R Drive	Gopher Canyon R	67.8	60.1	62.9	70	43	93	200	430	926	1,995
32	Old Highway 395	Gopher Canyon R	Old Castle Road	65.9	58.1	60.9	68	32	69	149	321	692	1,491
33	Champagne Boulevard	Old Castle Road	Lawrence Welk Dr	62.0	55.5	58.9	64	19	42	90	193	417	898
34	Pankey Road	Pala Mesa Drive	SR-76	61.4	56.6	62.3	66	23	50	108	233	501	1,080
35	Lilac Road	Couser Canyon R	W. Lilac Road	56.0	49.5	53.0	58	8	17	36	78	169	363
36	Lilac Road	W. Lilac Road	Old Castle Road	58.9	52.4	55.9	61	12	26	56	120	259	558
37	Lilac Road	Old Castle Road	Anthony Road	63.7	57.2	60.7	66	26	55	118	255	550	1,184
38	Lilac Road	Anthony Road	Betsworth Road	63.4	56.9	60.3	66	24	52	111	240	517	1,113
39	Lilac Road	Betsworth Road	Valley Center Roa	63.8	57.3	60.8	66	26	56	120	259	558	1,202
40	Valley Center Road	Woods Valley Roa	Lilac Road	68.4	61.2	64.3	70	49	106	229	494	1,063	2,291
41	Valley Center Road	Lilac Road	Miller Road	68.8	61.7	64.8	71	52	113	244	525	1,131	2,436
42	Valley Center Road	Miller Road	Cole Grade Road	68.5	61.4	64.5	71	50	108	233	501	1,080	2,326
43	Valley Center Road	Cole Grade Road	Vesper Road	65.6	58.4	61.6	68	32	69	149	321	692	1,491
44	Miller Road	Misty Oak Road	Valley Center Roa	56.6	50.2	53.6	59	9	18	40	86	185	398
45	Cole Grade Road	Fruitvale Road	Valley Center Roa	68.1	60.3	63.1	70	45	97	209	450	970	2,089
46	Mountain Ridge Road	Project Southern E	Circle R Drive	50.6	46.8	53.1	55.7	5	11	24	52	111	240
47	Covey Lane	Project Eastern Bc	West Lilac Road	47.6	43.9	50.1	52.7	3	7	15	33	70	151
48	Lilac Hills Ranch Road	Phase 3	Phase 4	54.9	49.2	53.0	57.7	7	15	33	70	151	326
49	I-15	Riverside County I	Old Highway 395	83.5	74.5	81.5	86	533	1,148	2,474	5,329	11,482	24,736
50	I-15	Old Highway 395	SR-76	84.2	75.2	82.2	87	593	1,278	2,754	5,934	12,784	27,542
51	I-15	SR-76	Old Highway 395	82.7	73.7	80.7	85	479	1,031	2,222	4,786	10,312	22,216
52	I-15	Old Highway 395	Gopher Canyon R	82.7	73.6	80.6	85	471	1,015	2,188	4,713	10,155	21,878
53	I-15	Gopher Canyon R	Deer Springs Roa	82.7	73.6	80.6	85	471	1,015	2,188	4,713	10,155	21,878
54	I-15	Deer Springs Roa	Centre City Parkw	82.6	73.6	80.6	85	471	1,015	2,188	4,713	10,155	21,878
55	I-15	Centre City Parkw	El Norte Parkway	82.4	73.3	80.4	85	450	970	2,089	4,501	9,698	20,893
56	I-15	El Norte Parkway	SR-78	82.8	73.7	80.7	85	479	1,031	2,222	4,786	10,312	22,216
57	I-15	SR-78	W Valley Parkway	83.8	74.7	81.8	86	558	1,202	2,590	5,580	12,023	25,902
58	I-15	W Valley Parkway	Auto Parkway	83.4	74.4	81.4	86	533	1,148	2,474	5,329	11,482	24,736
59	I-15	Auto Parkway	W Citracado Park	83.3	74.2	81.2	86	517	1,113	2,399	5,168	11,134	23,988
60	I-15	W Citracado Park	Via Rancho Parkw	83.6	74.6	81.6	86	550	1,184	2,551	5,495	11,839	25,507
61	I-15	Via Rancho Parkw	Bernardo Drive	84.2	75.2	82.2	87	593	1,278	2,754	5,934	12,784	27,542

RESULTS: SOUND LEVELS

6153: Lilac Hills Ranch

RECON Environmental Bill Maddux/Karyl Palmer										13 March 2013 TNM 2.5 Calculated with TNM 2.5				
RESULTS: SOUND LEVELS PROJECT/CONTRACT: 6153: Lilac Hills Ranch RUN: Setup BARRIER DESIGN: INPUT HEIGHTS ATMOSPHERICS: 68 deg F, 50% RH										Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.				
Receiver														
Name	No.	#DUs	Existing	No Barrier		Increase over existing			Type	With Barrier		Noise Reduction Calculated	Goal	Calculated minus Goal
			LAeq1h	LAeq1h	Crit'n	Calculated	Crit'n	Sub'l Inc	Impact	Calculated	Goal			
			dBA	dBA	dBA	dB	dB			dBA	dB	dB	dB	
R-1	5	1	0.0	61.5	66	61.5	10	----		61.5	0.0	8	-8.0	
R-2	6	1	0.0	55.0	66	55.0	10	----		55.0	0.0	8	-8.0	
R-3	7	1	0.0	61.5	66	61.5	10	----		61.5	0.0	8	-8.0	
R-4	8	1	0.0	57.4	66	57.4	10	----		57.4	0.0	8	-8.0	
R-5	9	1	0.0	60.4	66	60.4	10	----		60.4	0.0	8	-8.0	
R-6	10	1	0.0	57.0	66	57.0	10	----		57.0	0.0	8	-8.0	
R-7	11	1	0.0	55.9	66	55.9	10	----		55.9	0.0	8	-8.0	
R-8	12	1	0.0	58.0	66	58.0	10	----		58.0	0.0	8	-8.0	
R-9	13	1	0.0	56.4	66	56.4	10	----		56.4	0.0	8	-8.0	
R-10	14	1	0.0	54.7	66	54.7	10	----		54.7	0.0	8	-8.0	
R-11	15	1	0.0	52.1	66	52.1	10	----		52.1	0.0	8	-8.0	
R-12	16	1	0.0	51.0	66	51.0	10	----		51.0	0.0	8	-8.0	
R-13	17	1	0.0	59.8	66	59.8	10	----		59.8	0.0	8	-8.0	
R-14	18	1	0.0	62.0	66	62.0	10	----		62.0	0.0	8	-8.0	
R-15	19	1	0.0	60.4	66	60.4	10	----		60.4	0.0	8	-8.0	
R-16	20	1	0.0	60.1	66	60.1	10	----		60.1	0.0	8	-8.0	
R-17	21	1	0.0	55.3	66	55.3	10	----		55.3	0.0	8	-8.0	
R-18	22	1	0.0	53.6	66	53.6	10	----		53.6	0.0	8	-8.0	
R-19	23	1	0.0	53.5	66	53.5	10	----		53.5	0.0	8	-8.0	
R-20	24	1	0.0	55.1	66	55.1	10	----		55.1	0.0	8	-8.0	

RESULTS: SOUND LEVELS

6153: Lilac Hills Ranch

R-21	25	1	0.0	52.7	66	52.7	10	----	52.7	0.0	8	-8.0
R-22	26	1	0.0	52.3	66	52.3	10	----	52.3	0.0	8	-8.0
R-23	27	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
R-24	28	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
R-25	29	1	0.0	51.6	66	51.6	10	----	51.6	0.0	8	-8.0
R-26	30	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
R-27	31	1	0.0	50.5	66	50.5	10	----	50.5	0.0	8	-8.0
R-28	32	1	0.0	55.6	66	55.6	10	----	55.6	0.0	8	-8.0
R-29	33	1	0.0	50.6	66	50.6	10	----	50.6	0.0	8	-8.0
R-30	34	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
R-31	35	1	0.0	49.9	66	49.9	10	----	49.9	0.0	8	-8.0
R-32	36	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
R-33	37	1	0.0	51.2	66	51.2	10	----	51.2	0.0	8	-8.0
R-34	38	1	0.0	50.8	66	50.8	10	----	50.8	0.0	8	-8.0
R-35	39	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
R-36	40	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
R-37	41	1	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
R-38	42	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
R-39	43	1	0.0	50.8	66	50.8	10	----	50.8	0.0	8	-8.0
R-40	44	1	0.0	52.9	66	52.9	10	----	52.9	0.0	8	-8.0
R-41	45	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
R-42	46	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
R-43	47	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
R-44	48	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
R-45	49	1	0.0	56.1	66	56.1	10	----	56.1	0.0	8	-8.0
R-46	50	1	0.0	53.2	66	53.2	10	----	53.2	0.0	8	-8.0
R-47	51	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
R-48	52	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
R-49	53	1	0.0	56.4	66	56.4	10	----	56.4	0.0	8	-8.0
R-50	54	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
R-51	55	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
R-52	56	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
R-53	57	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
R-54	58	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
R-55	59	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
R-56	60	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
R-57	61	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0

INPUT: ROADWAYS

6153: Lilac Hills Ranch

		point18	18	6,286,762.5	2,049,514.8	0.00				Average	Y
		point17	17	6,286,716.0	2,049,102.0	0.00				Average	
		point16	16	6,286,485.0	2,047,911.2	0.00				Average	
		point15	15	6,286,288.0	2,047,360.8	0.00				Average	
		point14	14	6,285,925.0	2,046,565.2	0.00				Average	
		point13	13	6,284,753.0	2,044,232.4	0.00				Average	
		point12	12	6,284,436.5	2,043,555.2	0.00				Average	
		point11	11	6,284,205.0	2,042,910.9	0.00				Average	
		point10	10	6,284,047.0	2,042,285.8	0.00				Average	
		point9	9	6,283,972.5	2,041,852.2	0.00				Average	
		point8	8	6,283,898.5	2,041,357.8	0.00				Average	
		point7	7	6,283,856.5	2,040,854.6	0.00				Average	
		point6	6	6,283,861.0	2,039,990.1	0.00				Average	
		point5	5	6,283,908.0	2,039,492.4	0.00				Average	
		point4	4	6,283,985.0	2,039,008.5	0.00				Average	
		point3	3	6,284,139.5	2,038,356.8	0.00				Average	
		point2	2	6,284,373.5	2,037,624.2	0.00				Average	
		point1	1	6,284,638.0	2,036,861.0	0.00					
I-15 NB	48.0	point41	41	6,284,812.0	2,036,833.0	0.00				Average	
		point42	42	6,284,539.0	2,037,652.4	0.00				Average	
		point43	43	6,284,260.5	2,038,435.9	0.00				Average	
		point44	44	6,284,117.5	2,039,064.8	0.00				Average	
		point45	45	6,284,048.0	2,039,509.2	0.00				Average	
		point47	47	6,284,002.0	2,039,986.9	0.00				Average	
		point48	48	6,283,991.0	2,040,821.5	0.00				Average	
		point49	49	6,284,030.0	2,041,359.9	0.00				Average	
		point50	50	6,284,090.0	2,041,800.8	0.00				Average	
		point51	51	6,284,167.5	2,042,267.8	0.00				Average	
		point52	52	6,284,317.5	2,042,879.2	0.00				Average	
		point53	53	6,284,550.5	2,043,539.1	0.00				Average	
		point54	54	6,284,860.0	2,044,188.9	0.00				Average	
		point55	55	6,286,044.0	2,046,534.0	0.00				Average	
		point56	56	6,286,405.0	2,047,337.0	0.00				Average	
		point57	57	6,286,595.0	2,047,884.0	0.00				Average	
		point58	58	6,286,742.0	2,048,464.0	0.00				Average	

INPUT: ROADWAYS

6153: Lilac Hills Ranch

		point59	59	6,286,818.0	2,048,918.0	0.00				Average	Y
		point60	60	6,286,892.5	2,049,517.1	0.00				Average	
		point61	61	6,286,906.0	2,049,711.6	0.00				Average	
		point62	62	6,286,907.0	2,050,506.2	0.00				Average	
		point63	63	6,286,823.0	2,052,168.2	0.00				Average	
		point64	64	6,286,754.5	2,054,033.8	0.00				Average	
		point65	65	6,286,666.0	2,055,918.0	0.00				Average	
		point66	66	6,286,641.5	2,056,557.2	0.00				Average	
		point67	67	6,286,583.5	2,057,069.0	0.00				Average	
		point68	68	6,286,518.0	2,057,448.2	0.00				Average	
		point69	69	6,286,413.0	2,057,906.2	0.00				Average	
		point70	70	6,286,274.0	2,058,376.1	0.00				Average	
		point71	71	6,286,020.5	2,059,039.1	0.00				Average	
		point72	72	6,285,687.5	2,059,718.6	0.00				Average	
		point73	73	6,284,850.0	2,061,319.0	0.00				Average	
		point74	74	6,284,571.5	2,061,861.4	0.00				Average	
		point75	75	6,284,413.0	2,062,276.9	0.00				Average	
		point76	76	6,284,337.0	2,062,543.2	0.00				Average	
		point77	77	6,284,130.0	2,063,423.1	0.00				Average	
		point78	78	6,284,061.0	2,063,747.8	0.00				Average	
		point79	79	6,284,014.5	2,064,119.8	0.00				Average	
		point80	80	6,283,988.0	2,064,468.8	0.00				Average	
		point81	81	6,283,999.0	2,065,408.0	0.00					
Mountain Ridge Road	40.0	point82	82	6,294,090.5	2,042,183.5	0.00				Average	
		point83	83	6,294,076.5	2,045,330.2	0.00					
Old Hwy 395	24.0	point124	124	6,282,911.5	2,064,205.8	0.00				Average	
		point125	125	6,283,078.0	2,063,934.8	0.00				Average	
		point126	126	6,283,563.0	2,063,258.8	0.00				Average	
		point127	127	6,283,633.5	2,063,075.2	0.00				Average	
		point128	128	6,283,659.0	2,062,822.0	0.00				Average	
		point129	129	6,283,634.0	2,061,639.0	0.00				Average	
		point130	130	6,283,626.5	2,061,115.4	0.00				Average	
		point131	131	6,283,647.5	2,060,914.0	0.00				Average	
		point132	132	6,283,700.0	2,060,760.1	0.00				Average	
		point133	133	6,283,783.0	2,060,552.2	0.00				Average	

INPUT: ROADWAYS

6153: Lilac Hills Ranch

		point134	134	6,283,924.5	2,060,331.5	0.00				Average	
		point135	135	6,284,310.5	2,059,949.4	0.00				Average	
		point136	136	6,284,724.0	2,059,615.4	0.00				Average	
		point137	137	6,285,467.0	2,059,004.2	0.00				Average	
		point138	138	6,285,641.0	2,058,859.0	0.00				Average	
		point139	139	6,285,745.5	2,058,732.8	0.00				Average	
		point140	140	6,285,831.0	2,058,580.6	0.00				Average	
		point141	141	6,285,889.5	2,058,426.9	0.00				Average	
		point142	142	6,285,924.0	2,058,281.0	0.00				Average	
		point143	143	6,286,265.5	2,056,273.4	0.00				Average	
		point144	144	6,286,276.0	2,056,114.0	0.00				Average	
		point145	145	6,286,263.5	2,055,991.6	0.00				Average	
		point146	146	6,286,201.5	2,055,763.8	0.00				Average	
		point147	147	6,285,599.0	2,054,397.2	0.00					
LHR Road - 2	40.0	point487	487	6,292,545.0	2,049,854.4	0.00	Stop	0.00	100	Average	
		point488	488	6,292,501.0	2,049,779.2	0.00				Average	
		point489	489	6,292,439.5	2,049,718.2	0.00				Average	
		point490	490	6,292,363.5	2,049,675.2	0.00				Average	
		point491	491	6,292,250.5	2,049,651.6	0.00				Average	
		point492	492	6,292,164.0	2,049,660.2	0.00				Average	
		point493	493	6,292,109.0	2,049,678.6	0.00				Average	
		point494	494	6,292,034.5	2,049,723.4	0.00				Average	
		point495	495	6,291,992.5	2,049,763.4	0.00				Average	
		point496	496	6,291,958.0	2,049,810.2	0.00				Average	
		point497	497	6,291,944.0	2,049,835.6	0.00				Average	
		point498	498	6,291,923.0	2,049,889.8	0.00					
W. Lilac Road - West of LHR	22.0	point607	607	6,285,645.0	2,054,367.6	0.00	Signal	0.00	100	Average	
		point2305	2305	6,286,200.0	2,054,200.8	0.00				Average	Y
		point2306	2306	6,286,754.5	2,054,033.8	0.00				Average	Y
		point608	608	6,287,052.5	2,053,940.2	0.00				Average	
		point609	609	6,287,257.0	2,053,875.0	0.00				Average	
		point610	610	6,287,409.5	2,053,828.4	0.00				Average	
		point611	611	6,287,517.5	2,053,807.8	0.00				Average	
		point612	612	6,287,630.5	2,053,797.1	0.00				Average	
		point613	613	6,287,797.5	2,053,780.1	0.00				Average	

