

Noise Barrier Height

6'



Project Site



SOURCE: Site Plan-Fusco January 2016

DUDEK

Noise Report for the Newland Sierra Project

FIGURE 7g
Preliminary Noise Barrier Locations - Valley Neighborhood

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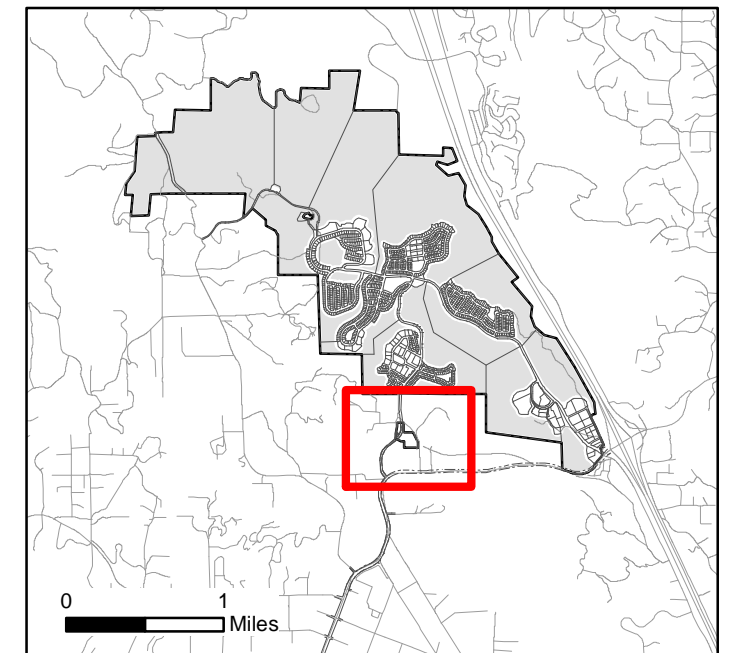
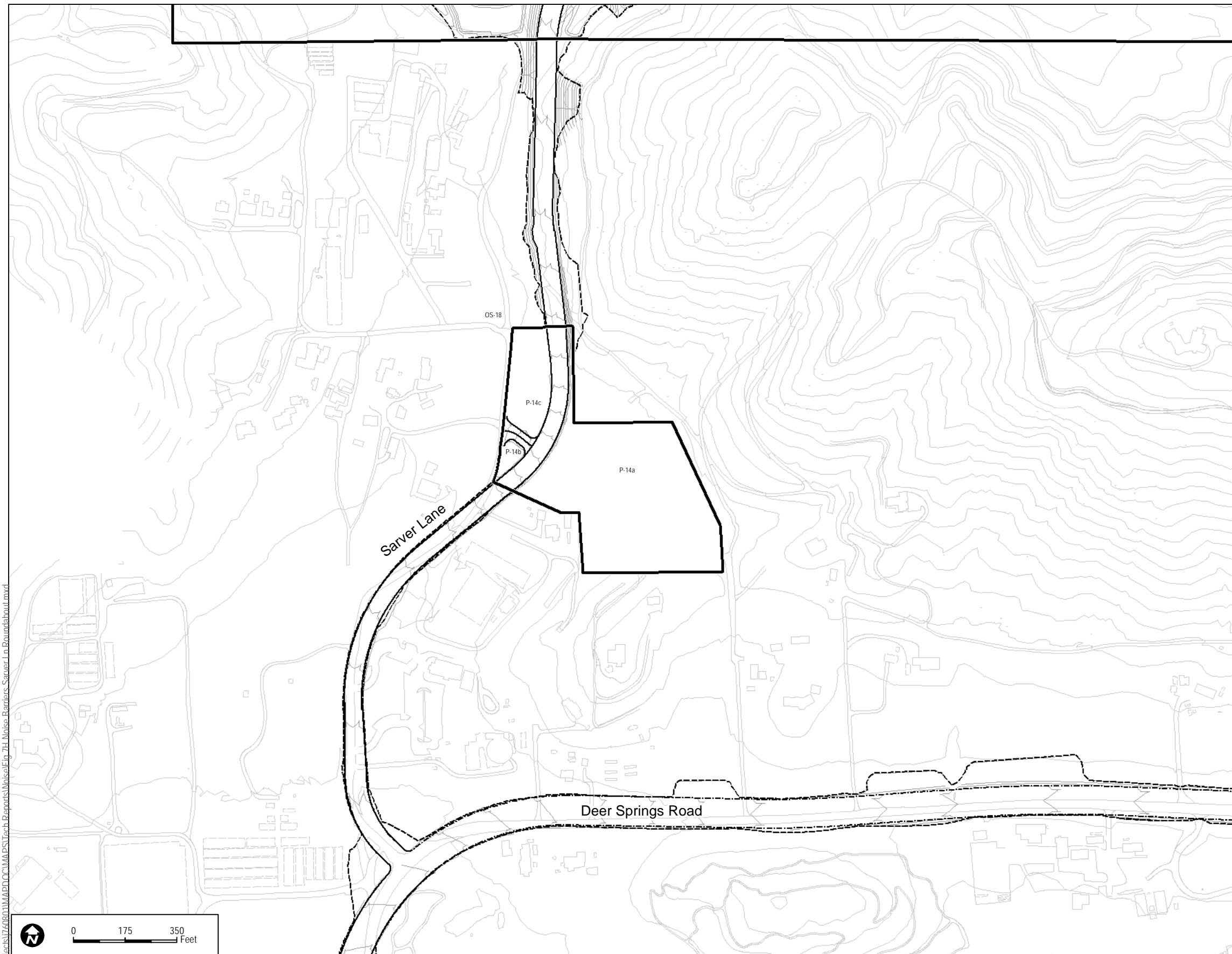
 Project Site

FIGURE 7h

Preliminary Noise Barrier Locations - Sarver Lane Roundabout (No Walls)

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Second-Floor Noise Levels

Second-floor exterior noise levels are shown in Table 7 for residential receivers for informational purposes. Because detailed Site plans were not available at the time of noise modeling, details such as whether or not balconies would be included in a particular area and building setback distances were not known. Therefore, it is not known whether a particular residential site would be exposed to roadway noise exceeding County standards. If balconies are constructed at the second floor locations shown in Table 7, some of the noise exposures would exceed the applicable exterior noise standard and would result in **potentially significant** impacts before incorporation of mitigation. The second-floor receivers shown in Table 7 and Table 10 were preliminarily found to exceed the County's exterior noise standard.

Table 10
Exterior Second-Floor Receivers Exceeding the Exterior Noise Standard (dBA CNEL)

Modeled Receiver	Location – Lot Number	Representative of Lots	Land Use / Noise Standard	FWP Option A 2nd Floor	FWP Option B 2nd Floor
TC-10	Town Center – Lot 10	Town Center – Lot 10	Multi-family Resi / 65	67	67
TC-12	Town Center – Lot 12	Town Center – Lot 12	Multi-family Resi / 65	68	68
TC-13	Town Center – Lot 13	Town Center – Lot 13	Multi-family Resi / 65	67	67
TC-14-2	Town Center – Lot 14-2	Town Center – Lot 14 (east side of park)	Multi-family Resi / 65	75	75
H-28	Hillside – Lot 28	Hillside – Lots 26–29	Single-family Resi / 60	62	62
H-32	Hillside – Lot 32	Hillside – Lots 30–34	Single-family Resi / 60	63	63
H-37	Hillside – Lot 37	Hillside – Lots 35–39	Single-family Resi / 60	62	62
H-43	Hillside – Lot 43	Hillside – Lots 40–45	Single-family Resi / 60	62	62
H-49	Hillside – Lot 49	Hillside – Lots 49–50	Single-family Resi / 60	63	63
H-54	Hillside – Lot 54	Hillside – Lots 53–55	Single-family Resi / 60	63	63
H-59	Hillside – Lot 59	Hillside – Lots 58–59	Single-family Resi / 60	62	62
H-62	Hillside – Lot 62	Hillside – Lots 60–62	Single-family Resi / 60	61	61
H-64	Hillside – Lot 64	Hillside – Lots 63–64	Single-family Resi / 60	61	61
H-91	Hillside – Lot 91	Hillside – Lots 90–92	Single-family Resi / 60	62	62
H-94	Hillside – Lot 94	Hillside – Lots 93–95	Single-family Resi / 60	65	65
H-97	Hillside – Lot 97	Hillside – Lots 96–98	Single-family Resi / 60	64	64
H-100	Hillside – Lot 100	Hillside – Lots 99–100	Single-family Resi / 60	67	67
H-101	Hillside – Lot 101	Hillside – Lots 101–102	Single-family Resi / 60	68	68
H-103	Hillside – Lot 103	Hillside – Lots 103–105	Single-family Resi / 60	67	67
H-108	Hillside – Lot 108	Hillside – Lots 108–109	Single-family Resi / 60	67	67
H-110	Hillside – Lot 110	Hillside – Lots 110–111	Single-family Resi / 60	66	66
K-876	Knoll – Lot 876	Knoll – Lot 876	Single-family Resi / 60	61	61

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Table 10
Exterior Second-Floor Receivers Exceeding the Exterior Noise Standard (dBA CNEL)

Modeled Receiver	Location – Lot Number	Representative of Lots	Land Use / Noise Standard	FWP Option A 2nd Floor	FWP Option B 2nd Floor
K-971	Knoll – Lot 971	Knoll–Lots 969–972	Single-family Resi / 60	64	64
K-973	Knoll – Lot 973	Knoll – Lot 973	Single-family Resi / 60	64	64
M-269	Mesa – Lot 269	Mesa – Lots 267–270	Single-family Resi / 60	62	62
M-273	Mesa – Lot 273	Mesa – Lots 271–276	Single-family Resi / 60	61	61
M-336	Mesa – Lot 336	Mesa – Lots 335–337	Single-family Resi / 60	65	65
M-340	Mesa – Lot 340	Mesa – Lots 338–340	Single-family Resi / 60	64	64
M-343	Mesa – Lot 343	Mesa – Lots 341–345	Single-family Resi / 60	61	61
M-369	Mesa – Lot 369	Mesa – Lots 367–369	Single-family Resi / 60	63	63
T-25N	Terraces Lot 25 – North	Terraces Lot 25–North	Multi-family Resi / 65	66	66
T-25S	Terraces Lot 25 – South	Terraces Lot 25–South	Multi-family Resi / 65	66	66
V-1071	Valley – Lot 1071	Valley–Lots 1071, 1078	Single-family Resi / 60	63	63
V-1100	Valley – Lot 1100	Valley – Lot 1100	Single-family Resi / 60	62	62
V-1194	Valley – Lot 1194	Valley – Lots 1193–1195	Single-family Resi / 60	61	61
V-1199	Valley – Lot 1199	Valley – Lots 1198 – 1199	Single-family Resi / 60	61	61

Note: FWP = Future With Project scenario

As previously noted, M-N-1 is proposed, which would require a detailed acoustical study that demonstrates that barriers and/or setbacks have been incorporated into project design such that noise exposure to residential receivers placed in all useable outdoor areas, including multi-family residential patios and balconies, are at or below the County’s noise compatibility guideline of 65 dBA CNEL. Therefore, with incorporation of M-N-1, second-floor noise impacts would be **less than significant**.

Interior Noise Levels

In addition to the exterior noise criteria, the County requires that indoor noise levels not exceed a CNEL of 45 dBA. Building plans for the homes have not yet been prepared. Typically, with the windows open, the building shells of homes provide approximately 15 dBA of noise attenuation. Therefore, the single-family and multi-family residences exposed to exterior noise levels exceeding a CNEL of 60 dBA (either at ground level or at upper levels) could have interior noise levels greater than a CNEL of 45 dBA. The lots identified in Table 11 would result in a **potentially significant** impact from an exceedance of the interior noise standard.