INPUT: ROADWAYS

6153: Lilac Hills Ranch

		point614	614	6,288,006.0	2,053,759.0	0.00				Average
		point615	615	6,288,139.0	2,053,749.0	0.00				Average
		point616	616	6,288,273.0	2,053,744.0	0.00				Average
		point617	617	6,288,525.5	2,053,752.2	0.00				Average
		point618	618	6,288,940.0	2,053,775.9	0.00				
Old Hwy 395-2	24.0	point862	862	6,287,097.5	2,048,377.5	0.00				Average
		point173	173	6,287,169.0	2,048,159.1	0.00				Average
		point174	174	6,287,201.0	2,048,003.1	0.00				Average
		point175	175	6,287,225.5	2,047,788.5	0.00				Average
		point176	176	6,287,226.0	2,047,488.8	0.00				Average
		point177	177	6,287,187.0	2,047,235.1	0.00				Average
		point178	178	6,287,142.0	2,047,035.8	0.00				Average
		point179	179	6,287,037.5	2,046,751.4	0.00				Average
		point180	180	6,286,740.0	2,046,215.0	0.00				Average
		point181	181	6,285,971.0	2,044,954.5	0.00				Average
		point182	182	6,284,883.5	2,043,150.1	0.00				Average
		point183	183	6,284,656.0	2,042,761.0	0.00				Average
		point184	184	6,284,505.0	2,042,343.0	0.00				Average
		point185	185	6,284,471.5	2,042,161.0	0.00				Average
		point186	186	6,284,446.0	2,041,856.2	0.00				Average
		point187	187	6,284,439.0	2,041,587.6	0.00				Average
		point188	188	6,284,463.5	2,041,264.1	0.00				Average
		point189	189	6,284,470.5	2,041,069.1	0.00				Average
		point190	190	6,284,499.5	2,040,765.5	0.00				Average
		point191	191	6,284,538.5	2,040,546.4	0.00				Average
		point192	192	6,284,586.0	2,040,357.0	0.00				Average
		point193	193	6,284,640.0	2,040,170.2	0.00				Average
		point194	194	6,284,939.0	2,039,143.2	0.00				Average
		point195	195	6,285,005.5	2,038,913.1	0.00				Average
		point196	196	6,285,050.5	2,038,738.9	0.00				Average
		point197	197	6,285,094.0	2,038,538.6	0.00				Average
		point198	198	6,285,156.0	2,038,149.0	0.00				Average
		point199	199	6,285,233.0	2,037,590.8	0.00				Average
		point200	200	6,285,344.0	2,036,806.0	0.00				Average
		point201	201	6,285,478.5	2,035,960.2	0.00				

INPUT: ROADWAYS

6153: Lilac Hills Ranch

Old Hwy 395-2	24.0	point863	863	6,286,280.0	2,049,916.0	0.00				Average
		point170	170	6,286,490.0	2,049,520.2	0.00				Average
		point171	171	6,286,963.5	2,048,657.8	0.00				Average
		point172	172	6,287,097.5	2,048,377.5	0.00				
W. Lilac Road - Existing-2	22.0	point864	864	6,298,126.0	2,042,454.0	0.00				Average
		point762	762	6,298,668.5	2,042,208.8	0.00				Average
		point763	763	6,298,787.0	2,042,207.9	0.00				Average
		point764	764	6,298,899.0	2,042,248.8	0.00				Average
		point765	765	6,298,969.0	2,042,315.9	0.00				Average
		point766	766	6,299,033.0	2,042,433.6	0.00				Average
		point767	767	6,299,080.5	2,042,646.4	0.00				Average
		point768	768	6,299,124.5	2,042,724.5	0.00				Average
		point769	769	6,299,201.0	2,042,772.2	0.00				Average
		point770	770	6,299,265.0	2,042,767.2	0.00				Average
		point771	771	6,299,341.0	2,042,731.0	0.00				Average
		point772	772	6,299,424.0	2,042,715.6	0.00				Average
		point773	773	6,299,488.0	2,042,727.6	0.00				Average
		point774	774	6,299,551.5	2,042,750.2	0.00				Average
		point775	775	6,299,683.5	2,042,815.9	0.00				Average
		point776	776	6,299,980.0	2,042,946.0	0.00				Average
		point777	777	6,300,135.5	2,043,004.6	0.00				Average
		point778	778	6,300,191.0	2,043,015.8	0.00				Average
		point779	779	6,300,266.0	2,043,016.2	0.00				Average
		point780	780	6,300,320.0	2,043,006.4	0.00				Average
		point781	781	6,300,375.0	2,042,990.8	0.00				Average
		point782	782	6,300,536.5	2,042,946.6	0.00				Average
		point783	783	6,300,625.0	2,042,951.2	0.00				Average
		point784	784	6,300,675.0	2,042,991.4	0.00				Average
		point785	785	6,300,707.0	2,043,065.0	0.00				Average
		point786	786	6,300,751.5	2,043,117.6	0.00				Average
		point787	787	6,300,825.5	2,043,145.5	0.00				Average
		point788	788	6,300,905.0	2,043,148.0	0.00				Average
		point789	789	6,300,995.0	2,043,144.0	0.00				Average
		point790	790	6,301,043.5	2,043,155.0	0.00				Average
		point791	791	6,301,099.5	2,043,189.6	0.00				Average

INPUT: ROADWAYS

6153: Lilac Hills Ranch

		point792	792	6,301,158.0	2,043,189.2	0.00				Average
		point793	793	6,301,208.5	2,043,136.1	0.00				Average
		point794	794	6,301,242.5	2,043,077.9	0.00				Average
		point795	795	6,301,281.0	2,043,071.1	0.00				Average
		point796	796	6,301,389.5	2,043,145.5	0.00				Average
		point797	797	6,301,439.0	2,043,148.0	0.00				Average
		point798	798	6,301,505.0	2,043,125.8	0.00				Average
		point799	799	6,301,561.0	2,043,092.9	0.00				Average
		point800	800	6,301,622.5	2,043,051.4	0.00				Average
		point801	801	6,301,719.5	2,043,069.0	0.00				Average
		point802	802	6,301,798.5	2,043,080.5	0.00				Average
		point803	803	6,301,893.5	2,043,066.8	0.00				Average
		point804	804	6,301,968.0	2,043,059.0	0.00				Average
		point805	805	6,302,058.5	2,043,081.9	0.00				Average
		point806	806	6,302,222.0	2,043,162.8	0.00				Average
		point807	807	6,302,272.5	2,043,185.1	0.00				Average
		point808	808	6,302,346.5	2,043,180.9	0.00				Average
		point809	809	6,302,482.0	2,043,170.2	0.00				Average
		point810	810	6,302,585.0	2,043,196.0	0.00				Average
		point811	811	6,302,714.0	2,043,239.6	0.00				Average
		point812	812	6,302,767.5	2,043,232.6	0.00				Average
		point813	813	6,302,845.0	2,043,195.9	0.00				Average
		point814	814	6,303,030.5	2,043,113.2	0.00				Average
		point815	815	6,303,065.0	2,043,113.6	0.00				Average
		point816	816	6,303,108.0	2,043,136.9	0.00				Average
		point817	817	6,303,226.0	2,043,243.1	0.00				Average
		point818	818	6,303,254.5	2,043,250.4	0.00				Average
		point819	819	6,303,288.0	2,043,240.8	0.00				Average
		point820	820	6,303,433.5	2,043,100.6	0.00				Average
		point821	821	6,303,465.5	2,043,076.5	0.00				Average
		point822	822	6,303,501.0	2,043,058.4	0.00				Average
		point823	823	6,303,538.5	2,043,045.0	0.00				Average
		point824	824	6,303,604.5	2,043,010.2	0.00				Average
		point825	825	6,303,655.5	2,042,966.1	0.00				Average
		point826	826	6,303,668.0	2,042,931.0	0.00				Average

INPUT: ROADWAYS

6153: Lilac Hills Ranch

		point827	827	6,303,671.0	2,042,892.0	0.00				Average	
		point829	829	6,303,699.0	2,042,847.0	0.00				Average	
		point830	830	6,303,775.0	2,042,828.8	0.00				Average	
		point831	831	6,303,854.0	2,042,817.9	0.00				Average	
		point832	832	6,303,956.5	2,042,808.4	0.00				Average	
		point833	833	6,304,003.5	2,042,797.2	0.00				Average	
		point834	834	6,304,072.0	2,042,777.0	0.00				Average	
		point835	835	6,304,132.0	2,042,775.2	0.00				Average	
		point836	836	6,304,230.0	2,042,796.8	0.00				Average	
		point837	837	6,304,308.0	2,042,798.9	0.00				Average	
		point838	838	6,304,343.5	2,042,781.8	0.00				Average	
		point839	839	6,304,378.0	2,042,737.6	0.00				Average	
		point840	840	6,304,407.0	2,042,670.9	0.00				Average	
		point841	841	6,304,461.5	2,042,621.6	0.00				Average	
		point842	842	6,304,517.0	2,042,615.6	0.00				Average	
		point843	843	6,304,589.0	2,042,634.1	0.00				Average	
		point844	844	6,304,650.5	2,042,678.6	0.00				Average	
		point845	845	6,304,702.5	2,042,739.1	0.00				Average	
		point846	846	6,304,761.5	2,042,832.0	0.00				Average	
		point847	847	6,304,793.0	2,042,889.8	0.00				Average	
		point848	848	6,304,829.0	2,042,924.2	0.00				Average	
		point849	849	6,304,890.0	2,042,953.0	0.00				Average	
		point850	850	6,305,415.0	2,043,121.6	0.00				Average	
		point851	851	6,305,496.0	2,043,138.0	0.00				Average	
		point852	852	6,305,616.0	2,043,150.0	0.00				Average	
		point853	853	6,305,690.0	2,043,162.0	0.00				Average	
		point854	854	6,305,740.5	2,043,175.1	0.00				Average	
		point855	855	6,305,893.0	2,043,235.6	0.00				Average	
		point856	856	6,306,023.5	2,043,300.2	0.00				Average	
		point857	857	6,306,108.0	2,043,325.1	0.00				Average	
		point858	858	6,306,193.5	2,043,337.8	0.00				Average	
		point859	859	6,306,359.5	2,043,339.8	0.00				Average	
		point861	861	6,306,417.5	2,043,351.6	0.00				Average	
		point860	860	6,306,495.5	2,043,372.8	0.00				Average	
W. Lilac Road - Existing-2	22.0	point865	865	6,295,468.5	2,048,854.5	0.00				Average	

INPUT: ROADWAYS

6153: Lilac Hills Ranch

		point714	714	6,295,470.5	2,048,728.0	0.00				Average	
		point715	715	6,295,481.0	2,048,658.9	0.00				Average	
		point716	716	6,295,508.0	2,048,578.4	0.00				Average	
		point717	717	6,295,540.0	2,048,517.0	0.00				Average	
		point718	718	6,295,914.0	2,048,078.0	0.00				Average	
		point719	719	6,296,117.0	2,047,934.2	0.00				Average	
		point720	720	6,296,402.0	2,047,842.0	0.00				Average	
		point721	721	6,296,666.5	2,047,733.0	0.00				Average	
		point722	722	6,296,939.0	2,047,593.2	0.00				Average	
		point723	723	6,297,073.0	2,047,479.9	0.00				Average	
		point724	724	6,297,227.0	2,047,320.0	0.00				Average	
		point725	725	6,297,412.5	2,047,122.4	0.00				Average	
		point726	726	6,297,525.0	2,046,921.8	0.00				Average	
		point727	727	6,297,551.5	2,046,838.0	0.00				Average	
		point728	728	6,297,560.5	2,046,790.5	0.00				Average	
		point729	729	6,297,552.0	2,046,698.2	0.00				Average	
		point730	730	6,297,551.0	2,046,663.5	0.00				Average	
		point731	731	6,297,565.5	2,046,624.0	0.00				Average	
		point732	732	6,297,625.0	2,046,528.5	0.00				Average	
		point733	733	6,297,639.5	2,046,479.8	0.00				Average	
		point734	734	6,297,636.5	2,046,429.1	0.00				Average	
		point735	735	6,297,612.0	2,046,357.0	0.00				Average	
		point736	736	6,297,609.0	2,046,301.4	0.00				Average	
		point737	737	6,297,623.5	2,046,267.4	0.00				Average	
		point738	738	6,297,731.0	2,046,094.4	0.00				Average	
		point739	739	6,297,753.5	2,046,044.0	0.00				Average	
		point740	740	6,297,785.0	2,045,945.8	0.00				Average	
		point741	741	6,297,810.0	2,045,853.2	0.00				Average	
		point742	742	6,297,851.0	2,045,724.6	0.00				Average	
		point743	743	6,297,875.0	2,045,689.9	0.00				Average	
		point744	744	6,297,912.0	2,045,656.5	0.00				Average	
		point745	745	6,297,979.0	2,045,618.0	0.00				Average	
		point746	746	6,298,021.0	2,045,569.8	0.00				Average	
		point747	747	6,298,031.0	2,045,515.6	0.00				Average	
		point748	748	6,298,008.5	2,045,454.2	0.00				Average	

INPUT: ROADWAYS

6153: Lilac Hills Ranch

		point749	749	6,297,977.5	2,045,355.2	0.00				Average
		point750	750	6,297,971.0	2,045,280.6	0.00				Average
		point751	751	6,297,977.0	2,045,211.0	0.00				Average
		point752	752	6,297,990.0	2,045,157.6	0.00				Average
		point753	753	6,298,020.5	2,045,074.2	0.00				Average
		point754	754	6,298,069.0	2,044,958.6	0.00				Average
		point755	755	6,298,095.5	2,044,881.0	0.00				Average
		point756	756	6,298,109.0	2,044,826.8	0.00				Average
		point757	757	6,298,123.0	2,044,747.1	0.00				Average
		point758	758	6,298,137.0	2,044,607.9	0.00				Average
		point759	759	6,298,146.0	2,044,069.0	0.00				Average
		point760	760	6,298,145.5	2,043,285.1	0.00				Average
		point761	761	6,298,126.0	2,042,454.0	0.00				
LHR Road - 1-2	24.0	point894	894	6,291,136.5	2,052,161.6	0.00				Average
		point603	603	6,291,127.5	2,052,212.9	0.00				Average
		point604	604	6,291,111.0	2,052,307.4	0.00				Average
		point605	605	6,291,103.5	2,052,355.0	0.00				Average
		point606	606	6,291,076.5	2,052,592.2	0.00				
O Street-2	40.0	point896	896	6,288,945.0	2,053,770.9	0.00				Average
		point868	868	6,288,922.5	2,053,654.5	0.00				Average
		point869	869	6,288,907.5	2,053,501.9	0.00				Average
		point870	870	6,288,937.5	2,053,308.2	0.00				Average
		point871	871	6,289,031.5	2,053,135.8	0.00				Average
		point872	872	6,289,111.0	2,053,075.0	0.00				Average
		point873	873	6,289,180.0	2,053,002.9	0.00				Average
		point874	874	6,289,232.5	2,052,918.8	0.00				Average
		point875	875	6,289,252.5	2,052,872.5	0.00				
Main Street	77.0	point1022	1022	6,288,949.0	2,053,776.5	0.00				Average
		point997	997	6,289,300.5	2,053,552.9	0.00				Average
		point996	996	6,289,322.0	2,053,538.8	0.00				Average
		point995	995	6,289,343.0	2,053,524.1	0.00				Average
		point994	994	6,289,363.5	2,053,508.9	0.00				Average
		point993	993	6,289,383.5	2,053,493.0	0.00				Average
		point992	992	6,289,403.5	2,053,476.6	0.00				Average
		point991	991	6,289,422.5	2,053,459.6	0.00				Average

INPUT: ROADWAYS

6153: Lilac Hills Ranch

		point990	990	6,289,441.5	2,053,442.1	0.00				Average	
		point989	989	6,289,459.5	2,053,424.1	0.00				Average	
		point988	988	6,289,477.0	2,053,405.5	0.00				Average	
		point987	987	6,289,494.5	2,053,386.5	0.00				Average	
		point986	986	6,289,511.0	2,053,367.0	0.00				Average	
		point985	985	6,289,527.0	2,053,347.0	0.00				Average	
		point984	984	6,289,542.5	2,053,326.6	0.00				Average	
		point983	983	6,289,557.5	2,053,305.8	0.00				Average	
		point982	982	6,289,571.5	2,053,284.4	0.00				Average	
		point981	981	6,289,585.5	2,053,262.8	0.00				Average	
		point980	980	6,289,598.5	2,053,240.8	0.00				Average	
		point979	979	6,289,611.0	2,053,218.2	0.00				Average	
		point978	978	6,289,622.5	2,053,195.5	0.00				Average	
		point977	977	6,289,633.5	2,053,172.4	0.00				Average	
		point976	976	6,289,673.0	2,053,087.2	0.00				Average	
		point975	975	6,289,680.5	2,053,070.2	0.00				Average	
		point974	974	6,289,687.5	2,053,053.0	0.00				Average	
		point973	973	6,289,694.0	2,053,035.5	0.00				Average	
		point972	972	6,289,699.5	2,053,017.9	0.00				Average	
		point971	971	6,289,704.5	2,052,999.9	0.00				Average	
		point970	970	6,289,708.5	2,052,981.9	0.00				Average	
		point969	969	6,289,712.0	2,052,963.6	0.00				Average	
		point968	968	6,289,715.0	2,052,945.2	0.00					
Main Street-South	51.0	point1024	1024	6,290,025.5	2,052,267.1	0.00				Average	
		point948	948	6,290,267.5	2,051,953.1	0.00				Average	
		point947	947	6,290,280.0	2,051,938.0	0.00				Average	
		point946	946	6,290,292.5	2,051,923.4	0.00				Average	
		point945	945	6,290,306.0	2,051,909.4	0.00				Average	
		point944	944	6,290,319.5	2,051,895.8	0.00				Average	
		point943	943	6,290,334.0	2,051,882.8	0.00				Average	
		point942	942	6,290,348.5	2,051,870.2	0.00				Average	
		point941	941	6,290,364.0	2,051,858.4	0.00				Average	
		point940	940	6,290,379.5	2,051,847.0	0.00				Average	
		point939	939	6,290,396.0	2,051,836.4	0.00				Average	
		point938	938	6,290,412.5	2,051,826.2	0.00				Average	

INPUT: ROADWAYS

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		point937	937	6,290,429.5	2,051,816.9	0.00				Average	
		point936	936	6,290,446.5	2,051,808.1	0.00				Average	
		point935	935	6,290,464.0	2,051,800.1	0.00				Average	
		point934	934	6,290,482.0	2,051,792.8	0.00				Average	
		point933	933	6,290,500.5	2,051,786.1	0.00				Average	
		point932	932	6,290,518.5	2,051,780.1	0.00				Average	
		point931	931	6,290,537.5	2,051,774.9	0.00				Average	
		point930	930	6,290,556.0	2,051,770.4	0.00				Average	
		point929	929	6,290,575.0	2,051,766.5	0.00				Average	
		point928	928	6,290,594.0	2,051,763.5	0.00				Average	
		point927	927	6,290,613.5	2,051,761.2	0.00				Average	
		point926	926	6,290,633.0	2,051,759.6	0.00				Average	
		point925	925	6,290,652.0	2,051,758.8	0.00				Average	
		point924	924	6,290,671.5	2,051,758.8	0.00				Average	
		point923	923	6,290,691.0	2,051,759.4	0.00				Average	
		point922	922	6,290,710.0	2,051,760.9	0.00				Average	
		point921	921	6,290,729.5	2,051,763.0	0.00				Average	
		point920	920	6,290,748.5	2,051,766.0	0.00				Average	
		point919	919	6,291,185.5	2,051,841.0	0.00					
Main Street-South-2	45.0	point918	918	6,291,210.0	2,051,845.9	0.00				Average	
		point917	917	6,291,230.0	2,051,850.5	0.00				Average	
		point916	916	6,291,250.0	2,051,855.8	0.00				Average	
		point915	915	6,291,270.0	2,051,861.8	0.00				Average	
		point914	914	6,291,290.0	2,051,868.5	0.00				Average	
		point913	913	6,291,309.5	2,051,875.9	0.00				Average	
		point912	912	6,291,328.5	2,051,883.9	0.00				Average	
		point911	911	6,291,347.5	2,051,892.6	0.00				Average	
		point910	910	6,291,366.0	2,051,902.0	0.00				Average	
		point909	909	6,291,384.5	2,051,912.0	0.00				Average	
		point908	908	6,291,402.5	2,051,922.6	0.00				Average	
		point907	907	6,291,420.0	2,051,933.9	0.00				Average	
		point906	906	6,291,437.0	2,051,945.6	0.00				Average	
		point905	905	6,291,453.5	2,051,958.1	0.00				Average	
		point904	904	6,291,470.0	2,051,971.1	0.00				Average	
		point903	903	6,291,486.0	2,051,984.6	0.00				Average	

INPUT: ROADWAYS

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		point902	902	6,291,501.0	2,051,998.8	0.00				Average
		point901	901	6,291,516.0	2,052,013.4	0.00				Average
		point900	900	6,291,530.0	2,052,028.5	0.00				Average
		point899	899	6,291,878.0	2,052,409.1	0.00				
LHR Road South of F	60.0	point1026	1026	6,294,522.0	2,045,595.9	0.00				Average
		point1027	1027	6,294,522.5	2,045,917.1	0.00				Average
		point1028	1028	6,294,522.5	2,046,040.9	0.00				Average
		point1029	1029	6,294,523.0	2,046,065.8	0.00				Average
		point1030	1030	6,294,524.0	2,046,090.6	0.00				Average
		point1031	1031	6,294,525.5	2,046,115.5	0.00				Average
		point1032	1032	6,294,527.5	2,046,140.4	0.00				Average
		point1033	1033	6,294,530.5	2,046,165.1	0.00				Average
		point1034	1034	6,294,578.5	2,046,544.6	0.00				Average
		point1035	1035	6,294,579.5	2,046,556.9	0.00				Average
		point1036	1036	6,294,580.0	2,046,569.1	0.00				Average
		point1037	1037	6,294,579.5	2,046,581.2	0.00				Average
		point1038	1038	6,294,578.5	2,046,593.5	0.00				Average
		point1039	1039	6,294,577.0	2,046,605.6	0.00				Average
		point1040	1040	6,294,574.5	2,046,617.5	0.00				Average
		point1041	1041	6,294,571.0	2,046,629.2	0.00				Average
		point1042	1042	6,294,567.0	2,046,640.9	0.00				Average
		point1043	1043	6,294,562.5	2,046,652.1	0.00				Average
		point1044	1044	6,294,557.0	2,046,663.1	0.00				Average
		point1045	1045	6,294,551.0	2,046,673.8	0.00				Average
		point1046	1046	6,294,544.0	2,046,684.0	0.00				Average
		point1047	1047	6,294,537.0	2,046,693.9	0.00				Average
		point1048	1048	6,294,529.0	2,046,703.2	0.00				Average
		point1049	1049	6,294,520.5	2,046,712.0	0.00				Average
		point1050	1050	6,294,511.5	2,046,720.4	0.00				Average
		point1051	1051	6,294,502.0	2,046,728.1	0.00				Average
		point1052	1052	6,294,492.5	2,046,735.2	0.00				Average
		point1053	1053	6,294,433.5	2,046,775.2	0.00				Average
		point1054	1054	6,294,419.0	2,046,785.6	0.00				Average
		point1055	1055	6,294,404.5	2,046,796.6	0.00				Average
		point1056	1056	6,294,391.0	2,046,808.2	0.00				Average

INPUT: ROADWAYS

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		point1057	1057	6,294,378.0	2,046,820.4	0.00				Average	
		point1058	1058	6,294,365.5	2,046,833.1	0.00				Average	
		point1059	1059	6,294,353.5	2,046,846.5	0.00				Average	
		point1060	1060	6,294,342.5	2,046,860.2	0.00				Average	
		point1061	1061	6,294,332.0	2,046,874.6	0.00				Average	
		point1062	1062	6,294,322.0	2,046,889.4	0.00				Average	
		point1063	1063	6,294,312.5	2,046,904.5	0.00				Average	
		point1064	1064	6,294,303.5	2,046,920.1	0.00				Average	
		point1065	1065	6,294,296.0	2,046,936.1	0.00				Average	
		point1066	1066	6,294,288.5	2,046,952.5	0.00				Average	
		point1067	1067	6,294,282.0	2,046,969.1	0.00				Average	
		point1068	1068	6,294,276.5	2,046,986.0	0.00				Average	
		point1069	1069	6,294,271.5	2,047,003.1	0.00				Average	
		point1070	1070	6,294,267.0	2,047,020.4	0.00				Average	
		point1071	1071	6,294,263.5	2,047,038.0	0.00				Average	
		point1072	1072	6,294,261.0	2,047,055.6	0.00				Average	
		point1073	1073	6,294,232.0	2,047,282.6	0.00				Average	
		point1074	1074	6,294,230.0	2,047,294.4	0.00				Average	
		point1075	1075	6,294,227.5	2,047,306.0	0.00				Average	
		point1076	1076	6,294,224.5	2,047,317.4	0.00				Average	
		point1077	1077	6,294,220.5	2,047,328.6	0.00				Average	
		point1078	1078	6,294,216.0	2,047,339.5	0.00				Average	
		point1079	1079	6,294,210.5	2,047,350.2	0.00				Average	
		point1080	1080	6,294,205.0	2,047,360.5	0.00				Average	
		point1081	1081	6,294,198.5	2,047,370.5	0.00				Average	
		point1082	1082	6,294,191.5	2,047,380.1	0.00				Average	
		point1083	1083	6,294,184.0	2,047,389.2	0.00				Average	
		point1084	1084	6,294,175.5	2,047,397.9	0.00				Average	
		point1085	1085	6,294,167.0	2,047,406.1	0.00				Average	
		point1086	1086	6,294,158.0	2,047,413.8	0.00				Average	
		point1087	1087	6,294,043.0	2,047,505.4	0.00				Average	
		point1088	1088	6,294,033.5	2,047,513.1	0.00				Average	
		point1089	1089	6,294,025.0	2,047,521.6	0.00				Average	
		point1090	1090	6,294,016.5	2,047,530.5	0.00				Average	
		point1091	1068	6,294,009.0	2,047,539.9	0.00				Average	

INPUT: ROADWAYS

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		point1092	1092	6,294,002.0	2,047,549.6	0.00				Average
		point1093	1093	6,293,995.5	2,047,559.9	0.00				Average
		point1094	1094	6,293,989.5	2,047,570.5	0.00				Average
		point1095	1095	6,293,984.5	2,047,581.5	0.00				Average
		point1096	1096	6,293,980.0	2,047,592.8	0.00				Average
		point1097	1097	6,293,976.0	2,047,604.2	0.00				Average
		point1098	1098	6,293,973.0	2,047,615.9	0.00				Average
		point1099	1099	6,293,970.5	2,047,627.8	0.00				Average
		point1100	1100	6,293,968.5	2,047,639.9	0.00				Average
		point1101	1101	6,293,968.0	2,047,651.9	0.00				Average
		point1102	1102	6,293,967.5	2,047,664.0	0.00				Average
		point1103	1103	6,293,969.0	2,047,809.6	0.00				Average
		point1104	1104	6,293,422.5	2,047,919.2	0.00				Average
		point1105	1105	6,293,406.5	2,047,922.9	0.00				Average
		point1106	1106	6,293,390.5	2,047,927.4	0.00				Average
		point1107	1107	6,293,374.5	2,047,932.5	0.00				Average
		point1108	1108	6,293,359.0	2,047,938.5	0.00				Average
		point1109	1109	6,293,343.5	2,047,945.1	0.00				Average
		point1110	1110	6,293,328.5	2,047,952.6	0.00				Average
		point1111	1111	6,293,314.0	2,047,960.8	0.00				Average
		point1112	1112	6,293,300.0	2,047,969.5	0.00				Average
		point1113	1113	6,293,286.0	2,047,979.0	0.00				Average
		point1114	1114	6,293,273.0	2,047,989.1	0.00				Average
		point1115	1115	6,293,260.0	2,047,999.9	0.00				Average
		point1116	1116	6,293,247.5	2,048,011.2	0.00				Average
		point1117	1117	6,293,236.0	2,048,023.1	0.00				Average
		point1118	1118	6,293,225.0	2,048,035.5	0.00				Average
		point1119	1119	6,293,214.5	2,048,048.5	0.00				Average
		point1120	1120	6,293,204.5	2,048,062.0	0.00				Average
		point1121	1121	6,293,195.5	2,048,075.9	0.00				Average
		point1122	1122	6,293,186.5	2,048,090.2	0.00				Average
		point1123	1123	6,293,179.0	2,048,105.0	0.00				Average
		point1124	1124	6,293,171.5	2,048,120.0	0.00				Average
		point1125	1125	6,293,165.5	2,048,135.5	0.00				Average
		point1126	1126	6,293,159.5	2,048,151.1	0.00				Average

INPUT: ROADWAYS

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		point1127	1127	6,293,154.5	2,048,167.1	0.00				Average
		point1128	1128	6,293,150.5	2,048,183.2	0.00				Average
		point1129	1129	6,293,147.0	2,048,199.6	0.00				Average
		point1130	1130	6,293,144.5	2,048,216.1	0.00				Average
		point1131	1131	6,293,142.5	2,048,232.8	0.00				Average
		point1132	1132	6,293,141.5	2,048,249.4	0.00				Average
		point1133	1133	6,293,141.5	2,048,266.1	0.00				Average
		point1134	1134	6,293,142.0	2,048,282.8	0.00				Average
		point1135	1135	6,293,143.5	2,048,299.4	0.00				Average
		point1136	1136	6,293,145.5	2,048,316.0	0.00				Average
		point1137	1137	6,293,148.5	2,048,332.4	0.00				Average
		point1138	1138	6,293,152.5	2,048,348.6	0.00				Average
		point1139	1139	6,293,157.0	2,048,364.8	0.00				Average
		point1140	1140	6,293,162.0	2,048,380.6	0.00				Average
		point1141	1141	6,293,168.0	2,048,396.1	0.00				Average
		point1142	1142	6,293,175.0	2,048,411.5	0.00				Average
		point1143	1143	6,293,182.5	2,048,426.4	0.00				Average
		point1144	1144	6,293,190.5	2,048,440.9	0.00				Average
		point1145	1145	6,293,312.0	2,048,646.0	0.00				Average
		point1146	1146	6,293,319.0	2,048,658.8	0.00				Average
		point1147	1147	6,293,326.0	2,048,671.9	0.00				Average
		point1148	1148	6,293,331.5	2,048,685.2	0.00				Average
		point1149	1149	6,293,337.0	2,048,698.9	0.00				Average
		point1150	1150	6,293,341.5	2,048,712.8	0.00				Average
		point1151	1151	6,293,345.0	2,048,726.9	0.00				Average
		point1152	1152	6,293,348.5	2,048,741.1	0.00				Average
		point1153	1153	6,293,351.0	2,048,755.5	0.00				Average
		point1154	1154	6,293,352.5	2,048,770.0	0.00				Average
		point1155	1155	6,293,353.5	2,048,784.6	0.00				Average
		point1156	1156	6,293,354.0	2,048,799.1	0.00				Average
Street C	40.0	point1513	1513	6,290,106.0	2,053,368.9	0.00	Stop	0.00	100	Average
		point1514	1514	6,290,101.0	2,053,343.0	0.00				Average
		point1515	1515	6,290,098.5	2,053,331.4	0.00				Average
		point1516	1516	6,290,095.0	2,053,320.0	0.00				Average
		point1517	1517	6,290,091.0	2,053,308.8	0.00				Average

INPUT: ROADWAYS

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		point1518	1518	6,290,086.0	2,053,297.9	0.00				Average
		point1519	1519	6,290,081.0	2,053,287.2	0.00				Average
		point1520	1520	6,290,075.0	2,053,277.0	0.00				Average
		point1521	1521	6,290,068.5	2,053,267.0	0.00				Average
		point1522	1522	6,290,061.0	2,053,257.5	0.00				Average
		point1523	1523	6,290,053.5	2,053,248.5	0.00				Average
		point1524	1524	6,289,851.0	2,053,023.8	0.00				Average
		point1525	1525	6,289,843.5	2,053,015.5	0.00				Average
		point1526	1526	6,289,835.0	2,053,007.8	0.00				Average
		point1527	1527	6,289,826.5	2,053,000.5	0.00				Average
		point1528	1528	6,289,817.5	2,052,993.8	0.00				Average
		point1529	1529	6,289,808.0	2,052,987.5	0.00				Average
		point1530	1530	6,289,798.0	2,052,981.9	0.00				Average
		point1531	1531	6,289,788.0	2,052,976.8	0.00				Average
		point1532	1532	6,289,777.5	2,052,972.1	0.00				Average
		point1533	1533	6,289,721.5	2,052,946.8	0.00				
Roadway41	24.0	point1824	1824	6,294,522.0	2,045,595.9	0.00				Average
		point1825	1825	6,294,096.0	2,045,598.8	0.00				Average
		point1826	1826	6,294,084.0	2,045,599.1	0.00				Average
		point1827	1827	6,294,072.0	2,045,600.2	0.00				Average
		point1828	1828	6,294,060.0	2,045,602.1	0.00				Average
		point1829	1829	6,294,048.5	2,045,604.8	0.00				Average
		point1830	1830	6,294,036.5	2,045,608.0	0.00				Average
		point1831	1831	6,294,025.5	2,045,612.0	0.00				Average
		point1832	1832	6,294,014.5	2,045,616.6	0.00				Average
		point1833	1833	6,294,003.5	2,045,621.9	0.00				Average
		point1834	1834	6,293,993.0	2,045,627.9	0.00				Average
		point1835	1835	6,293,983.0	2,045,634.4	0.00				Average
		point1836	1836	6,293,973.5	2,045,641.5	0.00				Average
		point1837	1837	6,293,964.0	2,045,649.2	0.00				Average
		point1838	1838	6,293,955.5	2,045,657.5	0.00				Average
		point1839	1839	6,293,915.5	2,045,697.4	0.00				
Street C West of O	40.0	point2104	2104	6,289,704.5	2,052,946.8	0.00	Stop	0.00	100	Average
		point1534	1534	6,289,580.0	2,052,947.2	0.00				Average
		point1535	1535	6,289,560.5	2,052,946.9	0.00				Average