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Table 11
On-Site Future Receivers Requiring Interior Noise Mitigation

Location	Lot Numbers
Hillside	26-45, 49-55, 58-64, 90-111
Knoll	876, 969-973
Mesa	267-276, 335-345, 367-369
Town Center	10, 12-14 E
Summit	561
Terraces	24 S, 25 N
Valley	1071, 1078, 1100, 1193-1195, 1198-1199

Note: See Figures 6a through 6h for receiver locations.

M-N-2 is proposed, which would require an interior acoustical analysis for the lots exposed to an external noise level greater than 60 dBA CNEL and incorporation of building construction methods (e.g., noise barriers, structure setbacks, acoustically rated windows and doors, or air conditioning or equivalent forced air circulation to allow occupancy with closed windows) to ensure that interior noise levels would not exceed a CNEL of 45 dBA. Therefore, with implementation of an interior acoustical study for the lots shown in Table 11 (upper floors only, where applicable, because the project noise barrier would provide sufficient noise reduction at the ground-floor level), interior noise impacts would be **less than significant**.

2.2.2 Mitigation Measures

To mitigate the potentially significant impacts associated with predicted future noise levels from I-15, Deer Springs Road, and/or internal roads, the following measures are proposed to reduce potential traffic noise impacts to **less than significant**, and ensure that the proposed project complies with the County's noise standards.

Exterior Locations

The following mitigation measures are proposed to reduce the identified potentially significant noise impacts.

M-N-1 Prior to the issuance of grading permits for construction at the modeled receiver locations listed in Tables 9 and 10 of this Noise Report, the project applicant, or its designee, shall prepare an acoustical study based on the final map design, and shall implement any and all measures recommended as a result of the study, which shall be approved by the County of San Diego Planning & Development Services department (or its designee). The acoustical study shall include the following:

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1. The location, height, and building material of any noise barriers to be constructed. The noise barriers shall be a minimum of 6 feet in height, have a surface density of at least 4 pounds per square foot, and be free of openings and cracks. The barriers may be constructed of acrylic glass, masonry material, earthen berm, or a combination of these materials. Noise barrier heights shall be relative to final pad elevation.
2. A detailed analysis that demonstrates that noise barriers and/or setbacks have been incorporated into project design such that noise level exposure to residential receivers in all useable outdoor areas, including multi-family residential patios and balconies, is at or below the applicable noise standard (i.e., 60 dBA CNEL at single-family residences, and 65 dBA CNEL at multi-family residences).
3. In the event pad grade elevations, lot configuration/site design, and/or traffic assumptions change during the processing of any final maps, the noise barrier shall be revised to reflect those modifications.
4. Permanent noise barriers shall be installed as part of the landscape plan.

Implementation: Project applicant(s) and primary contractor(s) of all project phases for the modeled receiver locations listed in Tables 9 and 10 of this Noise Report.

Timing: Prior to issuance of building permits for construction on the on-site modeled receiver locations listed in Tables 9 and 10.

Enforcement: County of San Diego.

Interior Locations

M-N-2 Prior to issuance of building permits for the property lot numbers listed in Table 11 of this Noise Report, the applicant, or its designee, shall demonstrate that interior noise levels due to exterior noise sources at these locations will not exceed the applicable County of San Diego noise ordinance standard for the subject land use. It is anticipated that the typical method of compliance would be to provide noise barriers where appropriate; structure setbacks; acoustically rated windows and doors; or 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 at all lots listed in Table 11 are below 45 dBA CNEL within all habitable residential rooms.

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Implementation: Project applicant(s) and primary contractor(s) of all project phases for the property lot locations listed in Table 11 of this Noise Report.

Timing: Prior to issuance of building permits for development of on-site residential areas listed in Table 11.

Enforcement: County of San Diego.

2.2.3 Summary

Based on project design, the proposed 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 M-N-1 would be required to reduce traffic noise levels to less than significant at NSLUs at completion of project buildout. Additionally, M-N-2 would be required to ensure that interior noise levels comply with the County's interior noise level limits. Therefore, cumulative impacts to on-site NSLUs would be **less than significant**.

2.3 Off-Site Direct and Cumulative Noise Impacts

The proposed 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 ADT volumes with the existing condition plus the project at full buildout. Cumulative impacts were determined by comparing the Future With Project and No Project conditions, and determining the proposed project's contribution to future cumulative noise levels.

2.3.1 Direct Noise Impacts

Off-site traffic noise impacts were evaluated based on the calculated change in noise levels due to the increase or decrease in traffic volumes from the existing condition. Off-site noise model receiver locations are shown in Figure 8. Noise modeling receivers were selected on the basis of being representative of planned future or existing NSLUs located along roadways that were found in the project's Traffic Impact Analysis (EIR Appendix R) to carry substantial volumes of project-related traffic (in general, 10% or more). Additionally, for informational purposes and to generally characterize off-site project-related traffic noise levels, noise contours for major roadways expected to carry substantial volumes of project-related traffic were calculated using

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the TNM noise model. The distances (in feet) from the respective roadways to the 60, 65, and 70 dBA CNEL noise contours under Options A and B are summarized in Table 12, and in Figures 9a and 9b for Option A, and Figures 10a and 10b for Option B.

Table 12
Off-Site Future Noise Contours

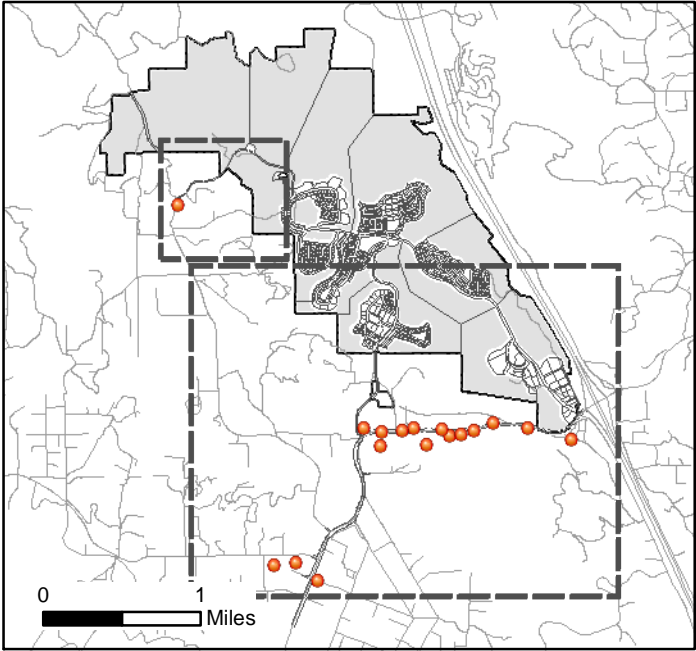
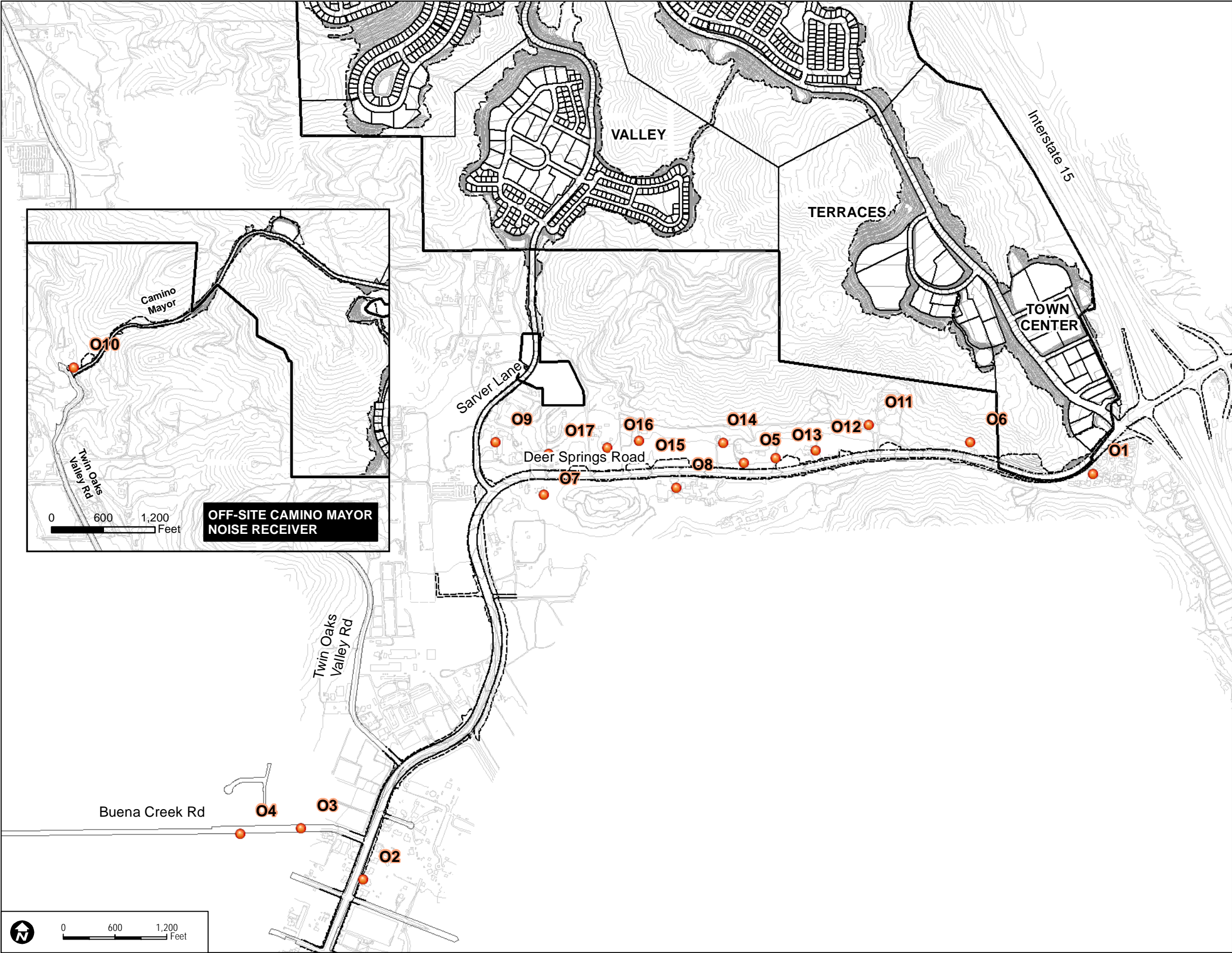
Roadway / Segment	FWP Option A			FWP Option B		
	Distance to CNEL Contour (feet) from Roadway Centerline					
	60 dBA CNEL	65 dBA CNEL	70 dBA CNEL	60 dBA CNEL	65 dBA CNEL	70 dBA CNEL
Deer Springs Road						
I-15 to Sarver Lane	410	200	100	600	275	130
South of Sarver Lane	520	240	110	685	320	150
Sarver Lane						
Deer Springs Road to Project Entrance	115	50	RW	110	50	RW
Buena Creek Road						
Twin Oaks Valley Road to Robinhood Road	350	160	75	520	240	110
Twin Oaks Valley Road						
South of Buena Creek Road to E. La Cienega Road	350	160	75	300	140	65
Camino Mayor						
Twin Oaks Valley Road to Project	75	RW	RW	75	RW	RW

Notes: FWP = Future With Project scenario; RW = Noise contour would be within roadway right-of-way
The noise contour distances do not account for the mitigating effects of terrain or structure shielding.