INPUT: ROADWAYS

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		point1536	1536	6,289,540.5	2,052,945.8	0.00				Average
		point1537	1537	6,289,521.5	2,052,944.0	0.00				Average
		point1538	1538	6,289,502.0	2,052,941.4	0.00				Average
		point1539	1539	6,289,482.5	2,052,938.0	0.00				Average
		point1540	1540	6,289,463.5	2,052,933.9	0.00				Average
		point1541	1541	6,289,444.5	2,052,929.0	0.00				Average
		point1542	1542	6,289,426.0	2,052,923.4	0.00				Average
		point1543	1543	6,289,254.0	2,052,868.4	0.00				
Street Z	40.0	point2105	2105	6,292,032.5	2,052,578.0	0.00	Signal	0.00	100	Average
		point1354	1354	6,292,021.0	2,052,602.8	0.00				Average
		point1355	1355	6,292,009.0	2,052,627.9	0.00				Average
		point1356	1356	6,291,996.0	2,052,652.6	0.00				Average
		point1357	1357	6,291,982.5	2,052,677.1	0.00				Average
		point1358	1358	6,291,968.5	2,052,701.2	0.00				Average
		point1359	1359	6,291,953.5	2,052,724.9	0.00				Average
		point1360	1360	6,291,938.0	2,052,748.1	0.00				Average
		point1361	1361	6,291,922.0	2,052,770.9	0.00				Average
		point1362	1362	6,291,905.5	2,052,793.2	0.00				Average
		point1363	1363	6,291,888.0	2,052,815.1	0.00				Average
		point1364	1364	6,291,870.0	2,052,836.5	0.00				Average
		point1365	1365	6,291,851.5	2,052,857.4	0.00				Average
		point1366	1366	6,291,832.5	2,052,877.6	0.00				Average
		point1367	1367	6,291,812.5	2,052,897.5	0.00				Average
		point1368	1368	6,291,792.5	2,052,916.6	0.00				Average
		point1369	1369	6,291,771.5	2,052,935.4	0.00				Average
		point1370	1370	6,291,750.5	2,052,953.4	0.00				Average
		point1371	1371	6,291,541.5	2,053,125.9	0.00				Average
		point1372	1372	6,291,519.0	2,053,144.1	0.00				Average
		point1373	1373	6,291,495.5	2,053,161.8	0.00				Average
		point1374	1374	6,291,472.0	2,053,178.8	0.00				Average
		point1375	1375	6,291,448.0	2,053,195.1	0.00				Average
		point1376	1376	6,291,423.5	2,053,210.9	0.00				Average
		point1377	1377	6,291,398.5	2,053,226.0	0.00				Average
		point1378	1378	6,291,373.5	2,053,240.4	0.00				Average
		point1379	1379	6,291,347.5	2,053,254.2	0.00				Average

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		point1380	1380	6,291,321.5	2,053,267.2	0.00				Average
		point1381	1381	6,291,295.5	2,053,279.6	0.00				Average
		point1382	1382	6,291,268.5	2,053,291.2	0.00				Average
		point1383	1383	6,291,241.5	2,053,302.2	0.00				Average
		point1384	1384	6,291,214.5	2,053,312.5	0.00				Average
		point1385	1385	6,291,187.0	2,053,322.0	0.00				Average
		point1386	1386	6,291,159.0	2,053,330.8	0.00				Average
		point1387	1387	6,291,131.0	2,053,338.9	0.00				Average
		point1388	1388	6,291,103.0	2,053,346.1	0.00				Average
		point1389	1389	6,291,074.5	2,053,352.8	0.00				Average
		point1390	1390	6,291,046.0	2,053,358.5	0.00				Average
		point1391	1391	6,291,017.5	2,053,363.6	0.00				Average
		point1392	1392	6,290,988.5	2,053,367.9	0.00				Average
		point1393	1393	6,290,959.5	2,053,371.4	0.00				Average
		point1394	1394	6,290,930.5	2,053,374.1	0.00				Average
		point1395	1395	6,290,901.5	2,053,376.1	0.00				Average
		point1396	1396	6,290,872.5	2,053,377.4	0.00				Average
		point1397	1397	6,290,843.5	2,053,377.8	0.00				Average
		point1398	1398	6,290,814.5	2,053,377.5	0.00				Average
		point1399	1399	6,290,183.5	2,053,362.1	0.00				Average
		point1400	1400	6,290,167.0	2,053,362.1	0.00				Average
		point1401	1401	6,290,150.5	2,053,362.9	0.00				Average
		point1402	1402	6,290,134.0	2,053,364.4	0.00				Average
		point1403	1403	6,290,118.0	2,053,366.8	0.00				Average
		point1404	1404	6,290,101.5	2,053,369.8	0.00				Average
Street F-2	40.0	point2109	2109	6,292,545.0	2,049,854.4	0.00	Stop	0.00	100	Average
		point2107	2107	6,292,553.0	2,050,148.9	0.00				Average
		point1276	1276	6,292,554.0	2,050,170.1	0.00				Average
		point1277	1277	6,292,556.0	2,050,191.2	0.00				Average
		point1278	1278	6,292,558.5	2,050,212.4	0.00				Average
		point1279	1279	6,292,561.5	2,050,233.4	0.00				Average
		point1280	1280	6,292,565.5	2,050,254.1	0.00				Average
		point1281	1281	6,292,570.5	2,050,274.9	0.00				Average
		point1282	1282	6,292,576.0	2,050,295.4	0.00				Average
		point1283	1283	6,292,582.0	2,050,315.8	0.00				Average

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		point1284	1284	6,292,589.0	2,050,335.9	0.00				Average	
		point1285	1285	6,292,596.5	2,050,355.8	0.00				Average	
		point1286	1286	6,292,604.5	2,050,375.2	0.00				Average	
		point1287	1287	6,292,633.5	2,050,439.9	0.00				Average	
		point1288	1288	6,292,642.5	2,050,461.4	0.00				Average	
		point1289	1289	6,292,651.0	2,050,483.1	0.00				Average	
		point1290	1290	6,292,658.5	2,050,505.1	0.00				Average	
		point1291	1291	6,292,665.5	2,050,527.4	0.00				Average	
		point1292	1292	6,292,671.5	2,050,549.9	0.00				Average	
		point1293	1293	6,292,677.0	2,050,572.6	0.00				Average	
		point1294	1294	6,292,681.5	2,050,595.5	0.00				Average	
		point1295	1295	6,292,685.5	2,050,618.5	0.00				Average	
		point1296	1296	6,292,689.0	2,050,641.6	0.00				Average	
		point1297	1297	6,292,691.0	2,050,664.8	0.00				Average	
		point1298	1298	6,292,692.5	2,050,688.0	0.00				Average	
		point1299	1299	6,292,693.5	2,050,711.4	0.00				Average	
		point1300	1300	6,292,699.5	2,051,049.1	0.00				Average	
		point1301	1301	6,292,699.5	2,051,067.6	0.00				Average	
		point1302	1302	6,292,699.0	2,051,086.1	0.00				Average	
		point1303	1303	6,292,697.5	2,051,104.5	0.00				Average	
		point1304	1304	6,292,695.5	2,051,123.0	0.00				Average	
		point1305	1305	6,292,693.0	2,051,141.2	0.00				Average	
		point1306	1306	6,292,689.5	2,051,159.4	0.00				Average	
		point1307	1307	6,292,685.5	2,051,177.5	0.00				Average	
		point1308	1308	6,292,680.5	2,051,195.4	0.00				Average	
		point1309	1309	6,292,675.0	2,051,213.1	0.00				Average	
		point1310	1310	6,292,669.0	2,051,230.6	0.00				Average	
		point1311	1311	6,292,662.5	2,051,247.9	0.00				Average	
		point1312	1312	6,292,623.0	2,051,343.5	0.00				Average	
		point1313	1313	6,292,617.5	2,051,358.6	0.00				Average	
		point1314	1314	6,292,612.0	2,051,374.0	0.00				Average	
		point1315	1315	6,292,607.5	2,051,389.5	0.00				Average	
		point1316	1316	6,292,603.5	2,051,405.1	0.00				Average	
		point1317	1317	6,292,600.0	2,051,421.0	0.00				Average	
		point1318	1318	6,292,597.5	2,051,437.0	0.00				Average	

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		point1319	1319	6,292,595.5	2,051,453.0	0.00				Average
		point1320	1320	6,292,594.0	2,051,469.1	0.00				Average
		point1321	1321	6,292,593.5	2,051,485.4	0.00				Average
		point1322	1322	6,292,593.0	2,051,501.5	0.00				Average
		point1323	1323	6,292,606.0	2,052,299.4	0.00				Average
		point1324	1324	6,292,605.5	2,052,318.5	0.00				Average
		point1325	1325	6,292,605.0	2,052,337.5	0.00				Average
		point1326	1326	6,292,603.5	2,052,356.5	0.00				Average
		point1327	1327	6,292,601.0	2,052,375.5	0.00				Average
		point1328	1328	6,292,598.0	2,052,394.4	0.00				Average
		point1329	1329	6,292,594.5	2,052,413.0	0.00				Average
		point1330	1330	6,292,590.0	2,052,431.6	0.00				Average
		point1331	1331	6,292,585.0	2,052,450.0	0.00				Average
		point1332	1332	6,292,579.5	2,052,468.1	0.00				Average
		point1333	1333	6,292,573.0	2,052,486.0	0.00				Average
		point1334	1334	6,292,461.5	2,052,776.8	0.00				
LHR Road - 1-2	60.0	point2111	2111	6,292,545.0	2,049,854.4	0.00	Stop	0.00	100	Average
		point566	566	6,292,472.5	2,049,890.2	0.00				Average
		point567	567	6,292,396.5	2,049,917.4	0.00				Average
		point568	568	6,292,318.0	2,049,935.8	0.00				Average
		point569	569	6,292,238.0	2,049,945.0	0.00				Average
		point570	570	6,292,157.5	2,049,944.9	0.00				Average
		point571	571	6,292,077.5	2,049,935.6	0.00				Average
		point572	572	6,291,999.0	2,049,917.1	0.00				Average
		point573	573	6,291,923.0	2,049,889.8	0.00				
Main Street North	51.0	point1986	1986	6,290,025.5	2,052,267.1	0.00				Average
		point1985	1985	6,290,038.5	2,052,250.6	0.00				Average
		point1984	1984	6,290,052.5	2,052,234.6	0.00				Average
		point1983	1983	6,290,067.0	2,052,219.2	0.00				Average
		point1982	1982	6,290,082.0	2,052,204.4	0.00				Average
		point1981	1981	6,290,097.5	2,052,190.0	0.00				Average
		point1980	1980	6,290,113.5	2,052,176.2	0.00				Average
		point1979	1979	6,290,130.0	2,052,163.1	0.00				Average
		point1978	1978	6,290,147.0	2,052,150.6	0.00				Average
		point1977	1977	6,290,164.5	2,052,138.8	0.00				Average

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		point1976	1976	6,290,182.5	2,052,127.6	0.00				Average	
		point1975	1975	6,290,200.5	2,052,117.1	0.00				Average	
		point1974	1974	6,290,219.5	2,052,107.2	0.00				Average	
		point1973	1973	6,290,238.5	2,052,098.1	0.00				Average	
		point1972	1972	6,290,258.0	2,052,089.8	0.00				Average	
		point1971	1971	6,290,277.5	2,052,082.1	0.00				Average	
		point1970	1970	6,290,297.5	2,052,075.2	0.00				Average	
		point1969	1969	6,290,317.5	2,052,069.0	0.00				Average	
		point1968	1968	6,290,338.0	2,052,063.6	0.00				Average	
		point1967	1967	6,290,358.5	2,052,059.0	0.00				Average	
		point1966	1966	6,290,379.5	2,052,055.1	0.00				Average	
		point1965	1965	6,290,400.5	2,052,052.0	0.00				Average	
		point1964	1964	6,290,421.5	2,052,049.8	0.00				Average	
		point1963	1963	6,290,442.5	2,052,048.1	0.00				Average	
		point1962	1962	6,290,463.5	2,052,047.5	0.00				Average	
		point1961	1961	6,290,484.5	2,052,047.5	0.00				Average	
		point1960	1960	6,290,505.5	2,052,048.4	0.00				Average	
		point1959	1959	6,290,526.5	2,052,050.0	0.00				Average	
		point1958	1958	6,290,547.5	2,052,052.4	0.00				Average	
		point1957	1957	6,290,568.5	2,052,055.6	0.00				Average	
		point2294	2294	6,290,762.0	2,052,089.0	0.00				Average	
		point2295	2295	6,290,956.0	2,052,122.4	0.00				Average	
		point2296	2296	6,291,149.5	2,052,155.9	0.00					
Roadway42	24.0	point2206	2206	6,293,918.5	2,045,692.4	0.00				Average	
		point2283	2283	6,293,717.5	2,045,499.6	0.00					
Roadway43	24.0	point2251	2251	6,294,076.5	2,045,336.2	0.00				Average	
		point2252	2252	6,293,985.0	2,045,331.6	0.00				Average	
		point2253	2253	6,293,971.0	2,045,332.2	0.00				Average	
		point2254	2254	6,293,957.5	2,045,333.6	0.00				Average	
		point2255	2255	6,293,944.0	2,045,335.6	0.00				Average	
		point2256	2256	6,293,930.5	2,045,338.5	0.00				Average	
		point2257	2257	6,293,917.0	2,045,342.1	0.00				Average	
		point2258	2258	6,293,904.0	2,045,346.4	0.00				Average	
		point2259	2259	6,293,891.0	2,045,351.5	0.00				Average	
		point2260	2260	6,293,878.5	2,045,357.1	0.00				Average	

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		point2261	2261	6,293,866.5	2,045,363.6	0.00				Average
		point2262	2262	6,293,854.5	2,045,370.6	0.00				Average
		point2263	2263	6,293,843.5	2,045,378.4	0.00				Average
		point2264	2264	6,293,832.5	2,045,386.6	0.00				Average
		point2265	2265	6,293,822.0	2,045,395.5	0.00				Average
		point2266	2266	6,293,812.0	2,045,405.0	0.00				Average
		point2267	2267	6,293,717.5	2,045,499.6	0.00				
Street C West of O-2	40.0	point2288	2288	6,289,254.0	2,052,868.4	0.00	Stop	0.00	100	Average
		point1544	1544	6,289,219.5	2,052,857.8	0.00				Average
		point1545	1545	6,289,207.5	2,052,853.8	0.00				Average
		point1546	1546	6,289,196.5	2,052,849.1	0.00				Average
		point1547	1547	6,289,185.0	2,052,843.8	0.00				Average
		point1548	1548	6,289,174.5	2,052,837.8	0.00				Average
		point1549	1549	6,289,164.0	2,052,831.1	0.00				Average
		point1550	1550	6,289,154.5	2,052,823.9	0.00				Average
		point1551	1551	6,289,145.0	2,052,815.9	0.00				Average
		point1552	1552	6,289,136.0	2,052,807.5	0.00				Average
		point1553	1553	6,289,127.5	2,052,798.5	0.00				Average
		point1554	1554	6,289,119.5	2,052,789.0	0.00				Average
		point1555	1555	6,289,112.5	2,052,779.1	0.00				Average
		point1556	1556	6,289,106.0	2,052,768.8	0.00				Average
		point1557	1557	6,289,100.0	2,052,758.0	0.00				Average
		point1558	1558	6,289,094.5	2,052,746.9	0.00				Average
		point1559	1559	6,289,090.0	2,052,735.5	0.00				Average
		point1560	1560	6,289,086.0	2,052,723.9	0.00				Average
		point1561	1561	6,289,083.0	2,052,712.0	0.00				Average
		point1562	1562	6,289,080.5	2,052,700.0	0.00				Average
		point1563	1563	6,289,079.0	2,052,687.8	0.00				Average
		point1564	1564	6,289,031.0	2,052,238.2	0.00				Average
		point1565	1565	6,289,029.5	2,052,227.0	0.00				Average
		point1566	1566	6,289,027.0	2,052,215.8	0.00				Average
		point1567	1567	6,289,024.5	2,052,204.8	0.00				Average
		point1568	1568	6,289,021.0	2,052,193.9	0.00				Average
		point1569	1569	6,289,017.0	2,052,183.2	0.00				Average
		point1570	1570	6,289,012.5	2,052,172.9	0.00				Average

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		point1571	1571	6,289,007.0	2,052,162.8	0.00				Average
		point1572	1572	6,289,001.0	2,052,152.9	0.00				Average
		point1573	1573	6,288,995.0	2,052,143.4	0.00				Average
		point1574	1574	6,288,988.0	2,052,134.4	0.00				Average
		point1575	1575	6,288,897.0	2,052,021.0	0.00				
W. Lilac Road - North of LHR	24.0	point2289	2289	6,288,945.0	2,053,780.9	0.00				Average
		point622	622	6,288,988.0	2,053,969.5	0.00				Average
		point623	623	6,289,024.5	2,054,102.5	0.00				Average
		point624	624	6,289,079.0	2,054,199.0	0.00				Average
		point625	625	6,289,124.0	2,054,263.1	0.00				Average
		point626	626	6,289,172.5	2,054,295.5	0.00				Average
		point627	627	6,289,256.0	2,054,297.4	0.00				Average
		point628	628	6,289,375.0	2,054,242.0	0.00				Average
		point629	629	6,289,471.0	2,054,195.0	0.00				Average
		point630	630	6,289,860.0	2,054,003.4	0.00				Average
		point631	631	6,289,944.5	2,053,961.6	0.00				Average
		point632	632	6,290,001.5	2,053,942.6	0.00				Average
		point633	633	6,290,105.0	2,053,930.0	0.00				Average
		point634	634	6,290,195.0	2,053,924.0	0.00				Average
		point635	635	6,290,255.5	2,053,918.0	0.00				Average
		point636	636	6,290,363.0	2,053,905.2	0.00				Average
		point637	637	6,290,481.5	2,053,890.1	0.00				Average
		point638	638	6,290,553.0	2,053,892.0	0.00				Average
		point639	639	6,290,647.0	2,053,898.8	0.00				Average
		point640	640	6,290,707.0	2,053,895.8	0.00				Average
		point641	641	6,290,762.0	2,053,886.0	0.00				Average
		point642	642	6,290,879.5	2,053,845.4	0.00				Average
		point643	643	6,290,976.0	2,053,810.0	0.00				Average
		point644	644	6,291,183.0	2,053,735.5	0.00				Average
		point645	645	6,291,393.5	2,053,671.9	0.00				Average
		point646	646	6,291,512.5	2,053,637.6	0.00				Average
		point647	647	6,291,697.0	2,053,582.0	0.00				Average
		point648	648	6,291,786.5	2,053,538.2	0.00				Average
		point649	649	6,291,850.0	2,053,487.0	0.00				Average
		point650	650	6,291,979.5	2,053,360.5	0.00				Average

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		point651	651	6,292,471.0	2,052,883.0	0.00				Average
		point652	652	6,292,530.5	2,052,839.2	0.00				Average
		point653	653	6,292,613.0	2,052,793.0	0.00				
Covey Lane	24.0	point2290	2290	6,293,364.0	2,048,812.6	0.00	Stop	0.00	100	Average
		point2291	2291	6,295,453.0	2,048,737.4	0.00				
Main Street E of Z-2	77.0	point1353	1353	6,292,032.5	2,052,578.0	0.00				Average
		point1352	1352	6,292,461.5	2,052,776.8	0.00				
Main Street-2	77.0	point2293	2293	6,289,715.0	2,052,945.2	0.00	Stop	0.00	100	Average
		point967	967	6,289,717.0	2,052,926.9	0.00				Average
		point966	966	6,289,718.5	2,052,908.4	0.00				Average
		point965	965	6,289,726.0	2,052,795.4	0.00				Average
		point964	964	6,289,727.5	2,052,775.6	0.00				Average
		point963	963	6,289,730.0	2,052,756.0	0.00				Average
		point962	962	6,289,733.0	2,052,736.4	0.00				Average
		point961	961	6,289,737.0	2,052,717.0	0.00				Average
		point960	960	6,289,742.0	2,052,697.8	0.00				Average
		point959	959	6,289,747.5	2,052,678.8	0.00				Average
		point958	958	6,289,753.5	2,052,659.9	0.00				Average
		point957	957	6,289,760.5	2,052,641.4	0.00				Average
		point956	956	6,289,768.0	2,052,623.1	0.00				Average
		point955	955	6,289,776.5	2,052,605.2	0.00				Average
		point954	954	6,289,786.0	2,052,587.6	0.00				Average
		point953	953	6,289,795.5	2,052,570.4	0.00				Average
		point952	952	6,289,806.0	2,052,553.6	0.00				Average
		point951	951	6,289,817.0	2,052,537.2	0.00				Average
		point950	950	6,289,829.0	2,052,521.4	0.00				Average
		point949	949	6,290,025.5	2,052,267.1	0.00				
Main Street North-2	51.0	point2298	2298	6,291,149.5	2,052,155.9	0.00				Average
		point2297	2297	6,291,343.5	2,052,189.2	0.00				Average
		point1956	1956	6,291,537.0	2,052,222.6	0.00				Average
		point1955	1955	6,291,557.5	2,052,226.6	0.00				Average
		point1954	1954	6,291,578.0	2,052,231.1	0.00				Average
		point1953	1953	6,291,598.0	2,052,236.5	0.00				Average
		point1952	1952	6,291,618.0	2,052,242.5	0.00				Average
		point1951	1951	6,291,638.0	2,052,249.1	0.00				Average

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		point1950	1950	6,291,657.5	2,052,256.5	0.00			Average
		point1949	1949	6,291,676.5	2,052,264.6	0.00			Average
		point1948	1948	6,291,695.5	2,052,273.2	0.00			Average
		point1947	1947	6,291,714.0	2,052,282.6	0.00			Average
		point1946	1946	6,291,732.5	2,052,292.6	0.00			Average
		point1945	1945	6,291,750.0	2,052,303.2	0.00			Average
		point1944	1944	6,291,767.5	2,052,314.5	0.00			Average
		point1943	1943	6,291,785.0	2,052,326.4	0.00			Average
		point1942	1942	6,291,801.5	2,052,338.8	0.00			Average
		point1941	1941	6,291,818.0	2,052,351.8	0.00			Average
		point1940	1940	6,291,833.5	2,052,365.4	0.00			Average
		point1939	1939	6,291,849.0	2,052,379.4	0.00			Average
		point1938	1938	6,291,864.0	2,052,394.0	0.00			Average
		point1937	1937	6,291,878.0	2,052,409.1	0.00			
Main Street North-2-2	51.0	point2299	2299	6,291,878.0	2,052,409.1	0.00			Average
		point2112	2112	6,292,032.5	2,052,578.0	0.00			
Main Street E of Z-2-2	77.0	point2300	2300	6,292,461.5	2,052,776.8	0.00			Average
		point1351	1351	6,292,480.5	2,052,779.6	0.00			Average
		point1350	1350	6,292,499.5	2,052,781.8	0.00			Average
		point1349	1349	6,292,518.5	2,052,783.1	0.00			Average
		point1348	1348	6,292,537.5	2,052,783.8	0.00			Average
		point1347	1347	6,292,556.5	2,052,783.6	0.00			Average
		point1346	1346	6,292,575.5	2,052,782.9	0.00			Average
		point1345	1345	6,292,594.5	2,052,781.2	0.00			Average
		point1344	1344	6,292,613.5	2,052,779.0	0.00			Average
		point1343	1343	6,292,632.5	2,052,776.0	0.00			Average
		point2292	2292	6,292,651.0	2,052,772.4	0.00			
W. Lilac Road - North of LHR-2	24.0	point2301	2301	6,292,613.0	2,052,793.0	0.00			Average
		point654	654	6,292,696.0	2,052,757.0	0.00			Average
		point655	655	6,292,784.0	2,052,718.0	0.00			Average
		point656	656	6,293,098.5	2,052,531.2	0.00			Average
		point657	657	6,293,178.5	2,052,503.9	0.00			Average
		point658	658	6,293,218.0	2,052,497.8	0.00			Average
		point659	659	6,293,322.5	2,052,502.4	0.00			Average
		point660	660	6,293,386.5	2,052,518.9	0.00			Average

INPUT: ROADWAYS

6153: Lilac Hills Ranch

		point661	661	6,293,441.0	2,052,521.1	0.00				Average	
		point662	662	6,293,498.5	2,052,504.4	0.00				Average	
		point663	663	6,293,633.5	2,052,413.0	0.00				Average	
		point664	664	6,293,762.5	2,052,376.2	0.00				Average	
		point665	665	6,293,863.0	2,052,376.4	0.00				Average	
		point666	666	6,293,956.0	2,052,357.5	0.00				Average	
		point667	667	6,294,059.5	2,052,308.0	0.00				Average	
		point668	668	6,294,132.0	2,052,247.5	0.00				Average	
		point669	669	6,294,194.0	2,052,164.5	0.00				Average	
		point670	670	6,294,265.5	2,052,078.8	0.00				Average	
		point671	671	6,294,327.5	2,052,042.9	0.00				Average	
		point672	672	6,294,448.0	2,051,993.2	0.00				Average	
		point673	673	6,294,512.0	2,051,948.4	0.00				Average	
		point674	674	6,294,540.5	2,051,894.8	0.00				Average	
		point675	675	6,294,547.0	2,051,847.0	0.00				Average	
		point676	676	6,294,527.5	2,051,767.5	0.00				Average	
		point677	677	6,294,515.5	2,051,701.8	0.00				Average	
		point678	678	6,294,519.0	2,051,639.0	0.00				Average	
		point679	679	6,294,541.5	2,051,563.1	0.00				Average	
		point680	680	6,294,589.5	2,051,484.2	0.00				Average	
		point681	681	6,294,668.5	2,051,425.5	0.00				Average	
		point682	682	6,294,718.5	2,051,363.2	0.00				Average	
		point683	683	6,294,752.5	2,051,301.1	0.00				Average	
		point684	684	6,294,791.5	2,051,262.6	0.00				Average	
		point685	685	6,294,833.5	2,051,237.8	0.00				Average	
		point686	686	6,294,982.0	2,051,144.0	0.00				Average	
		point687	687	6,295,020.5	2,051,112.6	0.00				Average	
		point688	688	6,295,045.5	2,051,038.2	0.00				Average	
		point689	689	6,295,062.0	2,050,910.6	0.00				Average	
		point690	690	6,295,075.5	2,050,817.8	0.00				Average	
		point691	691	6,295,094.0	2,050,748.2	0.00				Average	
		point692	692	6,295,129.5	2,050,667.4	0.00				Average	
		point693	693	6,295,192.0	2,050,608.6	0.00				Average	
		point694	694	6,295,283.0	2,050,541.5	0.00				Average	
		point695	695	6,295,308.0	2,050,477.6	0.00				Average	

INPUT: ROADWAYS

6153: Lilac Hills Ranch

		point696	696	6,295,329.5	2,050,362.5	0.00				Average
		point697	697	6,295,351.0	2,050,302.4	0.00				Average
		point698	698	6,295,397.5	2,050,246.6	0.00				Average
		point699	699	6,295,452.0	2,050,217.1	0.00				Average
		point700	700	6,295,546.0	2,050,169.8	0.00				Average
		point701	701	6,295,591.5	2,050,126.4	0.00				Average
		point702	702	6,295,612.5	2,050,066.6	0.00				Average
		point703	703	6,295,612.0	2,050,020.2	0.00				Average
		point704	704	6,295,593.5	2,049,917.0	0.00				Average
		point705	705	6,295,565.0	2,049,777.0	0.00				Average
		point706	706	6,295,548.5	2,049,723.6	0.00				Average
		point707	707	6,295,431.5	2,049,485.2	0.00				Average
		point708	708	6,295,407.0	2,049,423.8	0.00				Average
		point709	709	6,295,409.0	2,049,373.0	0.00				Average
		point710	710	6,295,458.0	2,049,174.8	0.00				Average
		point711	711	6,295,469.0	2,049,087.5	0.00				Average
		point712	712	6,295,471.0	2,048,993.8	0.00				Average
		point713	713	6,295,468.5	2,048,854.5	0.00				
LHR Road South of F-2	60.0	point2302	2302	6,293,354.0	2,048,799.1	0.00	Stop	0.00	100	Average
		point1157	1157	6,293,354.0	2,049,476.1	0.00				Average
		point1158	1158	6,293,353.5	2,049,493.8	0.00				Average
		point1159	1159	6,293,352.5	2,049,511.2	0.00				Average
		point1160	1160	6,293,350.5	2,049,528.8	0.00				Average
		point1161	1161	6,293,347.5	2,049,546.0	0.00				Average
		point1162	1162	6,293,344.5	2,049,563.2	0.00				Average
		point1163	1163	6,293,340.0	2,049,580.4	0.00				Average
		point1164	1164	6,293,335.0	2,049,597.1	0.00				Average
		point1165	1165	6,293,329.5	2,049,613.8	0.00				Average
		point1166	1166	6,293,323.0	2,049,630.1	0.00				Average
		point1167	1167	6,293,316.0	2,049,646.2	0.00				Average
		point1168	1168	6,293,308.0	2,049,662.0	0.00				Average
		point1169	1169	6,293,299.5	2,049,677.4	0.00				Average
		point1170	1170	6,293,290.5	2,049,692.2	0.00				Average
		point1171	1171	6,293,280.5	2,049,706.9	0.00				Average
		point1172	1172	6,293,270.0	2,049,721.0	0.00				Average

INPUT: ROADWAYS

6153: Lilac Hills Ranch

		point1173	1173	6,293,259.0	2,049,734.6	0.00				Average
		point1174	1174	6,293,247.5	2,049,747.8	0.00				Average
		point1175	1175	6,293,235.0	2,049,760.4	0.00				Average
		point1176	1176	6,293,222.5	2,049,772.5	0.00				Average
		point1177	1177	6,293,209.0	2,049,784.0	0.00				Average
		point1178	1178	6,293,195.5	2,049,794.9	0.00				Average
		point1179	1179	6,293,181.0	2,049,805.2	0.00				Average
		point1180	1180	6,293,166.5	2,049,814.9	0.00				Average
		point1181	1181	6,293,151.5	2,049,823.9	0.00				Average
		point1182	1182	6,293,136.0	2,049,832.2	0.00				Average
		point1183	1183	6,293,120.0	2,049,839.9	0.00				Average
		point1184	1184	6,293,104.0	2,049,846.8	0.00				Average
		point1185	1185	6,293,087.5	2,049,853.0	0.00				Average
		point1186	1186	6,293,071.0	2,049,858.5	0.00				Average
		point1187	1187	6,293,054.0	2,049,863.4	0.00				Average
		point1188	1188	6,293,037.0	2,049,867.4	0.00				Average
		point1189	1189	6,293,019.5	2,049,870.6	0.00				Average
		point1190	1190	6,293,002.5	2,049,873.1	0.00				Average
		point1191	1191	6,292,985.0	2,049,874.9	0.00				Average
		point1192	1192	6,292,967.5	2,049,875.9	0.00				Average
		point1193	1193	6,292,949.5	2,049,876.0	0.00				Average
		point1194	1194	6,292,932.0	2,049,875.5	0.00				Average
		point1195	1195	6,292,545.0	2,049,854.4	0.00				
LHR Road - 1-2-2	60.0	point2303	2303	6,291,923.0	2,049,889.8	0.00	Stop	0.00	100	Average
		point574	574	6,291,827.0	2,049,938.8	0.00				Average
		point575	575	6,291,756.5	2,049,974.8	0.00				Average
		point576	576	6,291,680.0	2,050,014.0	0.00				Average
		point577	577	6,291,588.0	2,050,060.9	0.00				Average
		point578	578	6,291,498.0	2,050,112.1	0.00				Average
		point579	579	6,291,424.0	2,050,194.8	0.00				Average
		point580	580	6,291,380.5	2,050,259.2	0.00				Average
		point581	581	6,291,319.0	2,050,367.2	0.00				Average
		point582	582	6,291,240.0	2,050,506.0	0.00				Average
		point583	583	6,291,184.5	2,050,606.5	0.00				Average
		point584	584	6,291,151.5	2,050,683.6	0.00				Average

INPUT: ROADWAYS

6153: Lilac Hills Ranch

		point585	585	6,291,127.0	2,050,764.0	0.00				Average
		point586	586	6,291,113.0	2,050,837.8	0.00				Average
		point587	587	6,291,106.0	2,050,930.2	0.00				Average
		point588	588	6,291,110.0	2,051,014.2	0.00				Average
		point589	589	6,291,123.0	2,051,097.1	0.00				Average
		point590	590	6,291,145.0	2,051,178.1	0.00				Average
		point591	591	6,291,180.0	2,051,268.8	0.00				Average
		point592	592	6,291,205.0	2,051,332.2	0.00				Average
		point593	593	6,291,226.0	2,051,397.4	0.00				Average
		point594	594	6,291,238.0	2,051,464.8	0.00				Average
		point595	595	6,291,240.5	2,051,532.9	0.00				Average
		point596	596	6,291,233.5	2,051,600.9	0.00				Average
		point597	597	6,291,218.5	2,051,690.8	0.00				Average
		point598	598	6,291,207.0	2,051,757.9	0.00				Average
		point599	599	6,291,193.0	2,051,838.8	0.00				Average
LHR Road - 1-2-2-2	60.0	point2304	2304	6,291,193.0	2,051,838.8	0.00				Average
		point600	600	6,291,174.5	2,051,943.9	0.00				Average
		point601	601	6,291,157.0	2,052,043.9	0.00				Average
		point602	602	6,291,139.0	2,052,147.1	0.00				Average
Old Hwy 395-2	24.0	point2307	2307	6,285,599.0	2,054,397.2	0.00	Signal	0.00	100	Average
		point148	148	6,285,552.5	2,054,269.0	0.00				Average
		point149	149	6,285,507.0	2,054,109.0	0.00				Average
		point150	150	6,285,471.5	2,053,892.5	0.00				Average
		point151	151	6,285,465.5	2,053,712.8	0.00				Average
		point152	152	6,285,488.0	2,053,482.1	0.00				Average
		point153	153	6,285,514.5	2,053,344.8	0.00				Average
		point154	154	6,285,608.5	2,053,081.9	0.00				Average
		point155	155	6,285,758.5	2,052,816.8	0.00				Average
		point156	156	6,286,001.0	2,052,392.0	0.00				Average
		point157	157	6,286,136.0	2,052,088.6	0.00				Average
		point158	158	6,286,177.5	2,051,940.9	0.00				Average
		point159	159	6,286,208.5	2,051,763.6	0.00				Average
		point160	160	6,286,219.5	2,051,601.8	0.00				Average
		point161	161	6,286,212.5	2,051,377.0	0.00				Average
		point162	162	6,286,198.5	2,051,226.8	0.00				Average

INPUT: ROADWAYS**6153: Lilac Hills Ranch**

		point163	163	6,286,191.0	2,051,137.0	0.00				Average	
		point164	164	6,286,182.0	2,050,914.0	0.00				Average	
		point165	165	6,286,157.0	2,050,679.0	0.00				Average	
		point166	166	6,286,159.0	2,050,405.6	0.00				Average	
		point167	167	6,286,175.0	2,050,280.5	0.00				Average	
		point168	168	6,286,223.5	2,050,076.2	0.00				Average	
		point169	169	6,286,280.0	2,049,916.0	0.00					