A substantial noise increase is defined as an increase of 10 dBA CNEL above existing conditions, as stated in the County of San Diego Guidelines for Determining Significance, Noise, 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” (County of San Diego 2009b). A doubling of sound energy is equivalent to a 3 dBA increase. Based on the County’s Noise Compatibility Guidelines and related Noise Standards, a documented noisy site is a location with NSLUs that currently exceeds the applicable noise standard based on the land use type shown in Table 4 (for example, 60 dBA CNEL in the case of single-family residences, 65 dBA CNEL in the case of multi-family or mixed-use residences, or 70 dBA in the case of office/professional uses).

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 Noise Compatibility Guidelines and Standards, or a 3 dBA increase when existing or future noise levels equal or exceed the County’s Compatibility Guidelines and Standards.

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Off-Site Noise Receiver Location
Project Site

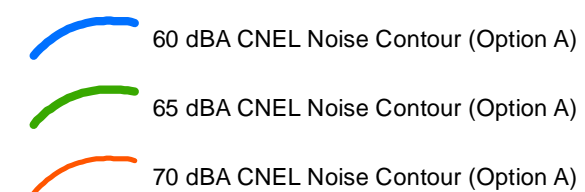
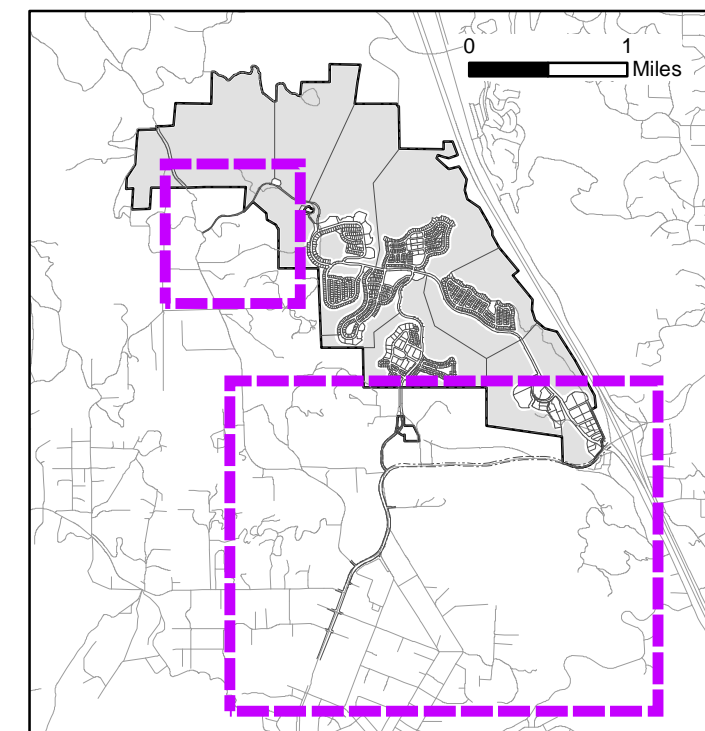
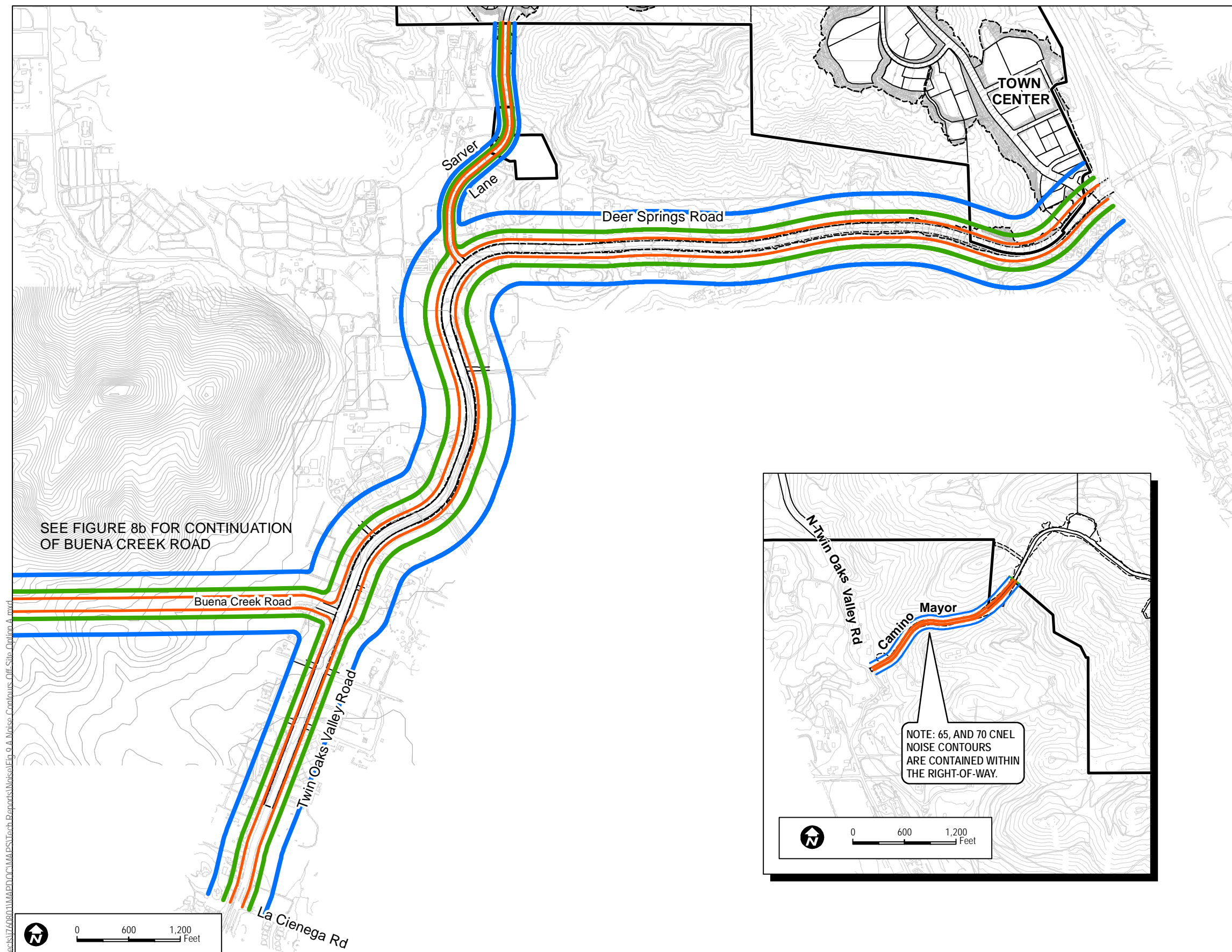


SOURCE: Site Plan-Fusco, January 2016
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FIGURE 8
Off-Site Noise Receiver Locations

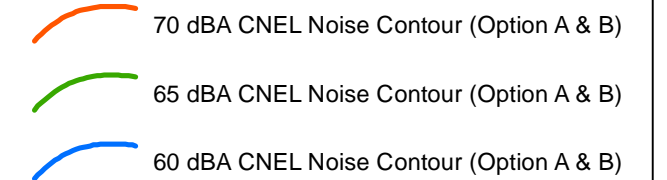
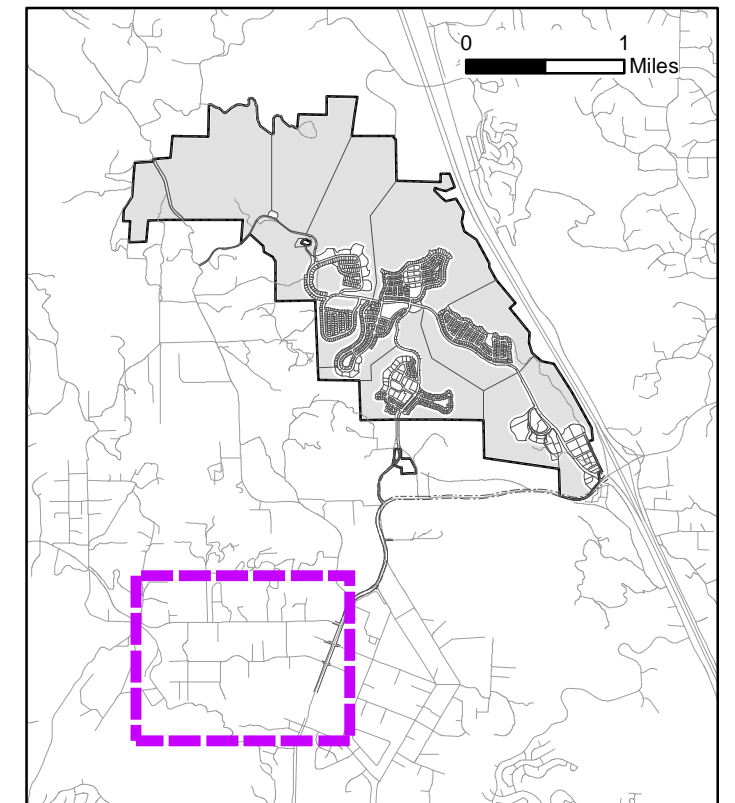
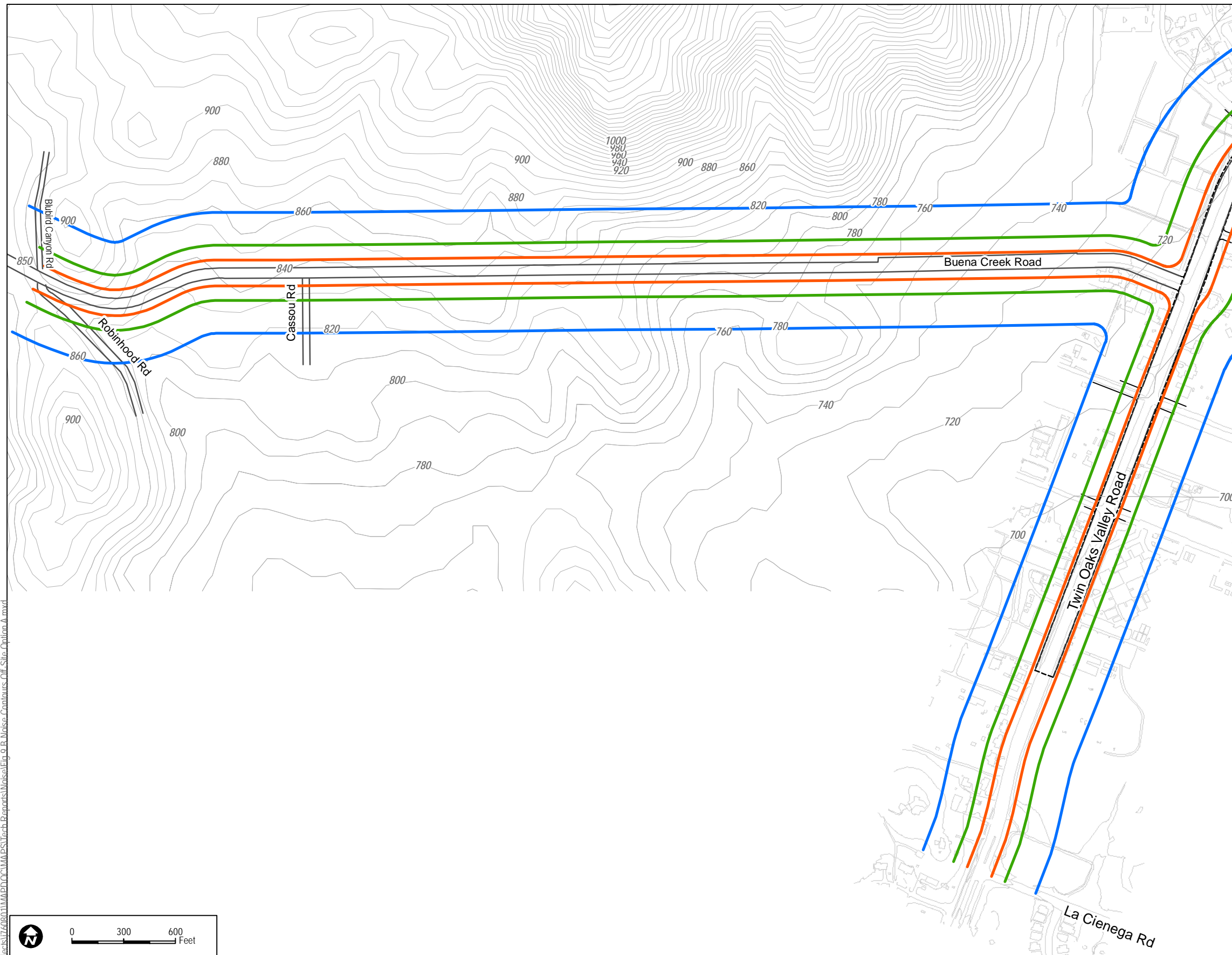