RESULTS: SOUND LEVELS

6153: Lilac Hills Ranch

R-58	62	1	0.0	55.6	66	55.6	10	----	55.6	0.0	8	-8.0
R-59	63	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
R-60	64	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
R-61	65	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
R-62	66	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
R-63	67	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
R-64	68	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
R-65	69	1	0.0	52.7	66	52.7	10	----	52.7	0.0	8	-8.0
Contour	70	1	0.0	47.0	66	47.0	10	----	47.0	0.0	8	-8.0
R-66	72	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
R-67	73	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
R-68	74	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
R-69	75	1	0.0	52.9	66	52.9	10	----	52.9	0.0	8	-8.0
R-70	76	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
R-71	77	1	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0
R-72	78	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
R-73	79	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
R-74	80	1	0.0	51.0	66	51.0	10	----	51.0	0.0	8	-8.0
R-75	81	1	0.0	50.8	66	50.8	10	----	50.8	0.0	8	-8.0
R-76	82	1	0.0	49.9	66	49.9	10	----	49.9	0.0	8	-8.0
R-77	83	1	0.0	51.2	66	51.2	10	----	51.2	0.0	8	-8.0
R-78	84	1	0.0	49.9	66	49.9	10	----	49.9	0.0	8	-8.0
R-79	85	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
R-80	86	1	0.0	49.5	66	49.5	10	----	49.5	0.0	8	-8.0
R-81	87	1	0.0	49.6	66	49.6	10	----	49.6	0.0	8	-8.0
R-82	88	1	0.0	47.5	66	47.5	10	----	47.5	0.0	8	-8.0
R-83	89	1	0.0	51.1	66	51.1	10	----	51.1	0.0	8	-8.0
R-84	90	1	0.0	50.7	66	50.7	10	----	50.7	0.0	8	-8.0
R-85	91	1	0.0	47.8	66	47.8	10	----	47.8	0.0	8	-8.0
R-86	92	1	0.0	51.2	66	51.2	10	----	51.2	0.0	8	-8.0
R-87	93	1	0.0	49.6	66	49.6	10	----	49.6	0.0	8	-8.0
R-88	94	1	0.0	47.4	66	47.4	10	----	47.4	0.0	8	-8.0
R-89	95	1	0.0	50.0	66	50.0	10	----	50.0	0.0	8	-8.0
R-90	96	1	0.0	49.0	66	49.0	10	----	49.0	0.0	8	-8.0
R-91	97	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
R-92	98	1	0.0	50.5	66	50.5	10	----	50.5	0.0	8	-8.0
R-93	99	1	0.0	49.6	66	49.6	10	----	49.6	0.0	8	-8.0

RESULTS: SOUND LEVELS

6153: Lilac Hills Ranch

R-94	100	1	0.0	47.6	66	47.6	10	----	47.6	0.0	8	-8.0
R-95	101	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
R-96	102	1	0.0	51.1	66	51.1	10	----	51.1	0.0	8	-8.0
R-97	103	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
R-98	104	1	0.0	46.2	66	46.2	10	----	46.2	0.0	8	-8.0
R-99	105	1	0.0	45.1	66	45.1	10	----	45.1	0.0	8	-8.0
100	106	1	0.0	44.8	66	44.8	10	----	44.8	0.0	8	-8.0
101	107	1	0.0	44.2	66	44.2	10	----	44.2	0.0	8	-8.0
102	108	1	0.0	50.0	66	50.0	10	----	50.0	0.0	8	-8.0
103	109	1	0.0	45.3	66	45.3	10	----	45.3	0.0	8	-8.0
104	110	1	0.0	46.9	66	46.9	10	----	46.9	0.0	8	-8.0
105	111	1	0.0	50.9	66	50.9	10	----	50.9	0.0	8	-8.0
106	112	1	0.0	47.5	66	47.5	10	----	47.5	0.0	8	-8.0
107	113	1	0.0	49.8	66	49.8	10	----	49.8	0.0	8	-8.0
108	114	1	0.0	47.1	66	47.1	10	----	47.1	0.0	8	-8.0
109	115	1	0.0	52.4	66	52.4	10	----	52.4	0.0	8	-8.0
110	116	1	0.0	46.4	66	46.4	10	----	46.4	0.0	8	-8.0
111	117	1	0.0	46.1	66	46.1	10	----	46.1	0.0	8	-8.0
112	118	1	0.0	45.8	66	45.8	10	----	45.8	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		113	0.0	0.0	0.0							
All Impacted		0	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

RESULTS: SOUND LEVELS

Lilac Hills Ranch Specific Plan - 6153

RECON Environmental W Maddux										28 May 2013 TNM 2.5 Calculated with TNM 2.5			
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:		Lilac Hills Ranch Specific Plan - 6153											
RUN:		Future Phase 1 Noise Abatement											
BARRIER DESIGN:		INPUT HEIGHTS								Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.			
ATMOSPHERICS:		20 deg C, 50% RH											
Receiver													
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing		Type	With Barrier				
						Calculated	Crit'n	Impact	Calculated LAeq1h	Noise Reduction		Goal	Calculated minus Goal
							Sub'l Inc						
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	dB
R-1	116	1	0.0	63.1	66	63.1	10	----	59.5	3.6	8	-4.4	
R-2	117	1	0.0	55.0	66	55.0	10	----	54.0	1.0	8	-7.0	
R-3	118	1	0.0	62.7	66	62.7	10	----	57.3	5.4	8	-2.6	
R-4	119	1	0.0	59.7	66	59.7	10	----	59.0	0.7	8	-7.3	
R-5	120	1	0.0	63.1	66	63.1	10	----	62.9	0.2	8	-7.8	
R-6	121	1	0.0	59.5	66	59.5	10	----	59.2	0.3	8	-7.7	
R-7	122	1	0.0	57.9	66	57.9	10	----	57.7	0.2	8	-7.8	
R-8	123	1	0.0	58.9	66	58.9	10	----	58.8	0.1	8	-7.9	
R-9	124	1	0.0	54.2	66	54.2	10	----	54.2	0.0	8	-8.0	
R-10	125	1	0.0	51.6	66	51.6	10	----	51.6	0.0	8	-8.0	
R-11	126	1	0.0	49.5	66	49.5	10	----	49.4	0.1	8	-7.9	
R-13	127	1	0.0	60.3	66	60.3	10	----	60.2	0.1	8	-7.9	
R-15	129	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0	
R-16	130	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0	
R-17	131	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0	
R-18	132	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0	
R-19	133	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0	
R-20	134	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0	
R-21	135	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0	
R-2	136	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0	

RESULTS: SOUND LEVELS

Lilac Hills Ranch Specific Plan - 6153

R-23	137	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0	
R-24	138	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0	
R-25	139	1	0.0	53.5	66	53.5	10	----	53.5	0.0	8	-8.0	
R-26	140	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0	
R-27	141	1	0.0	52.7	66	52.7	10	----	52.7	0.0	8	-8.0	
R-28	142	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0	
R-29	143	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0	
R-30	144	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0	
R-31	145	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0	
R-32	146	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0	
R-33	147	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0	
R-34	148	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0	
R-35	149	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0	
R-36	150	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0	
R-37	151	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0	
R-38	152	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0	
R-39	153	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0	
R-40	154	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0	
R-41	155	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0	
R-42	156	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0	
R-43	157	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0	
R-44	158	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0	
Fire Station	159	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0	
House 3	161	1	0.0	64.1	66	64.1	10	----	56.6	7.5	8	-0.5	
House 4	162	1	0.0	60.1	66	60.1	10	----	52.4	7.7	8	-0.3	
House 2	164	1	0.0	58.4	66	58.4	10	----	52.4	6.0	8	-2.0	
House 1	167	1	0.0	58.5	66	58.5	10	----	54.7	3.8	8	-4.2	
Dwelling Units		# DUs	Noise Reduction										
			Min	Avg	Max								
			dB	dB	dB								
All Selected		47	0.0	0.8	7.7								
All Impacted		0	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								

INPUT: ROADWAYS

Lilac Hills Ranch Specific Plan - 6153

		point55	55	487,799.6	3,684,241.0	279.63				Average	
		point56	56	487,677.0	3,684,356.2	280.42				Average	
		point57	57	487,615.3	3,684,416.5	282.37				Average	
		point58	58	487,600.4	3,684,431.2	282.37				Average	
		point59	59	487,590.7	3,684,437.8	282.45				Average	
		point60	60	487,574.3	3,684,445.8	283.10				Average	
		point61	61	487,561.3	3,684,451.2	283.37				Average	
		point62	62	487,539.8	3,684,457.2	283.63				Average	
		point63	63	487,436.0	3,684,487.0	283.79				Average	
		point64	64	487,311.3	3,684,529.8	279.35				Average	
		point65	65	487,279.5	3,684,539.8	279.05				Average	
		point66	66	487,268.0	3,684,542.2	279.48				Average	
		point67	67	487,250.3	3,684,544.0	279.48				Average	
		point68	68	487,235.1	3,684,544.0	279.40				Average	
		point69	69	487,205.1	3,684,540.2	279.01				Average	
		point70	70	487,192.6	3,684,540.0	278.97				Average	
		point71	71	487,104.9	3,684,551.8	280.02				Average	
		point72	72	487,073.7	3,684,552.2	280.21				Average	
		point73	73	487,064.7	3,684,553.2	280.42				Average	
		point74	74	487,052.2	3,684,554.5	280.42				Average	
		point75	75	487,042.2	3,684,557.0	280.42				Average	
		point76	76	487,031.0	3,684,561.8	280.42				Average	
		point77	77	486,945.8	3,684,602.0	278.42				Average	
		point78	78	486,827.5	3,684,659.0	274.39				Average	
		point79	79	486,817.1	3,684,663.0	273.56				Average	
		point80	80	486,807.6	3,684,663.8	272.53				Average	
		point81	81	486,796.8	3,684,663.0	271.22				Average	
		point82	82	486,788.1	3,684,659.2	270.05				Average	
		point83	83	486,781.0	3,684,653.2	269.37				Average	
		point84	84	486,772.8	3,684,643.5	269.25				Average	
		point85	85	486,765.8	3,684,633.0	269.90				Average	
		point86	86	486,757.7	3,684,615.0	270.44				Average	
		point87	87	486,737.0	3,684,554.8	269.00				Average	
		point88	88	486,728.2	3,684,502.0	266.17					
W Lilac Rd East of Site	7.3	point89	89	487,895.9	3,684,189.8	274.00				Average	

INPUT: ROADWAYS

Lilac Hills Ranch Specific Plan - 6153

		point90	90	487,877.2	3,684,197.8	274.02				Average
		point91	91	487,863.5	3,684,204.2	276.67				
W Main St - W Lilac to C	14.6	point92	92	486,963.2	3,684,250.8	251.37				Average
		point93	93	486,961.2	3,684,261.5	251.76				Average
		point94	94	486,954.7	3,684,283.0	252.63				Average
		point95	95	486,931.0	3,684,333.5	254.87				Average
		point96	96	486,918.9	3,684,353.2	256.00				Average
		point97	97	486,905.2	3,684,372.0	257.12				Average
		point98	98	486,878.9	3,684,401.0	258.68				Average
		point99	99	486,842.3	3,684,430.2	259.23				Average
		point100	100	486,728.2	3,684,502.0	266.17				
W Main Street C to Split	14.6	point101	101	487,076.7	3,684,025.2	248.77				Average
		point102	102	486,991.9	3,684,131.2	248.60				Average
		point103	103	486,980.2	3,684,152.2	247.98				Average
		point104	104	486,972.0	3,684,175.0	248.57				Average
		point105	105	486,969.3	3,684,186.8	248.98				Average
		point106	106	486,963.2	3,684,250.8	251.37				
East Main Split to Z st	14.6	point107	107	487,614.8	3,684,082.5	256.05				Average
		point108	108	487,670.2	3,684,143.5	269.68				
E Main St - Z St to F/Lilac	14.6	point109	109	487,670.2	3,684,143.5	269.68				Average
		point110	110	487,800.5	3,684,205.0	277.02				Average
		point111	111	487,817.8	3,684,207.0	276.95				Average
		point112	112	487,829.5	3,684,207.2	276.76				Average
		point113	113	487,846.7	3,684,205.5	276.58				
North Main - W Main to LHR	7.3	point114	114	487,398.9	3,684,010.5	243.84				Average
		point115	115	487,231.8	3,683,980.8	255.14				Average
		point116	116	487,212.6	3,683,979.2	253.11				Average
		point117	117	487,199.8	3,683,978.5	251.54				Average
		point118	118	487,174.1	3,683,979.8	250.13				Average
		point119	119	487,148.8	3,683,984.8	251.39				Average
		point120	120	487,124.7	3,683,993.2	250.84				Average
		point121	121	487,102.0	3,684,005.5	247.09				Average
		point122	122	487,081.4	3,684,021.0	248.22				
N Main St - LHR to East Main	7.3	point123	123	487,614.8	3,684,082.5	256.05				Average
		point124	124	487,590.1	3,684,062.8	256.03				Average

INPUT: ROADWAYS

Lilac Hills Ranch Specific Plan - 6153

		point125	125	487,568.2	3,684,050.0	256.03				Average
		point126	126	487,550.7	3,684,042.5	256.03				Average
		point127	127	487,520.1	3,684,034.5	256.03				Average
		point128	128	487,398.9	3,684,010.5	243.84				
S Main St - Split to LHR	7.3	point129	129	487,076.7	3,684,025.2	248.77				Average
		point130	130	487,112.1	3,683,977.0	249.63				Average
		point131	131	487,149.8	3,683,931.8	246.59				Average
		point132	132	487,163.4	3,683,920.5	245.67				Average
		point133	133	487,188.7	3,683,905.5	244.13				Average
		point134	134	487,205.1	3,683,898.8	242.84				Average
		point135	135	487,233.8	3,683,892.2	247.08				Average
		point136	136	487,263.2	3,683,891.2	244.87				Average
		point137	137	487,414.9	3,683,917.8	247.82				
S Main St - LHR to E Main	7.3	point138	138	487,614.8	3,684,082.5	256.05				Average
		point139	139	487,505.0	3,683,961.5	256.03				Average
		point140	140	487,495.2	3,683,953.2	256.03				Average
		point141	141	487,463.0	3,683,933.2	255.67				Average
		point142	142	487,439.5	3,683,923.5	251.80				Average
		point143	143	487,414.9	3,683,917.8	247.82				
Lilac Hills Ranch Rd North of Main	7.3	point144	144	487,398.9	3,684,010.5	243.84				Average
		point145	145	487,385.6	3,684,088.0	254.95				Average
		point146	146	487,378.8	3,684,145.8	259.96				
Lilac Hills Ranch Road Between Main	14.6	point147	147	487,398.9	3,684,010.5	243.84				Average
		point148	148	487,414.9	3,683,917.8	247.82				
Lilac Hills Ranch Road - S of Main	14.6	point149	149	487,393.4	3,683,679.2	239.70				Average
		point150	150	487,395.2	3,683,693.2	239.69				Average
		point151	151	487,400.2	3,683,715.2	240.00				Average
		point152	152	487,423.9	3,683,799.5	240.01				Average
		point153	153	487,427.6	3,683,821.8	243.27				Average
		point154	154	487,428.1	3,683,839.0	243.84				Average
		point155	155	487,426.7	3,683,856.0	246.21				Average
		point156	156	487,414.9	3,683,917.8	247.82				
F Street	7.3	point157	157	487,848.0	3,683,782.5	268.22				Average
		point158	158	487,844.8	3,683,797.0	268.22				Average
		point159	159	487,843.5	3,683,812.0	267.25				Average

INPUT: ROADWAYS

Lilac Hills Ranch Specific Plan - 6153

		point160	160	487,845.5	3,684,060.0	257.73				Average
		point161	161	487,844.7	3,684,077.2	260.85				Average
		point162	162	487,843.0	3,684,088.8	262.91				Average
		point163	163	487,837.1	3,684,111.2	265.26				Average
		point164	164	487,800.5	3,684,205.0	277.02				
Z Street	7.3	point165	165	487,670.2	3,684,143.5	269.68				Average
		point166	166	487,654.8	3,684,173.5	270.86				Average
		point167	167	487,641.1	3,684,195.0	272.74				Average
		point168	168	487,625.7	3,684,215.5	273.93				Average
		point169	169	487,608.6	3,684,234.2	274.31				Average
		point170	170	487,590.0	3,684,251.8	273.45				Average
		point171	171	487,556.3	3,684,279.2	272.49				Average
		point172	172	487,498.2	3,684,325.2	274.32				Average
		point173	173	487,475.7	3,684,339.5	275.43				Average
		point174	174	487,452.1	3,684,352.0	276.53				Average
		point175	175	487,427.7	3,684,362.2	277.62				Average
		point176	176	487,402.5	3,684,371.0	278.69				Average
		point177	177	487,376.7	3,684,377.5	279.20				Average
		point178	178	487,350.4	3,684,381.8	278.28				Average
		point179	179	487,332.8	3,684,383.8	277.16				Average
		point180	180	487,310.4	3,684,384.5	275.68				Average
		point181	181	487,246.3	3,684,382.8	271.51				Average
		point182	182	487,176.8	3,684,380.8	267.88				Average
		point183	183	487,095.1	3,684,378.5	266.07				Average
		point184	184	487,090.1	3,684,379.0	266.25				Average
		point185	185	487,081.6	3,684,380.2	266.31				
C Street - Main to Z	7.3	point186	186	487,081.6	3,684,380.2	266.31				Average
		point187	187	487,077.1	3,684,362.0	265.79				Average
		point188	188	487,070.3	3,684,349.2	264.48				Average
		point189	189	486,997.1	3,684,267.5	252.50				Average
		point190	190	486,991.5	3,684,263.5	252.37				Average
		point191	191	486,963.2	3,684,250.8	251.37				
C Street O to Main	7.3	point192	192	486,963.2	3,684,250.8	251.37				Average
		point193	193	486,944.6	3,684,250.8	251.76				Average
		point194	194	486,916.2	3,684,250.5	253.28				Average

INPUT: ROADWAYS**Lilac Hills Ranch Specific Plan - 6153**

		point195	195	486,898.4	3,684,248.8	254.67				Average	
		point196	196	486,881.0	3,684,244.8	256.42				Average	
		point197	197	486,823.1	3,684,226.0	260.54					
C Street West of O	7.3	point198	198	486,756.0	3,684,030.0	273.10				Average	
		point199	199	486,768.9	3,684,158.5	265.67				Average	
		point200	200	486,772.2	3,684,181.5	264.34				Average	
		point201	201	486,780.1	3,684,198.2	263.16				Average	
		point202	202	486,792.8	3,684,212.0	262.03				Average	
		point203	203	486,805.4	3,684,220.0	261.13				Average	
		point204	204	486,823.1	3,684,226.0	260.54					

INPUT: TRAFFIC FOR LAeq1h Volumes

Lilac Hills Ranch Specific Plan - 6153

RECON Environmental													
W Maddux													
INPUT: TRAFFIC FOR LAeq1h Volumes													
PROJECT/CONTRACT:	Lilac Hills Ranch Specific Plan - 6153												
RUN:	Future Phase 1 Noise Abatement												
Roadway	Points												
Name	Name	No.	Segment		MTrucks		HTrucks		Buses		Motorcycles		
			Autos										
			V	S	V	S	V	S	V	S	V	S	
			veh/hr	km/h	veh/hr	km/h	veh/hr	km/h	veh/hr	km/h	veh/hr	km/h	
W Lilac Rd - West of Site	point33	33	1210	48	38	48	32	48	0	0	0	0	
	point34	34	1210	48	38	48	32	48	0	0	0	0	
	point35	35											
O Street	point36	36	128	40	4	40	3	40	0	0	0	0	
	point37	37	128	40	4	40	3	40	0	0	0	0	
	point38	38	128	40	4	40	3	40	0	0	0	0	
	point39	39	128	40	4	40	3	40	0	0	0	0	
	point40	40	128	40	4	40	3	40	0	0	0	0	
	point41	41	128	40	4	40	3	40	0	0	0	0	
	point42	42	128	40	4	40	3	40	0	0	0	0	
	point43	43	128	40	4	40	3	40	0	0	0	0	
	point44	44	128	40	4	40	3	40	0	0	0	0	
	point45	45	128	40	4	40	3	40	0	0	0	0	
	point46	46	128	40	4	40	3	40	0	0	0	0	
	point47	47	128	40	4	40	3	40	0	0	0	0	
	point48	48											
W Lilac Rd W Main to E Main	point49	49	294	48	9	48	8	48	0	0	0	0	
	point50	50	294	48	9	48	8	48	0	0	0	0	
	point51	51	294	48	9	48	8	48	0	0	0	0	
	point52	52	294	48	9	48	8	48	0	0	0	0	
	point53	53	294	48	9	48	8	48	0	0	0	0	
	point54	54	294	48	9	48	8	48	0	0	0	0	

INPUT: TRAFFIC FOR LAeq1h Volumes

Lilac Hills Ranch Specific Plan - 6153

	point55	55	294	48	9	48	8	48	0	0	0	0
	point56	56	294	48	9	48	8	48	0	0	0	0
	point57	57	294	48	9	48	8	48	0	0	0	0
	point58	58	294	48	9	48	8	48	0	0	0	0
	point59	59	294	48	9	48	8	48	0	0	0	0
	point60	60	294	48	9	48	8	48	0	0	0	0
	point61	61	294	48	9	48	8	48	0	0	0	0
	point62	62	294	48	9	48	8	48	0	0	0	0
	point63	63	294	48	9	48	8	48	0	0	0	0
	point64	64	294	48	9	48	8	48	0	0	0	0
	point65	65	294	48	9	48	8	48	0	0	0	0
	point66	66	294	48	9	48	8	48	0	0	0	0
	point67	67	294	48	9	48	8	48	0	0	0	0
	point68	68	294	48	9	48	8	48	0	0	0	0
	point69	69	294	48	9	48	8	48	0	0	0	0
	point70	70	294	48	9	48	8	48	0	0	0	0
	point71	71	294	48	9	48	8	48	0	0	0	0
	point72	72	294	48	9	48	8	48	0	0	0	0
	point73	73	294	48	9	48	8	48	0	0	0	0
	point74	74	294	48	9	48	8	48	0	0	0	0
	point75	75	294	48	9	48	8	48	0	0	0	0
	point76	76	294	48	9	48	8	48	0	0	0	0
	point77	77	294	48	9	48	8	48	0	0	0	0
	point78	78	294	48	9	48	8	48	0	0	0	0
	point79	79	294	48	9	48	8	48	0	0	0	0
	point80	80	294	48	9	48	8	48	0	0	0	0
	point81	81	294	48	9	48	8	48	0	0	0	0
	point82	82	294	48	9	48	8	48	0	0	0	0
	point83	83	294	48	9	48	8	48	0	0	0	0
	point84	84	294	48	9	48	8	48	0	0	0	0
	point85	85	294	48	9	48	8	48	0	0	0	0
	point86	86	294	48	9	48	8	48	0	0	0	0
	point87	87	294	48	9	48	8	48	0	0	0	0
	point88	88										
W Lilac Rd East of Site	point89	89	198	48	9	48	8	48	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Lilac Hills Ranch Specific Plan - 6153

	point90	90	198	48	9	48	8	48	0	0	0	0
	point91	91										
W Main St - W Lilac to C	point92	92	797	48	25	48	21	48	0	0	0	0
	point93	93	797	48	25	48	21	48	0	0	0	0
	point94	94	797	48	25	48	21	48	0	0	0	0
	point95	95	797	48	25	48	21	48	0	0	0	0
	point96	96	797	48	25	48	21	48	0	0	0	0
	point97	97	797	48	25	48	21	48	0	0	0	0
	point98	98	797	48	25	48	21	48	0	0	0	0
	point99	99	797	48	25	48	21	48	0	0	0	0
	point100	100										
W Main Street C to Split	point101	101	679	48	22	48	18	48	0	0	0	0
	point102	102	679	48	22	48	18	48	0	0	0	0
	point103	103	679	48	22	48	18	48	0	0	0	0
	point104	104	679	48	22	48	18	48	0	0	0	0
	point105	105	679	48	22	48	18	48	0	0	0	0
	point106	106										
East Main Split to Z st	point107	107	280	48	9	48	7	48	0	0	0	0
	point108	108										
E Main St - Z St to F/Lilac	point109	109	213	48	7	48	6	48	0	0	0	0
	point110	110	213	48	7	48	6	48	0	0	0	0
	point111	111	213	48	7	48	6	48	0	0	0	0
	point112	112	213	48	7	48	6	48	0	0	0	0
	point113	113										
North Main - W Main to LHR	point114	114	227	48	7	48	6	48	0	0	0	0
	point115	115	227	48	7	48	6	48	0	0	0	0
	point116	116	227	48	7	48	6	48	0	0	0	0
	point117	117	227	48	7	48	6	48	0	0	0	0
	point118	118	227	48	7	48	6	48	0	0	0	0
	point119	119	227	48	7	48	6	48	0	0	0	0
	point120	120	227	48	7	48	6	48	0	0	0	0
	point121	121	227	48	7	48	6	48	0	0	0	0
	point122	122										
N Main St - LHR to East Main	point123	123	161	48	5	48	4	48	0	0	0	0
	point124	124	161	48	5	48	4	48	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Lilac Hills Ranch Specific Plan - 6153

	point125	125	161	48	5	48	4	48	0	0	0	0
	point126	126	161	48	5	48	4	48	0	0	0	0
	point127	127	161	48	5	48	4	48	0	0	0	0
	point128	128										
S Main St - Split to LHR	point129	129	335	48	11	48	9	48	0	0	0	0
	point130	130	335	48	11	48	9	48	0	0	0	0
	point131	131	335	48	11	48	9	48	0	0	0	0
	point132	132	335	48	11	48	9	48	0	0	0	0
	point133	133	335	48	11	48	9	48	0	0	0	0
	point134	134	335	48	11	48	9	48	0	0	0	0
	point135	135	335	48	11	48	9	48	0	0	0	0
	point136	136	335	48	11	48	9	48	0	0	0	0
	point137	137										
S Main St - LHR to E Main	point138	138	213	48	7	48	6	48	0	0	0	0
	point139	139	213	48	7	48	6	48	0	0	0	0
	point140	140	213	48	7	48	6	48	0	0	0	0
	point141	141	213	48	7	48	6	48	0	0	0	0
	point142	142	213	48	7	48	6	48	0	0	0	0
	point143	143										
Lilac Hills Ranch Rd North of Main	point144	144	113	48	4	48	3	48	0	0	0	0
	point145	145	113	48	4	48	3	48	0	0	0	0
	point146	146										
Lilac Hills Ranch Road Between Main	point147	147	180	48	6	48	5	48	0	0	0	0
	point148	148										
Lilac Hills Ranch Road - S of Main	point149	149	184	48	6	48	5	48	0	0	0	0
	point150	150	184	48	6	48	5	48	0	0	0	0
	point151	151	184	48	6	48	5	48	0	0	0	0
	point152	152	184	48	6	48	5	48	0	0	0	0
	point153	153	184	48	6	48	5	48	0	0	0	0
	point154	154	184	48	6	48	5	48	0	0	0	0
	point155	155	184	48	6	48	5	48	0	0	0	0
	point156	156										
F Street	point157	157	262	40	8	40	7	40	0	0	0	0
	point158	158	262	40	8	40	7	40	0	0	0	0
	point159	159	262	40	8	40	7	40	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Lilac Hills Ranch Specific Plan - 6153

	point160	160	262	40	8	40	7	40	0	0	0	0
	point161	161	262	40	8	40	7	40	0	0	0	0
	point162	162	262	40	8	40	7	40	0	0	0	0
	point163	163	262	40	8	40	7	40	0	0	0	0
	point164	164										
Z Street	point165	165	57	40	2	40	2	40	0	0	0	0
	point166	166	57	40	2	40	2	40	0	0	0	0
	point167	167	57	40	2	40	2	40	0	0	0	0
	point168	168	57	40	2	40	2	40	0	0	0	0
	point169	169	57	40	2	40	2	40	0	0	0	0
	point170	170	57	40	2	40	2	40	0	0	0	0
	point171	171	57	40	2	40	2	40	0	0	0	0
	point172	172	57	40	2	40	2	40	0	0	0	0
	point173	173	57	40	2	40	2	40	0	0	0	0
	point174	174	57	40	2	40	2	40	0	0	0	0
	point175	175	57	40	2	40	2	40	0	0	0	0
	point176	176	57	40	2	40	2	40	0	0	0	0
	point177	177	57	40	2	40	2	40	0	0	0	0
	point178	178	57	40	2	40	2	40	0	0	0	0
	point179	179	57	40	2	40	2	40	0	0	0	0
	point180	180	57	40	2	40	2	40	0	0	0	0
	point181	181	57	40	2	40	2	40	0	0	0	0
	point182	182	57	40	2	40	2	40	0	0	0	0
	point183	183	57	40	2	40	2	40	0	0	0	0
	point184	184	57	40	2	40	2	40	0	0	0	0
	point185	185										
C Street - Main to Z	point186	186	123	40	4	40	3	40	0	0	0	0
	point187	187	123	40	4	40	3	40	0	0	0	0
	point188	188	123	40	4	40	3	40	0	0	0	0
	point189	189	123	40	4	40	3	40	0	0	0	0
	point190	190	123	40	4	40	3	40	0	0	0	0
	point191	191										
C Street O to Main	point192	192	123	40	4	40	3	40	0	0	0	0
	point193	193	123	40	4	40	3	40	0	0	0	0
	point194	194	123	40	4	40	3	40	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes**Lilac Hills Ranch Specific Plan - 6153**

	point195	195	123	40	4	40	3	40	0	0	0	0
	point196	196	123	40	4	40	3	40	0	0	0	0
	point197	197										
C Street West of O	point198	198	57	40	2	40	2	40	0	0	0	0
	point199	199	57	40	2	40	2	40	0	0	0	0
	point200	200	57	40	2	40	2	40	0	0	0	0
	point201	201	57	40	2	40	2	40	0	0	0	0
	point202	202	57	40	2	40	2	40	0	0	0	0
	point203	203	57	40	2	40	2	40	0	0	0	0
	point204	204										

RECON Environmental W Maddux										28 May 2013 TNM 2.5									
INPUT: BARRIERS PROJECT/CONTRACT: Lilac Hills Ranch Specific Plan - 6153 RUN: Future Phase 1 Noise Abatement																			
Barrier										Points									
Name	Type	Height		If Wall		If Berm		Add'tnl	Name	No.	Coordinates (bottom)			Height at Point	Segment			On Struct?	Important Reflec-tions?
		Min	Max	\$ per Unit Area	\$ per Unit Vol.	Top Width	Run:Rise				\$ per Unit Length	X	Y		Z	Seg Ht	Perturbs #Up		
		m	m	\$/sq m	\$/cu m	m	m:m	\$/m			m	m	m	m	m				
SW-1	W	0.00	30.48	0.00				0.00	point1	1	486,712.2	3,684,458.2	265.02	1.83	0.61	3	2		
									point2	2	486,714.4	3,684,472.8	266.95	1.83	0.61	3	2		
									point3	3	486,713.9	3,684,475.5	267.06	1.83	0.61	3	2		
									point4	4	486,713.4	3,684,477.8	267.06	1.83	0.61	3	2		
									point5	5	486,711.6	3,684,480.5	267.21	1.83	0.61	3	2		
									point6	6	486,709.9	3,684,482.8	267.37	1.83	0.61	3	2		
									point7	7	486,707.5	3,684,484.2	267.55	1.83	0.61	3	2		
									point8	8	486,704.6	3,684,485.8	267.77	1.83	0.61	3	2		
									point9	9	486,700.9	3,684,486.0	268.03	1.83	0.61	3	2		
									point10	10	486,694.1	3,684,485.8	268.49	1.83	0.61	3	2		
									point11	11	486,610.4	3,684,480.5	273.83	1.83	0.61	3	2		
									point12	12	486,532.6	3,684,479.0	276.76	1.83	0.61	3	2		
									point13	13	486,545.3	3,684,436.5	276.07	1.83					
House 1	W	0.00	30.48	0.00				0.00	point15	15	486,613.6	3,684,476.8	273.44	4.27	0.00	0	0		
									point16	16	486,616.4	3,684,467.0	273.44	4.27	0.00	0	0		
									point17	17	486,620.5	3,684,468.0	273.44	4.27	0.00	0	0		
									point18	18	486,621.5	3,684,464.8	273.44	4.27	0.00	0	0		
									point19	19	486,628.8	3,684,467.0	273.44	4.27	0.00	0	0		
									point20	20	486,625.1	3,684,480.0	273.44	4.27	0.00	0	0		
									point21	21	486,613.6	3,684,476.8	273.44	4.27					
Garage 1	W	0.00	30.48	0.00				0.00	point23	23	486,627.9	3,684,452.5	268.65	4.27	0.00	0	0		
									point24	24	486,620.6	3,684,450.5	268.65	4.27	0.00	0	0		
									point25	25	486,622.7	3,684,443.2	268.65	4.27	0.00	0	0		
									point26	26	486,630.0	3,684,445.5	268.65	4.27	0.00	0	0		
									point27	27	486,627.9	3,684,452.5	268.65	4.27					
House 2	W	0.00	30.48	0.00				0.00	point29	29	486,899.4	3,684,420.2	259.85	4.27	0.00	0	0		
									point30	30	486,896.9	3,684,417.5	259.85	4.27	0.00	0	0		
									point31	31	486,899.9	3,684,414.5	259.85	4.27	0.00	0	0		
									point32	32	486,892.6	3,684,406.8	259.85	4.27	0.00	0	0		
									point33	33	486,883.9	3,684,415.0	259.85	4.27	0.00	0	0		
									point34	34	486,893.8	3,684,425.5	259.85	4.27	0.00	0	0		