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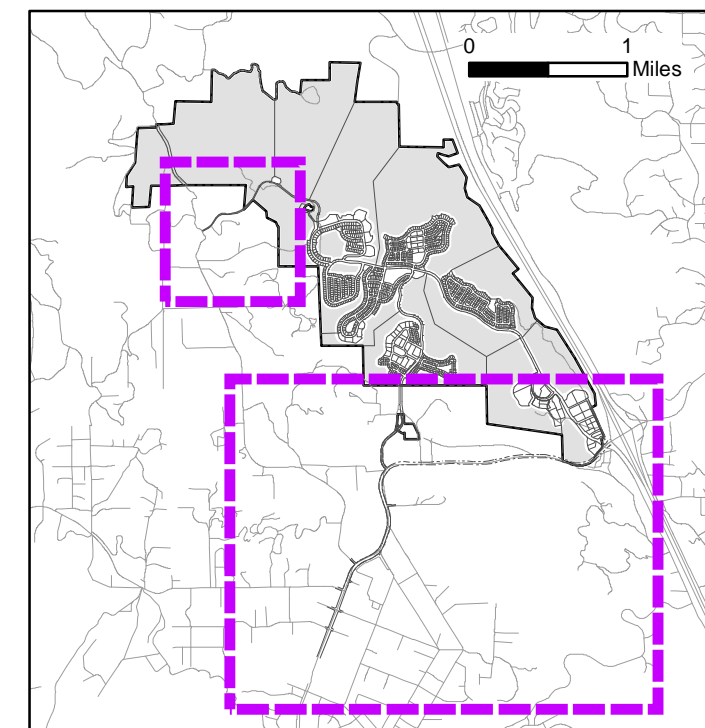
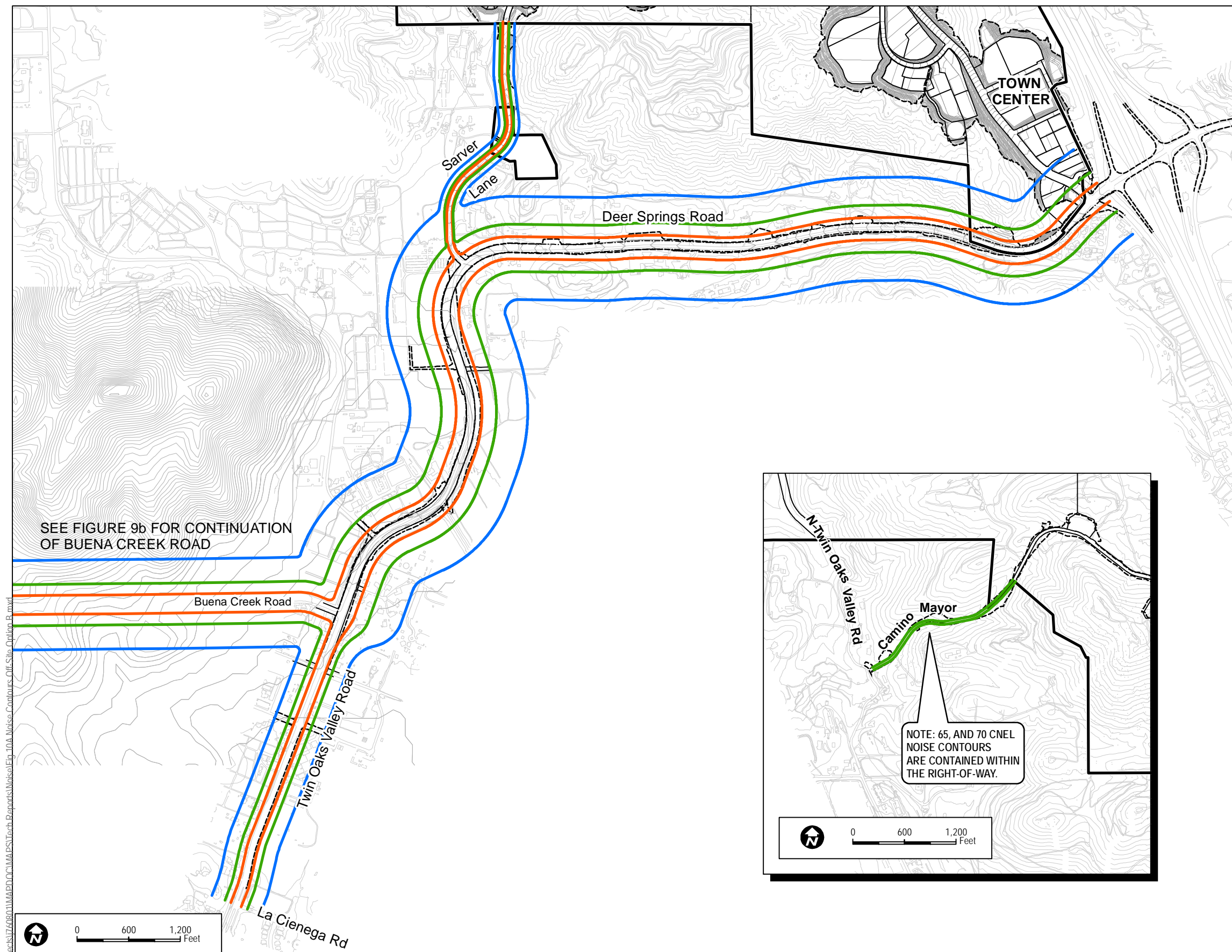
Note:
Noise contours do not account for shielding
effects from intervening terrain or structures.




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Note:
Noise contours do not account for shielding
effects from intervening terrain or structures.

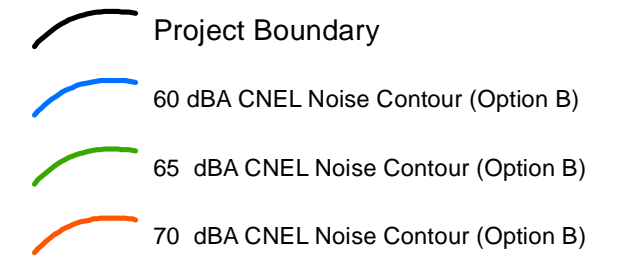
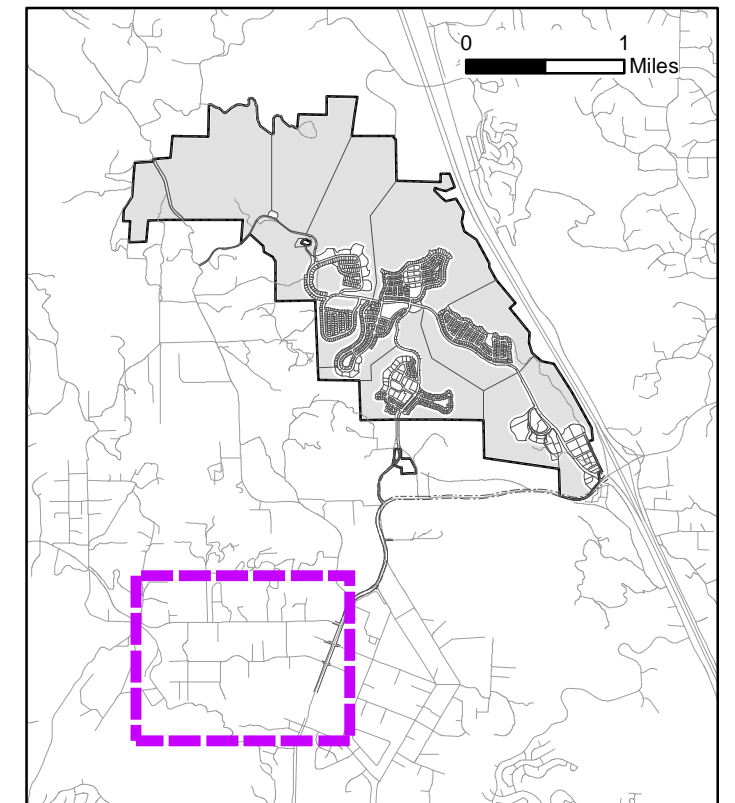
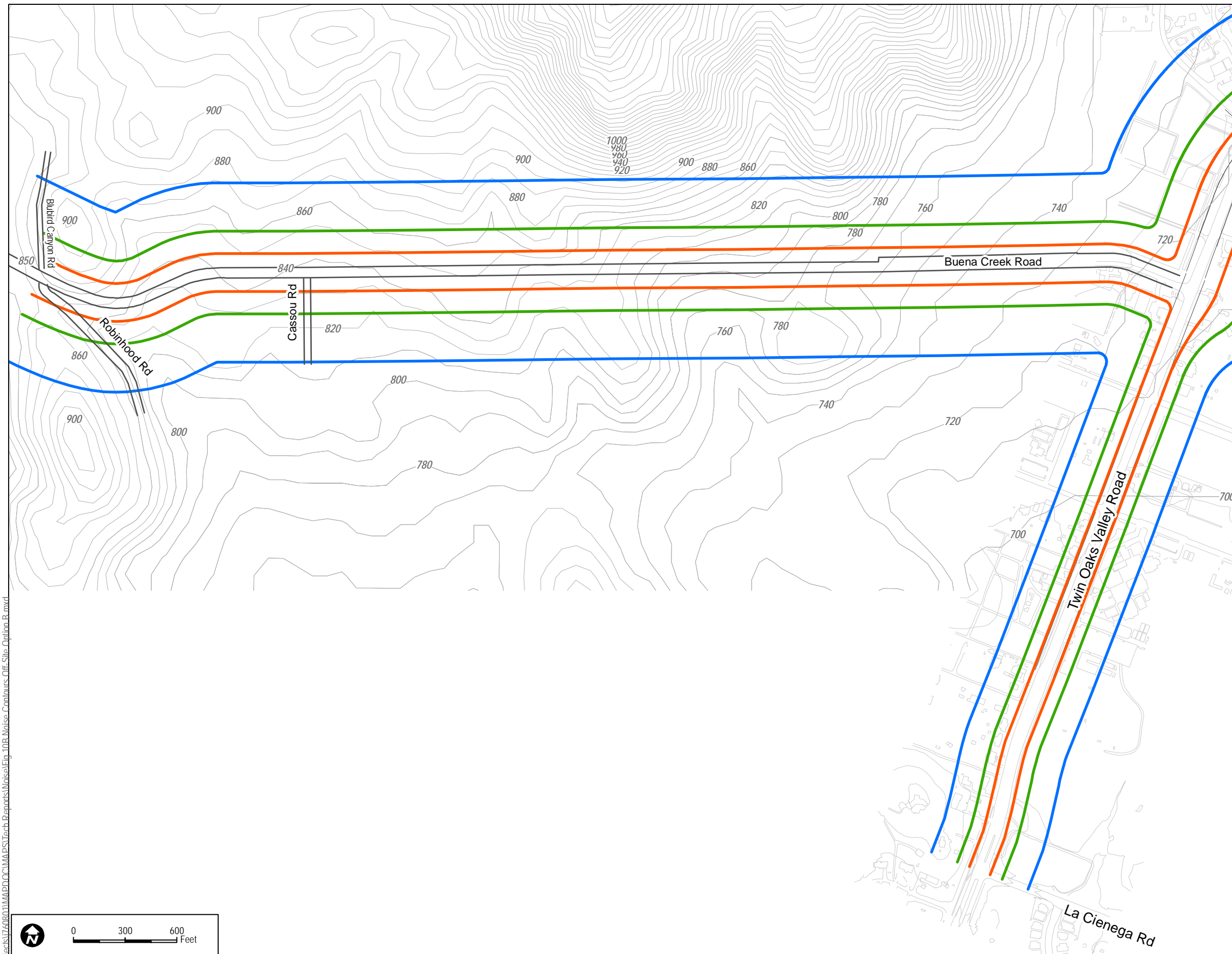
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-  60 dBA CNEL Noise Contour (Option B)
-  65 dBA CNEL Noise Contour (Option B)
-  70 dBA CNEL Noise Contour (Option B)