INPUT: BARRIERS

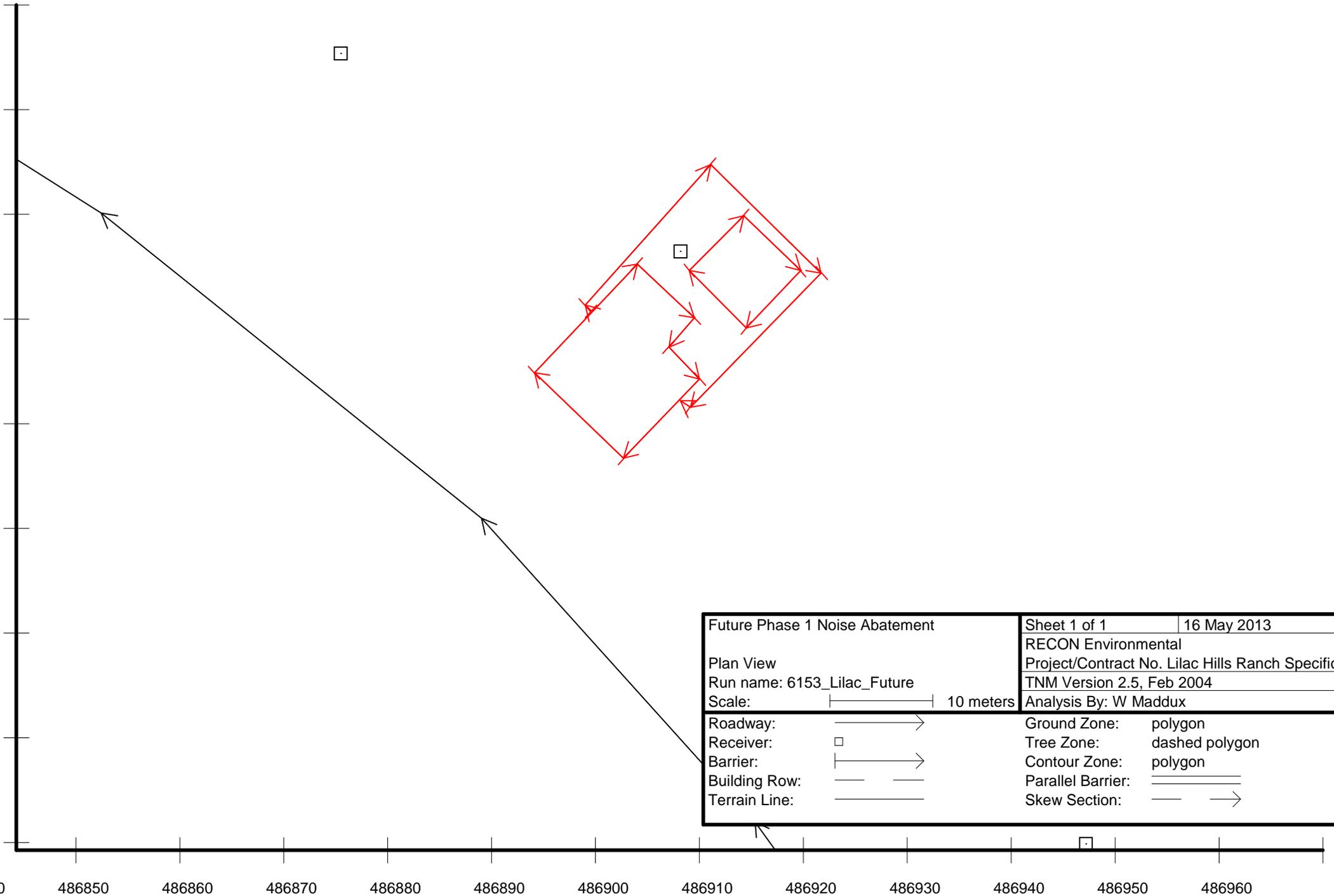
Lilac Hills Ranch Specific Plan - 6153

SSW-1	W	0.00	30.48	0.00			0.00	point35	35	486,899.4	3,684,420.2	259.85	4.27				
								point36	36	486,889.4	3,684,421.0	259.92	1.83	0.61	3	2	
								point37	37	486,888.8	3,684,421.5	259.93	1.83	0.61	3	2	
								point38	38	486,900.9	3,684,435.0	260.25	1.83	0.61	3	2	
								point39	39	486,911.6	3,684,424.5	259.98	1.83	0.61	3	2	
Garage 2	W	0.00	30.48	0.00			0.00	point40	40	486,898.9	3,684,411.8	259.73	1.83	0.61	3	2	
								point41	41	486,898.1	3,684,412.2	259.85	1.83				
								point43	43	486,904.1	3,684,430.0	260.03	4.27	0.00	0	0	
								point44	44	486,909.6	3,684,424.8	260.03	4.27	0.00	0	0	
								point45	45	486,904.4	3,684,419.2	260.03	4.27	0.00	0	0	
SSW-2	W	0.00	30.48	0.00			0.00	point46	46	486,898.9	3,684,424.8	260.03	4.27	0.00	0	0	
								point47	47	486,904.1	3,684,430.0	260.03	4.27				
								point48	48	486,979.2	3,684,272.2	253.26	1.83	0.61	3	2	
								point49	49	486,976.5	3,684,269.5	252.76	1.83	0.61	3	2	
								point50	50	486,975.8	3,684,270.0	252.79	1.83	0.61	3	2	
								point51	51	486,972.7	3,684,271.8	252.92	1.83	0.61	3	2	
								point52	52	486,970.6	3,684,273.8	252.98	1.83	0.61	3	2	
								point53	53	486,969.2	3,684,275.8	252.98	1.83	0.61	3	2	
								point54	54	486,967.8	3,684,278.5	252.98	1.83	0.61	3	2	
								point55	55	486,964.9	3,684,287.2	253.59	1.83	0.61	3	2	
								point56	56	486,967.1	3,684,288.5	253.52	1.83	0.61	3	2	
								point57	57	486,969.1	3,684,289.2	253.23	1.83	0.61	3	2	
								point58	58	486,971.2	3,684,290.8	252.98	1.83	0.61	3	2	
SSW-3	W	0.00	30.48	0.00			0.00	point59	59	486,973.3	3,684,292.2	253.71	1.83	0.61	3	2	
								point60	60	486,975.0	3,684,293.8	254.71	1.83	0.61	3	2	
								point61	61	486,991.0	3,684,283.8	254.71	1.83	0.61	3	2	
								point62	62	486,990.3	3,684,283.0	253.56	1.83				
								point63	63	487,001.8	3,684,296.0	255.33	1.83	0.61	3	2	
								point64	64	487,002.5	3,684,296.8	256.06	1.83	0.61	3	2	
								point65	65	486,986.4	3,684,307.0	255.02	1.83	0.61	3	2	
								point66	66	486,979.2	3,684,298.8	254.71	1.83	0.61	3	2	
								point67	67	486,976.7	3,684,295.5	254.71	1.83	0.61	3	2	
								point68	68	486,975.0	3,684,294.0	254.71	1.83	0.61	3	2	
House 3	W	0.00	30.48	0.00			0.00	point69	69	486,991.4	3,684,283.8	254.71	1.83	0.61	3	2	
								point70	70	486,992.0	3,684,284.2	254.71	1.83				
								point72	72	486,978.3	3,684,290.8	253.26	4.27	0.00	0	0	
								point73	73	486,985.5	3,684,282.8	253.26	4.27	0.00	0	0	
								point74	74	486,982.4	3,684,280.0	253.26	4.27	0.00	0	0	
House 4	W	0.00	30.48	0.00			0.00	point75	75	486,984.9	3,684,277.2	253.26	4.27	0.00	0	0	
								point76	76	486,979.2	3,684,272.2	253.26	4.27	0.00	0	0	
								point77	77	486,969.6	3,684,282.8	253.26	4.27	0.00	0	0	
								point78	78	486,978.3	3,684,290.8	253.26	4.27				
								point80	80	486,988.9	3,684,302.5	254.71	4.27	0.00	0	0	
								point81	81	486,997.0	3,684,295.5	254.71	4.27	0.00	0	0	

INPUT: BARRIERS

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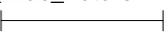
									point82	82	486,994.2	3,684,292.5	254.71	4.27	0.00	0	0		
									point83	83	486,996.9	3,684,290.0	255.33	4.27	0.00	0	0		
									point84	84	486,992.0	3,684,284.2	254.71	4.27	0.00	0	0		
									point85	85	486,981.1	3,684,293.8	254.71	4.27	0.00	0	0		
									point86	86	486,988.9	3,684,302.5	254.71	4.27					
Garage 3	W	0.00	30.48	0.00				0.00	point88	88	486,990.3	3,684,283.0	253.56	4.27	0.00	0	0		
									point89	89	486,995.7	3,684,278.0	253.56	4.27	0.00	0	0		
									point90	90	486,990.4	3,684,272.5	253.56	4.27	0.00	0	0		
									point91	91	486,985.1	3,684,277.5	253.56	4.27	0.00	0	0		
									point92	92	486,990.3	3,684,283.0	253.56	4.27					
Garage 4	W	0.00	30.48	0.00				0.00	point94	94	487,001.8	3,684,296.0	255.33	4.27	0.00	0	0		
									point95	95	487,007.5	3,684,291.2	255.33	4.27	0.00	0	0		
									point96	96	487,002.5	3,684,285.5	255.33	4.27	0.00	0	0		
									point97	97	486,997.0	3,684,290.0	254.71	4.27	0.00	0	0		
									point98	98	487,001.8	3,684,296.0	255.33	4.27					



Future Phase 1 Noise Abatement	Sheet 1 of 1	16 May 2013
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RECON Environmental	Project/Contract No. Lilac Hills Ranch Specific Plan
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Run name: 6153_Lilac_Future	TNM Version 2.5, Feb 2004
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Scale:  10 meters	Analysis By: W Maddux
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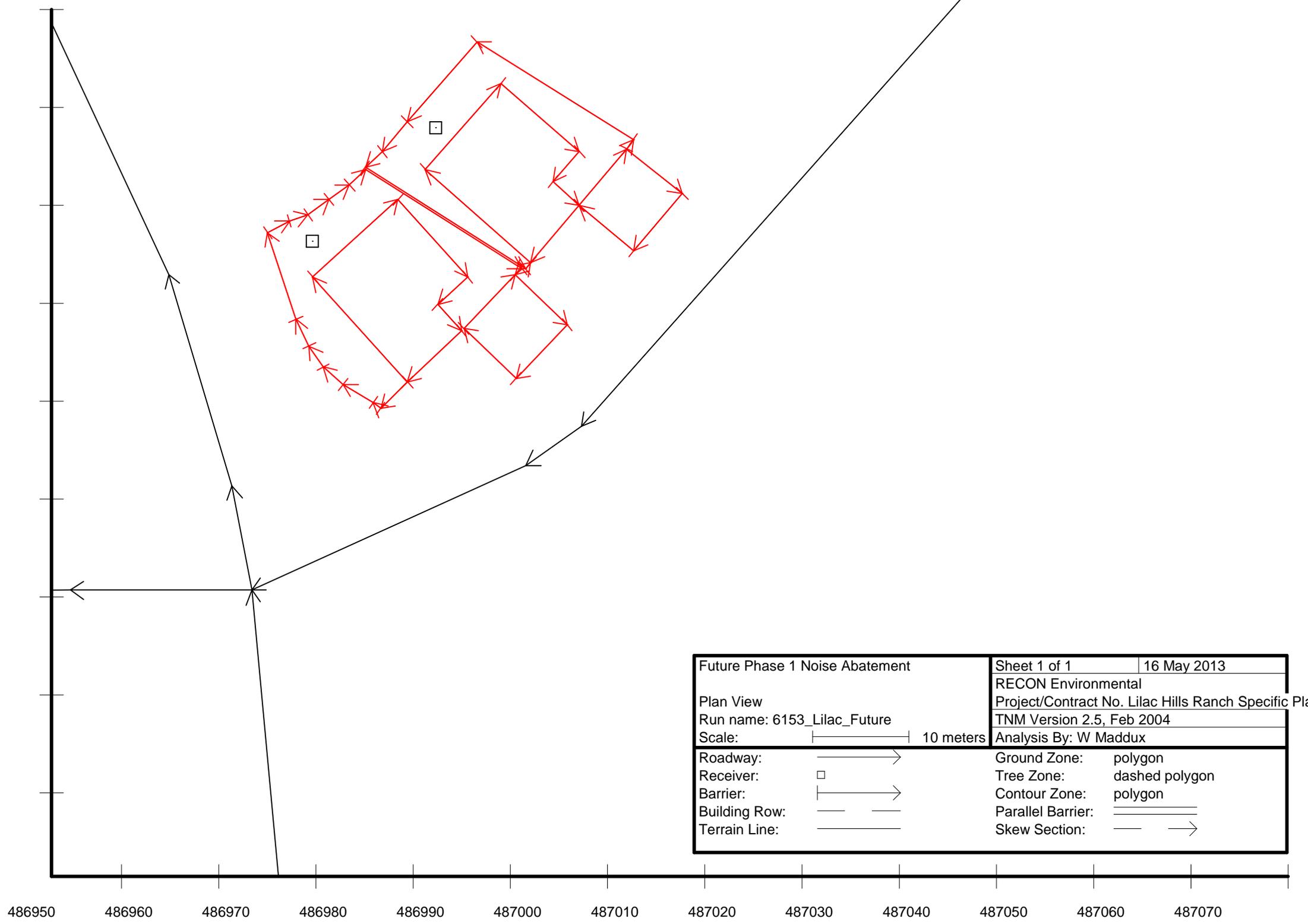
Roadway: 	Ground Zone: polygon
------------------------------------------------------------------------------------------------	----------------------

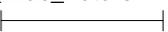
Receiver: 	Tree Zone: dashed polygon
-------------------------------------------------------------------------------------------------	---------------------------

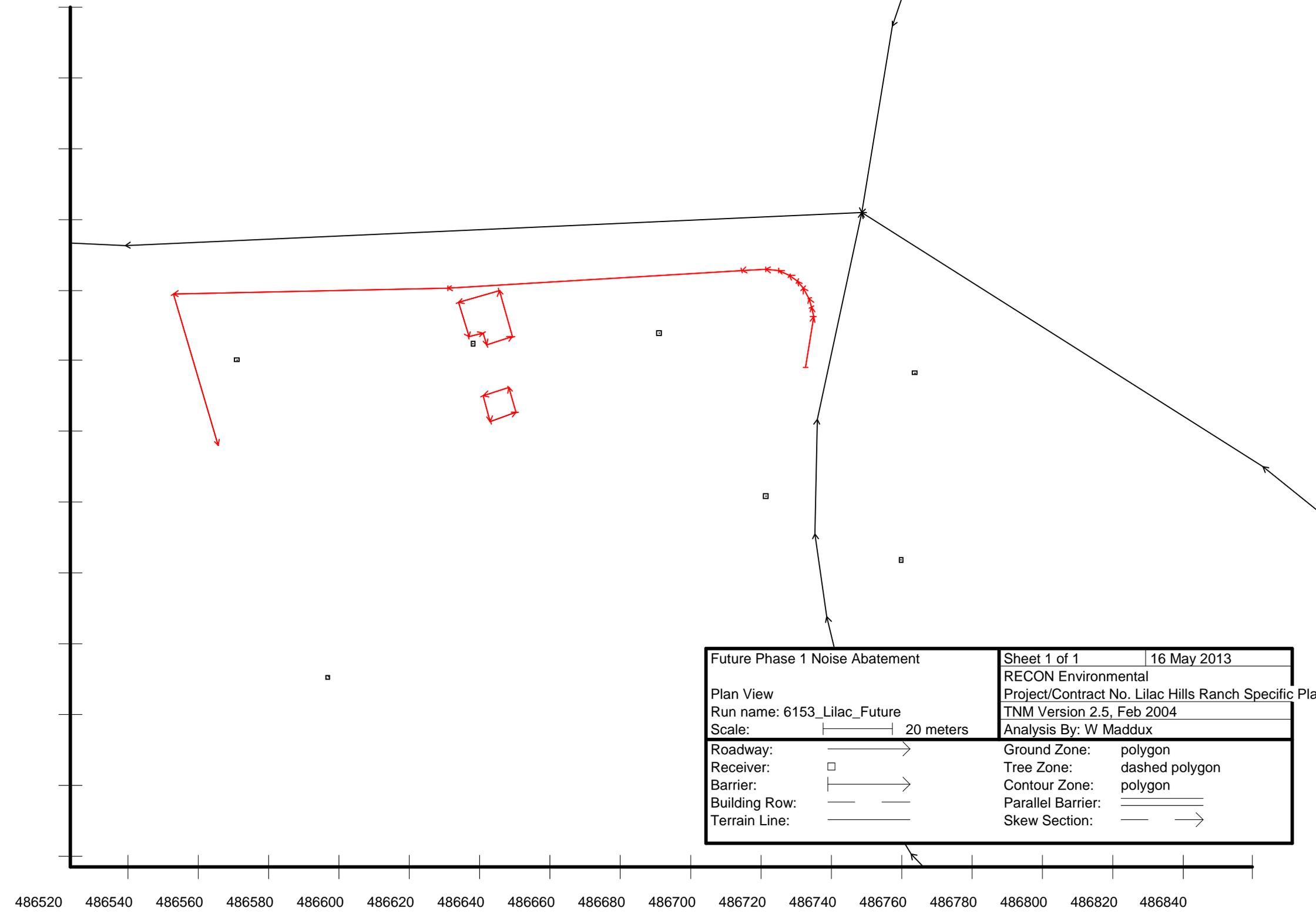
Barrier: 	Contour Zone: polygon
------------------------------------------------------------------------------------------------	-----------------------

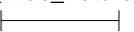
Building Row: 	Parallel Barrier: 
-----------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------

Terrain Line: 	Skew Section: 
-----------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------



Future Phase 1 Noise Abatement		Sheet 1 of 1	16 May 2013
Plan View		RECON Environmental	
Run name: 6153_Lilac_Future		Project/Contract No. Lilac Hills Ranch Specific Plan	
Scale:  10 meters		TNM Version 2.5, Feb 2004	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



Future Phase 1 Noise Abatement		Sheet 1 of 1	16 May 2013
Plan View		RECON Environmental	
Run name: 6153_Lilac_Future		Project/Contract No. Lilac Hills Ranch Specific Plan	
Scale:  20 meters		TNM Version 2.5, Feb 2004	
Roadway: 	Ground Zone: polygon	Analysis By: W Maddux	
Receiver: 	Tree Zone: dashed polygon		
Barrier: 	Contour Zone: polygon		
Building Row: 	Parallel Barrier: 		
Terrain Line: 	Skew Section: 		