Note:
Noise contours do not account for shielding
effects from intervening terrain or structures.

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Note:
Noise contours do not account for shielding
effects from intervening terrain or structures.

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The study area for the cumulative analysis and the off-site noise receiver locations are the same as used in the Direct Noise Impacts analysis presented in Section 2.3.1 and illustrated in Figure 8. Table 14 presents the future noise levels for the cumulative condition without the project (i.e., no project) and for the future cumulative condition with the proposed project for affected roadways.

Table 14
Cumulative Changes in Off-Site Traffic Noise Levels (dBA CNEL)

Receiver	Existing	Future without Project	Future with Project	Change in Noise Levels	Future with Project	Change in Noise Levels
			<i>Deer Springs Road Option A</i>		<i>Deer Springs Road Option B</i>	
O1: Mobile home park south of the proposed project	72	75	74	-1	75	0
O2: Residence east of Deer Springs Road	69	70	70	0	70	0
O3: Residence north of Buena Creek Road	65	70	69	-1	70	0
O4: Residence north of Buena Creek Road – 2	68	72	72	0	73	1
O5: Residence northeast of the Golden Door Properties LLC (828 Deer Springs Road)	61	64	63	-1	68	4
O6: Residence south of the project Site (1088 Deer Springs Road)	61	65	63	-2	65	0
O7: Residence southeast of Deer Springs Road and Sarver Lane (585 Deer Springs Road)	63	67	65	-2	68	1
O8: Golden Door Properties LLC nearest façade	71	74	73	-1	74	0
O9: Sarver Lane – church (Saint Marks Mission Church)	54	58	58	0	61	3
O10: Residence north of Camino Mayor	39	39	45	6	45	6
O11: Residence south of the project Site (908 Deer Springs Road)	59	62	61	-1	66	4
O12: Residence south of the project Site (906 Deer Springs Road)	60	65	62	-3	68	3

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Table 14
Cumulative Changes in Off-Site Traffic Noise Levels (dBA CNEL)

Receiver	Existing	Future without Project	Future with Project	Change in Noise Levels	Future with Project	Change in Noise Levels
			<i>Deer Springs Road Option A</i>		<i>Deer Springs Road Option B</i>	
O13: Residence south of the proposed project (836 Deer Springs Road)	57	60	59	-1	63	3
O14 Residence south of the proposed project (820 Deer Springs Road)	57	60	59	-1	63	3
O15: Residence south of the proposed project (640 Deer Springs Road)	55	58	56	-2	60	2
O16: Residence south of the proposed project (620 Deer Springs Road)	58	62	60	-2	65	3
O17: Residence south of the proposed project (574 Deer Springs Road)	66	71	68	-3	72	1
Deer Springs Road – 100 feet from the centerline	68	72	69	-3	72	0
Deer Springs Road south of Sarver Lane – 100 feet from the centerline	70	73	71	-2	73	0
Buena Creek Road – 100 feet from the centerline	67	71	68	-3	71	0
Twin Oaks Valley Road south of Buena Creek Road – 100 feet from the centerline	67	68	68	0	67	-1
Twin Oaks Valley Road–Cassou to La Cienega Road (residences)	66	67	68	1	68	1
Twin Oaks Valley Road–La Cienega Road to Windy Pointe Drive (school)	67	69	69	0	69	0
Twin Oaks Valley Road – Windy Pointe Drive to Borden Road (residences)	71	72	73	1	73	1
Twin Oaks Valley Road–Borden Road to Mission Road (residences)	55	55	56	1	56	1

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As previously noted, off-site traffic noise impacts were evaluated based on the calculated change in noise levels due to the increase or decrease in traffic volumes. As shown in Table 14, project traffic would not result in a substantial noise increase under Future With Project conditions at any of the modeled receiver locations.

As to whether the increase in noise levels attributable to the project is cumulatively considerable and therefore would result in significant cumulative impacts, as shown in Table 14, the proposed project's contribution along most segments would be less than 2 dBA CNEL and, therefore, not cumulatively considerable. However, the increase in noise levels attributable to project traffic would be cumulatively considerable under the County's Guidelines (i.e., 2 dBA CNEL or greater) at the following receivers and road segment:

- Receiver O5: Residence northeast of Golden Door Properties LLC (828 Deer Springs Road, with the Option B six-lane Deer Springs Road scenario³)
- Receiver O11: Residence south of the project Site (908 Deer Springs Road, with the Option B six-lane Deer Springs Road scenario³)
- Receiver O12: Residence south of the project Site (906 Deer Springs Road, with the Option B six-lane Deer Springs Road scenario³)

Noise level increases attributable to the proposed project along Deer Springs Road at receivers O5, O11, and O12 would be 3 to 4 dBA CNEL with the Deer Springs Road Option B alternative. Therefore, the project would result in a **potentially significant cumulative impact** at these three noise-sensitive receivers.

2.3.3 Design Considerations and Mitigation Measure Calculations

As previously identified, the proposed project would result in significant cumulative impacts at three off-site receiver locations (receivers O5, O11, and O12). Several methods and measures are available to reduce 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. For example, assuming noise barriers could be constructed entirely within the County's right-of-way, such barriers may not be effective due to the need to provide driveways and other access points, which would limit the continuity, and effectiveness, of the barrier. Additionally, constructing noise barriers on private property would be effective, although residents may not approve of the barriers, and liability and long-term maintenance concerns would need to be addressed. For these reasons, noise barriers are considered infeasible.

³ The project's contribution would not be cumulatively considerable under the Option A Deer Springs Road scenario (two- to four-lane configuration).

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Without installation of noise barriers, the remaining mitigation methods likely would not substantially reduce or avoid this impact. In addition, some measures may not be desired by local residents due to visual or traffic impacts. Additionally, the project would be responsible only for its fair-share of the costs of necessary improvements, and there is no funding plan or program in place to provide the remaining funds to construct the improvements (i.e., there is no noise impact fee program in place). Finally, measures such as reduced speed limits or traffic-calming devices require legal or government enforcement, and may cause other undesirable or unacceptable impacts, such as speed bumps lengthening emergency response times.

For these reasons, the mitigation of significant cumulative off-site impacts from project-related traffic noise level increases along Deer Springs Road is infeasible, and cumulative impacts would be **significant and unavoidable**.

2.3.4 Summary

With respect to impacts to off-site NSLUs due to project-generated increases in traffic noise levels, as previously discussed, there is no feasible mitigation that would reduce the identified significant impacts, and, therefore, off-site direct and/or cumulative traffic noise impacts at receivers O5, O11, and O12 along Deer Springs Road would be **significant and unavoidable**.

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3 PROJECT-GENERATED AIRBORNE NOISE

3.1 Guidelines for the Determination of Significance

The County's Noise Ordinance, Section 36.404, sets limits on noise generated from one property to another, such as from mechanical equipment (County of San Diego 2009c). 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 15.

Additionally, specific to construction activities, Section 36.409 of the Noise Ordinance 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 15
County of San Diego Noise Ordinance Sound Level Limits

No.	Zone	Applicable Hours	Sound Level Limit dBA L _{eq} (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 V1 V2 V3	7 a.m. to 7 p.m. 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.	60 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 County Noise Ordinance, Section 36.404(c))		

Source: Adapted from the County of San Diego Noise Ordinance, Section 36.404 (County of San Diego 2009c).

Notes: Pursuant to Section 36.404 of the County's Noise Ordinance:

- (a) Except as provided in Section 36.409 of the County's Noise Ordinance, it shall be unlawful for any person to cause or allow the creation of any noise, which exceeds the 1-hour average sound level limits in Table 36.404 of the County's Noise Ordinance, when the 1-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.

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- (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).
- (c) S88 zones are specific planning areas, which allow for different uses. The sound level limits in Table 36.404 of the County's Noise Ordinance that apply in an S88 zone depend on the use being made of the property. The limits in Table 36.404, subsection (1) of the County's Noise Ordinance 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 in the County's Noise Ordinance, the allowable 1-hour average sound level shall be the 1-hour average ambient noise level, plus 3 dBA. 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 1-hour average sound level limit applicable to extractive industries, however, including borrow pits and mines, shall be 75 dBA 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 on which the facility is located.

Additional sound level limitations are provided in Section 36.410:

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 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% of the minutes in the measurement period, as described in [S]ection [36.410](c) [of the County's Noise Ordinance]. 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 Noise Ordinance, Section 36.410, Maximum Sound Level (Impulsive)
Measured at Occupied Property in Decibels

Occupied Property Use	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 17], when measured at the boundary line of the property where the noise source is located or on any occupied

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property where the noise is received, for 25% of the minutes in the measurement period, as described in [S]ection [36.410](c) [of the County's Noise Ordinance]. The maximum sound level depends on the use being made of the occupied property. The uses in [Table 17] are as described in the County Zoning Ordinance.

Table 17

**County of San Diego Noise Ordinance, Section 36.410, Maximum Sound Level (Impulsive)
Measured at Occupied Property in Decibels for Public Road Projects**

Occupied Property Use	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 one 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.

Additionally, the proposed project would result in a significant impact if it results 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 Buildout Noise Conditions without Mitigation

Project operational noise impacts were evaluated based on a review of the most recent project plans, proposed operations, and noise data. The analysis presented here addresses stationary-source noise, loading dock and delivery activity, and loading dock and recreational activities.

Stationary-Source Noise

Project implementation would result in on-site residential land uses adjacent to or sharing a property line with commercial and mixed-use land uses, as well as recreational and institutional uses. All proposed land uses would include on-site stationary noise sources, including rooftop or

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ground-mounted heating, ventilation, and air conditioning (HVAC) equipment; mechanical equipment; emergency electrical generators; loading dock operations; and parks, schools, and recreational activities. Each is addressed separately below.

Mechanical HVAC Equipment

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

Noise levels from HVAC equipment vary substantially depending on unit efficiency, size, and location, but generally range from 50 to 65 dBA L_{eq} at a distance of 50 feet (City of Santa Ana 2010). Assuming a typical attenuation rate of 6 dBA per doubling of distance for point-source noise sources, noise levels attributed to unshielded HVAC mechanical systems could exceed the County of San Diego daytime property line noise limit for residential land uses (50 dBA L_{eq}) within 250 feet of the source. In addition, sources within 450 feet of an NSLU property line could exceed the County's nighttime noise limit (i.e., 45 dBA L_{eq}) for stationary source noise. As a result, the impact of noise from HVAC equipment under the proposed project would be **potentially significant**.

Mitigation measure M-N-3 is proposed, which requires preparation of an acoustical study to identify mitigation measures shown to effectively reduce noise levels generated by stationary-source noise (e.g., enclosures, barriers, site orientation). The proposed project would be required to implement the measures identified in the acoustical study as necessary to comply with the County's Noise Ordinance, Section 36.404. Therefore, with implementation of M-N-3, impacts from mechanical HVAC equipment noise would be **less than significant**.

Emergency Generators

Emergency generators may be used to supply power to vital systems within constructed facilities with a need for uninterrupted power. Emergency generators are typically operated under two conditions: loss of main electrical supply or preventive maintenance/testing. 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.

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 NSLUs could exceed the County's noise limit for daytime stationary-source noise. In addition, generators

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located within 6,000 feet of NSLUs could exceed the County's property line noise limit for nighttime stationary source noise. As it is not yet known if any emergency generators would be used by on-site land uses, and specific locations for any generators have not been developed, this impact is considered **potentially significant**.

Mitigation measure M-N-3 requires preparation of an acoustical study to identify mitigation measures shown to effectively reduce noise levels generated by stationary sources (e.g., enclosures, barriers, site orientation). The proposed project would be required to implement the measures identified in the acoustical study as necessary to comply with the County's Noise Ordinance, Section 36.404. Therefore, with implementation of M-N-3, impacts from emergency generator noise would be **less than significant**.

Loading Dock and Delivery Activity

Noise sources associated with loading dock and delivery activities can include idling trucks, on-site truck circulation, trailer-mounted refrigeration units, pallet dropping, and forklift operation. Typical hourly noise levels for loading dock operations range from 55 to 60 dBA L_{eq} and from 80 to 84 dBA maximum noise level (L_{max}) at a distance of 50 feet (EDAW 2006). Based on these measured noise levels, the County's daytime stationary noise criterion would be exceeded up to approximately 125 feet from the acoustic center of the loading dock, and the nighttime stationary noise criterion would be exceeded up to approximately 250 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. Therefore, noise generated from loading dock and delivery activities is considered a **potentially significant** impact.

M-N-4 is proposed, which requires preparation of an acoustical study for proposed commercial land use site plans to identify mitigation measures shown to effectively reduce noise levels from such sources (e.g., enclosures, barriers, site orientation). The proposed project would be required to implement the measures identified in the acoustical study as necessary to comply with the County's Noise Ordinance, Section 36.404. Therefore, with implementation of M-N-4, impacts from loading dock and delivery activity noise would be **less than significant**.

Recreational and Educational Activities

Activities in the proposed parks, open spaces, and school would be sources of noise. Recreational users could generate noise typical of activities involving picnic areas, trails, active and passive turf areas for little league baseball, children's play areas, and other facilities and amenities included in the proposed project's parks. Passive recreational activities such as walking, reading, and dining in open turf areas and group picnic areas typically generate lower

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noise levels compared to active sports play. At any one location, the hourly average sound level associated with recreational noise is difficult to predict due to many variables. These factors include the type of recreational activity, the number of players and spectators, the location of people, and the amount and level of conversation and cheering. However, based on noise measurements conducted at several existing active-recreation parks conducted for prior projects,⁴ ball field activities (including use of a public address system) can generate a 1-hour average noise level of approximately 55 to 65 dBA at a distance of 50 feet from stands and/or spectator areas. The joint use park in the Town Center adjacent to the school site is the only park that would have established athletic field or sport court areas.

The County's Noise Ordinance considers noise from public or private schools exempt from the regulations and noise restrictions in the County's Noise Ordinance. Noise associated with outdoor recreation areas would generally take place during daylight hours and at distances at least 50 feet from on-site residences. As previously discussed, active recreation at sports parks are considered the loudest potential noise generation source from parks or recreational facilities associated with the proposed project, with 1-hour average noise levels ranging up to 65 dBA at a distance of 50 feet. Depending on eventual Site design and the design of adjacent land uses, the activities from the joint-use park could cause an exceedance of the applicable noise standard at residential land uses in the County of San Diego Noise Ordinance.⁵ Noise levels associated with activities at other parks associated with the proposed project would typically generate noise levels below that of the active recreation and sport uses at the joint use park in the Town Center. In addition, any activities considered a nuisance would be illegal under the County's Noise Ordinance, which would be enforced by the San Diego County Sheriff's Department. Thus, since noise levels would either be exempt from standards or controlled by law enforcement, no exceedance of the County noise standard would be expected to occur from recreational and educational activities. This impact would be **less than significant**.

3.2.2 Mitigation Measures

Implementation of the following mitigation measures are proposed to reduce potentially significant impacts associated with project operations to less than significant.

M-N-3 Prior to the issuance of any building permit for stationary noise-generating equipment such as heating, ventilating, air conditioning (HVAC) systems or standby generators, the applicant, or its designee, shall prepare an acoustical study(s) of the proposed stationary noise sources associated with HVAC systems

⁴ Stagecoach Park in Carlsbad, Cardiff Sports Park in Encinitas, and Vista National Little League in Vista.

⁵ 50 dBA from 7 a.m. to 10 p.m., 45 dBA from 10 p.m. to 7 a.m. for residential uses of less than 10.9 dwelling units per acre, and 55 dBA from 7 a.m. to 10 p.m. and 50 dBA from 10 p.m. to 7 a.m. for residential uses of 10.9 or more dwelling units per acre. See also Table 15.

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and standby generators for submittal to the County of San Diego (County) for review and approval. The acoustical study shall identify all noise-generating equipment and predict noise levels from all identified equipment at the applicable property lines. Where predicted noise levels would exceed those levels established by the County's Noise Ordinance, Section 36.404, the acoustical study shall identify mitigation measures shown to effectively reduce noise levels (e.g., enclosures, barriers, site orientation) to be implemented, as necessary, to demonstrate compliance with the County's Noise Ordinance, Section 36.404. Mitigation measures also may include implementing best engineering practices, considering the placement of noise-generating equipment, and shielding for noise sources associated with HVAC systems and standby generators. All mitigation measures identified in the acoustical study shall be implemented by the applicant, or its designee, prior to issuance of any building permit.

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

Timing: Prior to issuance of building permits.

Enforcement: County.

M-N-4 Prior to the issuance of any building permit for commercial land uses containing loading docks and delivery areas, the applicant, or its designee, shall prepare an acoustical study(s) of the proposed commercial land use site plan for submittal to the County of San Diego (County) for review and approval. The acoustical study shall identify all noise-generating areas and associated equipment, and shall calculate predicted noise levels at the applicable property lines from all identified sources. Where predicted noise levels would exceed those established by the County's Noise Ordinance, Section 36.404, the acoustical study shall identify mitigation measures to be implemented (e.g., enclosures, barriers, site orientation, reduction of parking stalls), as necessary, to demonstrate compliance with the property line noise level limits established by the County's Noise Ordinance, Section 36.404. Mitigation measures may include requiring that best engineering practices be used in the placement and shielding of noise-generating equipment, and when developing site plans for commercial land uses containing loading docks and delivery areas. This shall ensure that noise levels at the property line comply with the County's Noise Ordinance. All mitigation measures identified in the acoustical study shall be implemented by the applicant, or its designee, prior to the issuance of a building permit.

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

Timing: Prior to issuance of building permits.

Enforcement: County.

3.2.3 Summary

The proposed project could result in operational noise generated by HVAC equipment, emergency generators, and loading dock and delivery activity associated with the school, commercial land uses, and recreational activities in excess of the County's standards at the nearest residential property line. With implementation of M-N-3 and M-N-4, the proposed project would use best engineering practices, including placement and shielding of stationary noise sources, and would perform an acoustical analysis demonstrating compliance with the County's standards for approval prior to issuance of building permits. M-N-3 and M-N-4 would ensure that on-site stationary noise sources associated with the proposed project would be reduced to a **less-than-significant** level at the nearest NSLU.

3.3 Potential General Construction Noise Impacts

The following project design features (PDFs) will be included in the project design and have been incorporated into the impacts analysis:

- PDF-N-1** The project applicant or its designee shall take those steps necessary to require that all construction equipment shall be properly maintained and equipped with noise-reduction intake, exhaust mufflers, and engine shrouds in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.
- PDF-N-2** The project applicant, or its designee, shall take those steps necessary to require that, whenever feasible, electrical power shall be used to run air compressors and similar power tools.
- PDF-N-3** The project applicant, or its designee, shall take those steps necessary to require that equipment staging areas are located as far as feasible from occupied residences or schools.
- PDF-N-4** The project applicant, or its designee, shall take those steps necessary to require that for all construction activity (on-site and off-site improvement work), noise attenuation techniques shall be employed, as needed, to ensure that noise levels remain below 75 dBA L_{eq} at existing residences. Such techniques may include the

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use of sound blankets on noise-generating equipment and construction of temporary sound barriers adjacent to construction sites between affected uses.

PDF-N-5 The project applicant, or its designee, shall take those steps necessary to ensure that on-site rock crusher facilities are located a minimum of 600 feet from the property line of existing residences and future on-site residences.

3.3.1 Potential On-Site Temporary Construction Noise Impacts

Construction Equipment

The proposed project would involve development of a variety of land uses on the project Site, including residential and commercial uses, a school, parks, and open space, as well as supporting on-site and off-site roadway and infrastructure improvements. Construction of these land uses and infrastructure improvements would occur in two phases, with construction estimated to begin in January 2018 and end in November 2027. Phase 1 is anticipated to begin in January 2018 and continue through December 2024. Phase 2 is anticipated to begin in December 2020 and continue through November 2027.

Construction noise in any one area would be temporary and short-term. Construction noise typically occurs intermittently and varies depending on the nature of each phase of construction (e.g., demolition, site preparation, grading and excavation, building construction) due to the different types of construction activities, such as hauling material via trucks, concrete pouring, and power tool use. Additionally, the noise levels generated by particular pieces of construction equipment, including earthmovers, material handlers, and portable generators, could reach high noise levels for brief periods of time.

To assess the potential noise effects of construction, this noise analysis used data from an extensive field study of various types of industrial and commercial construction projects (EPA 1971). Noise levels associated with various construction phases in which all pertinent equipment is present and operating at a reference distance of 50 feet are shown in Table 18. Because of vehicle technology improvements and stricter noise regulations since the field study was published, this analysis uses the average noise levels shown in Table 18 for the loudest construction phase. This information indicates that the overall (hourly) average noise level generated on a construction site could be 89 dBA at a distance of 50 feet during excavating/grading and finishing phases. The noise levels presented are value ranges; the magnitude of construction noise emissions typically varies over time because construction activity is intermittent, and the power demands on construction equipment (and the resulting noise output) are cyclical. Typically, an 8-hour L_{eq} would be lower than an hourly L_{eq} .

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Project construction may also involve blasting to break up bedrock close to the ground surface. Typically, most of the noise generated by blasting is very low in frequency—below the frequency range audible to humans. The use of impulsive noise equipment and construction activities that would result in impulse noise (e.g., pile driving or explosives blasting) is discussed in Section 3.4, Potential Impulsive Noise Impacts.

Table 18
Typical Noise Levels from Construction Activities for Large Construction Projects

Construction Activity	Average Sound Level at 50 Feet (dBA L_{eq}) [*]	Standard Deviation (dBA)
Ground clearing	84	7
Excavating/grading	89	6
Foundations	78	3
Erecting	87	6
Finishing	89	7

Source: EPA 1971.

* Sound level with all pertinent equipment operating.

In residential construction projects, grading activities typically generate the greatest amount of noise because this phase requires the largest and heaviest pieces of equipment. It is anticipated that the grading portion of Phases 1 and 2 of the proposed project construction would overlap, which could result in the worst-case construction noise scenario. Construction equipment used during the grading portion of Phase 1 could include crawler tractors, excavators, graders, loaders, drill rigs, water trucks, off-highway trucks, and scrapers.

Noise levels generated by construction equipment (or by any point source) decrease at a rate of approximately 6 dBA per doubling of distance from the source (Harris 1979). Since the loudest construction activity associated with on-site construction of the proposed project would occur during excavation/grading and finishing, which is estimated to generate average noise levels of 89 dBA at 50 feet, at the rate of noise attenuation noted above, on-site construction noise L_{eq} would be 83 dBA at 100 feet, 77 dBA at 200 feet, 71 dBA at 400 feet, and so on. This calculated reduction in noise level is based on the loss of energy resulting from the geometric spreading of the sound wave as it leaves the source and travels outward. Intervening structures that block the line of sight, such as buildings, would further decrease the resultant noise level by a minimum of 5 dBA. The effects of molecular air absorption and anomalous excess attenuation would further reduce the noise level from construction activities at more distant locations at the rates of 0.7 dBA and 1 dBA per 1,000 feet, respectively.

The closest existing residences to on-site construction activities would be the residences located in the mobile home park, south of the Town Center Neighborhood. On-site construction would take place within approximately 100 feet of the mobile home park property line and

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approximately 181 feet from the nearest residence (see Figure 11). Work on Mesa Rock Road and the southern portion of the Town Center Neighborhood is anticipated to result in noise levels as high as 83 dBA L_{eq} at the nearest existing residential property line, 100 feet to the south. In addition, because the proposed project would be constructed in phases, there is a possibility that on-site residences would be occupied while subsequent building phases are under construction. Thus, construction could occur within approximately 50 feet of on-site NSLUs, generating average noise levels of up to 89 dBA. This assumes a direct line of sight from the receiver to the construction area. Because construction work is cyclical, the 8-hour average noise levels would be lower. Nonetheless, the County's noise limit of 75 dBA (8-hour average) may still be exceeded at future on-site residences and at the residences south of Town Center when work takes place near existing residences. Therefore, the proposed project would result in a **potentially significant** impact.

Construction staging areas would be located within the project Site. Maintenance of construction equipment is anticipated to occur as follows. Staging areas during construction would be located within the proposed project limits at the maximum distance from existing sensitive receptors to the extent feasible. Construction equipment repairs, such as refueling and air filter replacement, would occur on Site. However, any major repairs would be done at an off-site location. All equipment repairs would be completed in the staging areas and would be conducted during the County Noise Ordinance's allowable hours and days of operation for construction. Additionally, the proposed project would implement PDF-N-2 through PDF-N-5, which would require properly maintained construction equipment with noise-reduction features (e.g., intake, exhaust mufflers, engine shrouds), the use of electrical power tools, locating construction equipment staging areas away from residences and schools, and the use of noise attenuation techniques to reduce noise levels below 75 dBA L_{eq} at the property lines of existing residences (e.g., noise blankets and temporary barriers). With implementation of these project design features, impacts from construction equipment noise would be **less than significant**.

Portable Rock-Crushing/Processing Facility

A portable rock-crushing/processing facility would be used on Site during construction activities. The rock-crushing operation would begin with a front-end loader picking up material and dumping the material into a primary crusher. The material would then be crushed, screened, and stacked in product piles. The material would be stockpiled adjacent to the rock-crushing equipment. All material would be used on Site. Electric power would most likely be provided by a diesel engine generator. The primary crusher would also generate impulsive noise events. Maximum noise levels associated with the primary crusher could reach approximately 93 dBA at 100 feet.

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Preliminarily, two rock crushing locations have been identified at the Site and would be located within or adjacent to the Hillside and Knoll neighborhoods as depicted in Figure 12. The closest existing off-site residence property line or NSLU would be located more than approximately 1,800 feet from the proposed rock crushing areas and acoustically shielded by rugged intervening terrain. At this distance the noise level (both 8-hour average and impulsive noise) associated with the rock crushing activities would not be significant. In addition, there would be intervening topography that would shield adjacent homes from the rock crushing facilities.

Construction Noise Impacts at Future On-Site Residences: Construction would occur in two phases. The project would be phased so that the future closest occupied homes would be located approximately 600 feet or more from an operational rock crushing facility. Based on noise measurements that have been conducted for portable rock crushing operations, the rock crushing activity would generate a one-hour average noise level of approximately 80 dB at a distance of 100 feet from the primary crusher. Maximum noise levels associated with the primary crusher could reach approximately 88 dB at 100 feet. Assuming an eight-hour work day, the rock crushing average noise level at the property lines of the closest project occupied homes would be approximately 64 dB or less and would be less than significant. The maximum noise level associated with impulsive noise from the primary crusher would be 72 dB or less at the closest project occupied homes' property lines. This noise level would comply with the County's impulsive noise criteria, and thus would be less than significant.

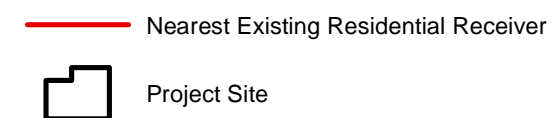
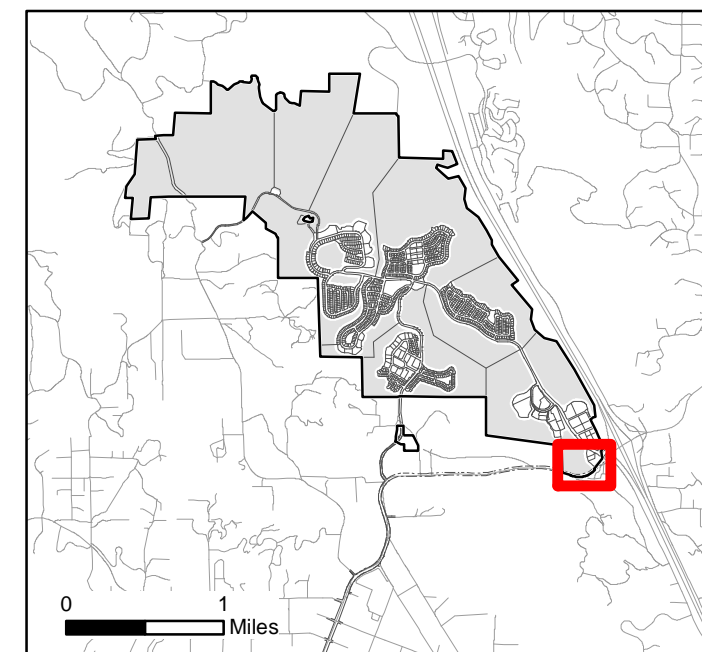
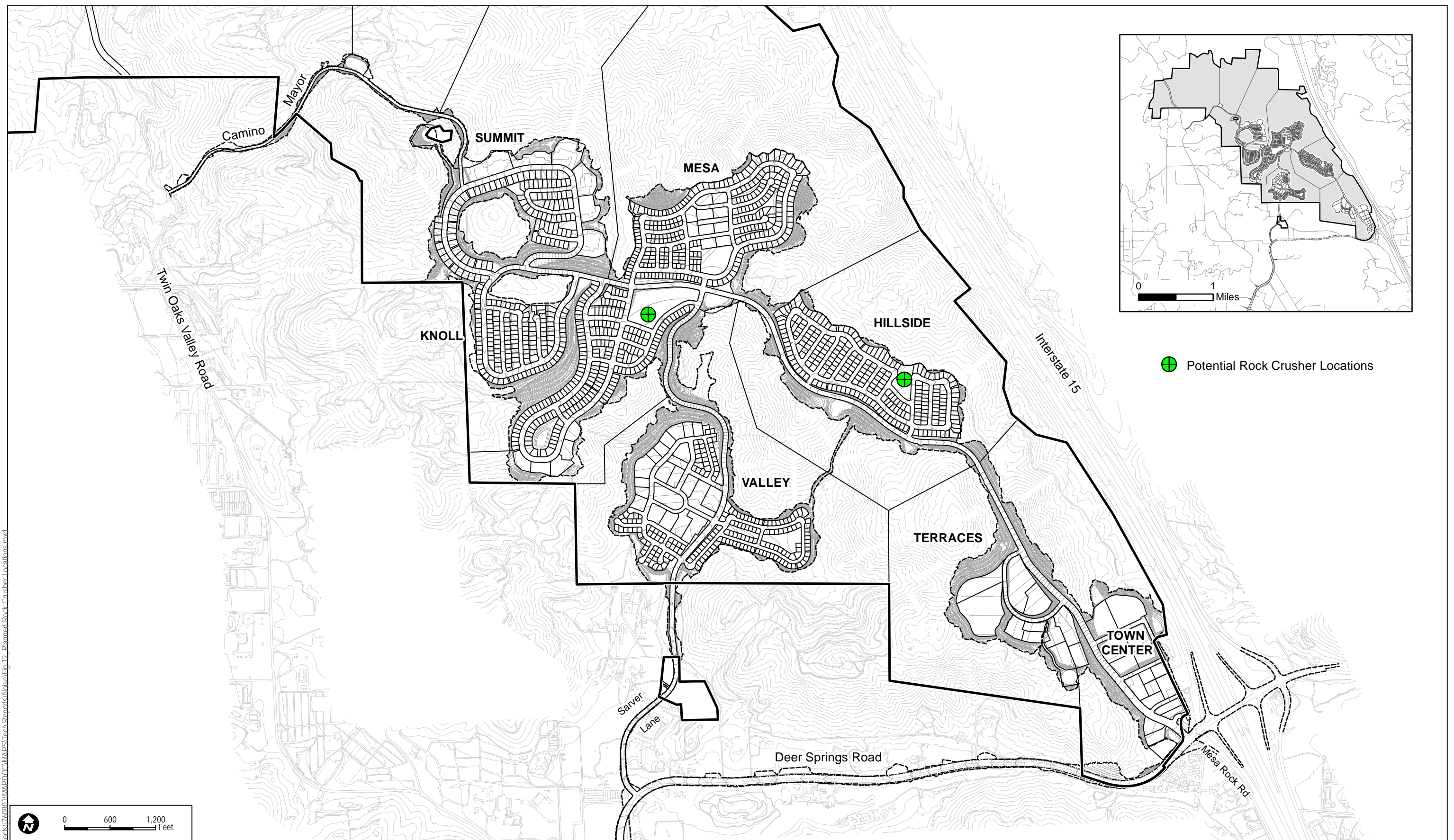


FIGURE 11

Nearest Existing Residential Receiver: On-Site Construction

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3.3.2 Potential Off-Site Temporary Construction Noise Impacts

In addition to on-site construction, off-site construction would also be required for roadway and utility improvements. Off-site construction associated with the proposed project includes improvements to the I-15 and Deer Springs Road interchange, Deer Springs Road, Twin Oaks Valley Road, Sarver Lane, and Camino Mayor. These off-site improvements would be constructed in a linear fashion, with construction likely occurring in discrete segments that would move along the roadway alignments. The loudest phase of construction associated with off-site roadway and utility improvements would likely be grading/excavation activities, which would generate similar noise levels compared to the grading/excavation phase of the proposed project's on-site construction. As described previously, the loudest construction activity associated with on-site construction of the proposed project would be during grading/excavation, which is estimated to generate average noise levels of 89 dBA at 50 feet. In some instances (such as along North Twin Oaks Valley Road), the property lines of the nearest occupied residences to off-site construction would be effectively nil (0 feet) and the nearest occupied residences would be within approximately 15 feet and adjacent to the roadway segments under construction (Figure 13). Because construction work is cyclical in nature, the 8-hour average noise levels would be lower. Nonetheless, the County's noise limit of 75 dBA (8-hour average) would likely still be temporarily exceeded at adjacent NSLUs.

The proposed project would implement project design features which would require properly maintained construction equipment with noise-reduction features (e.g., intake, exhaust mufflers, engine shrouds), using electrical power tools, locating construction equipment staging areas away from residences and schools, and using noise attenuation techniques (e.g., noise blankets and temporary barriers) to reduce noise levels to below 75 dBA L_{eq} at the property lines of existing residences. With implementation of these project design features, impacts from construction equipment noise would be **less than significant**.

During construction, the proposed project would also result in a short-term increase in noise levels from off-site traffic on the local roadway network, but this increase would not be sufficient to increase traffic noise levels a substantial amount. It is expected that up to 40 daily vendor trips and 800 employee commute trips would occur during the Phase 1 building construction period, which would be the maximum construction-related traffic anticipated for the proposed project. Construction-related traffic would be distributed over the local and regional roadway network and would access the Site primarily from I-15 and Deer Springs Road.

Typically, traffic volumes must double to create an increase in perceptible (3 dBA) traffic noise (Caltrans 2011). Even if all the 840 daily vendor and worker trips (refer to Air Quality Technical Report) used Deer Springs Road, the approximately 5% increase in traffic would equate to an increase in noise of well under 1 decibel (approximately 0.2 dBA). Therefore,

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construction-related traffic would not result in a perceptible (3 dBA) increase in the daily or peak hour traffic noise levels. Furthermore, project construction traffic is not anticipated to result in changes to level of service 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 Mitigation Measures

Construction activities have the potential to generate short-term noise levels greater than 75 dBA L_{eq} at existing NSLU. PDF-N-1 through PDF-N-5 have been provided to reduce these noise levels.

3.3.4 Summary

PDF-N-1 through PDF-N-5 would ensure that noise levels associated with construction-related activities would comply with County noise standards. Therefore, with implementation of the project design features and mitigation measures, construction noise impacts would be **less than significant**.

3.4 Potential Impulsive Noise Impacts

3.4.1 Potential Impulsive Noise Impacts

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

Blasting involves drilling a series of bore holes and placing 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 in turn can reduce noise and vibration levels. Rock drilling generates impulsive noise from the striking of the hammer with the anvil within the drill body, which drives the drill bit into the rock. Rock drilling generates noise levels of approximately 80 to 98 dBA L_{max} at a distance of 50 feet. Given a typical work cycle, this would equate to 78 dBA L_{eq} at 50 feet.

Blasting (and the associated drilling which precedes blasting) would be limited to the hours between 7:00 a.m. and 7:00 p.m. Construction blasting generates a maximum noise level of approximately 94 dBA at a distance of 50 feet (FHWA 2006). This noise level is used in the analysis because it provides a reasonable estimate of the construction blasting noise level. However, the noise level would vary depending on various factors, as more fully described in the following text. The blast is generally perceived as a dull thud rather than as a loud explosion.

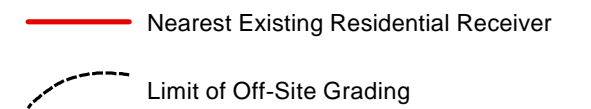
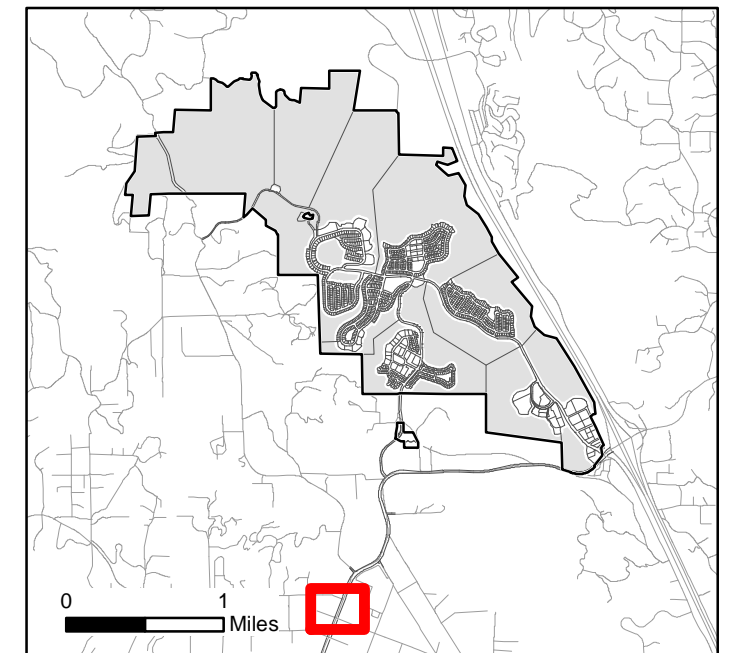


FIGURE 13

Nearest Existing Residential Receiver: Off-Site Construction

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The United States Bureau of Mines has provided an impact guide in the area of structural and human response to vibration (USBM 1980). The criteria are well accepted for all types of ground vibration and are based on the peak particle velocity (PPV) of the receiving structure. The potential for damage to residential structures is greater with low-frequency blast vibration (below 40 Hertz (Hz)) than with high-frequency blast vibration (40 Hz and above). For low-frequency blast vibration, a limit of 0.75 inch per second for modern dry construction and 0.50 inch per second for older plaster-on-lath construction is utilized. For frequencies above 40 Hz, a limit of 2 inches per second for all types of construction is utilized.

The U.S. Bureau of Mines also published a document regarding recommendations for maximum safe air overpressure levels for blasting (USBM 1980). This document, “Structure Response and Damage Produced by Airblast from Surface Mining,” recommends a maximum safe air overpressure of 134 dB (linear) for residential structures. The first occurrence of airblast damage is usually the breakage of poorly mounted windows at approximately 152 dB (linear) (Caltrans 2004). The response and annoyance problem from airblast likely is primarily caused by barrier and window rattling and the resulting secondary noises. Although the maximum safe air overpressure would not entirely preclude these effects or the annoyance of individuals, the recommended levels are considered low enough to preclude damage to residential structures.

Additionally, to conduct blasting, a blasting permit must be obtained from the San Diego County Sheriff’s Department prior to any blasting activities (County of San Diego 2008). The permit is issued in accordance with California Health and Safety Code requirements. The permit ensures that blasting is conducted in a safe manner. As part of the permit conditions, pre-blast notifications, pre-blast structure survey inspections for structures within 300 feet of the blast site, monitoring, and post-blast inspections are necessary.

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 overpressure.” These sound waves are of a very low frequency, below the audible range. Very high air-blast overpressure levels can rattle or in some cases break windows. However, air-blast overpressure rarely reaches levels that could cause building damage with modern blasting practices. The locations where blasting may be necessary is not known at this time. Also, other details such as blast-charge weights are not known at this time; thus, air-blast overpressures cannot be predicted. However, since it is feasible that some damage to nearby structures may occur, impacts associated with blasting are **potentially significant**.

M-N-5 is proposed, which would require a blast drilling and monitoring plan to identify mitigation measures shown to effectively reduce noise and vibration levels (e.g., altering orientation of blast progression, increased delay between charge detonations, presplitting) and

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implementation of those measures to comply with the noise level limits of the County's Noise Ordinance, Sections 36.409 and 36.410, and the vibration-level limits of 1 inch per second PPV. Therefore, with implementation of M-N-5, impacts from blasting would be **less than significant**.

Pile Driving

The construction of the larger buildings (such as in the Town Center neighborhood) may require pile driving during foundation construction that could produce impulsive noise. Based on the type of development, it is estimated that only one pile driver would be active on any single construction site or within 500 feet of another active pile driver if multiple building sites were active at once. One impact pile driver typically produces maximum noise levels of 95 dBA L_{max} at a distance of 50 feet (FTA 2006). Using a conservative hard site condition, one 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. Instead, 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 20% usage factor (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% of an hour, maximum noise levels would not exceed the County's impulsive threshold for 25% or more of an hour. Based on duration and distance, impulsive noise levels are anticipated to be below the County's 82 dBA threshold. Thus, impacts would be **less than significant**.

3.4.2 Mitigation Measures

Implementation of the following mitigation measure is proposed in order to ensure compliance with applicable noise standards relative to blasting activities.

M-N-5 Prior to approval of the grading permit for any portion of the proposed project, the project applicant or the designated contractor shall prepare, or cause to be prepared, a blast drilling and monitoring plan. The plan shall include estimates of the drill noise levels, maximum noise levels (L_{max}), air-blast overpressure levels, and groundborne vibration levels at each residential property line within 1,000 feet of the blasting location, and 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. Where potential exceedances of the County of San Diego's Noise Ordinance are identified, the blast drilling and monitoring plan shall identify mitigation measures shown to effectively reduce noise and vibration levels (e.g., altering orientation of blast progression, increased delay between charge

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detonations, presplitting) to be implemented in order to comply with the noise level limits of the County's Noise Ordinance, Sections 36.409 and 36.410, and the vibration-level limits of 1 inch per second peak particle velocity. The identified mitigation measures shall be implemented by the applicant, or its designee, prior to the issuance of the grading permit. 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 overpressure monitor and groundborne vibration accelerometer that is located outside the closest residence to the blast and is approved by the County.
- Blasting shall not exceed 1.0 inch per second peak particle velocity at the nearest occupied residence, in accordance with County of San Diego's 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 M-N-5 would reduce potential impacts associated with impulsive noise sources to a **less-than-significant** level at the nearest NSLU.

3.5 Cumulative or Combined Construction and Stationary Noise Source Impacts

3.5.1 Potential Combined Noise Impacts

Project implementation would result in significant noise impacts associated with the combination of construction activities and stationary noise sources⁶. However, 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 proposed project and result in a cumulative noise impact.

⁶ Cumulative traffic noise impacts are addressed in Section 2.3.2.

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As to construction, the areas surrounding the project Site are developed residential areas and thus generate a similar level of noise as the residential portion of the proposed project would generate, and a lower level of stationary source noise than the commercial portion of the proposed project would generate. 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 property lines of the project Site are residential developments or commercial developments located at such a distance as to not contribute to cumulative noise levels. In addition, M-N-3 through M-N-5, and PDF-N-1 through PDF-N-5, would ensure that construction activities and stationary source noise associated with the proposed project would conform to the County's standards. Therefore, it is concluded that this cumulative impact would be **less than significant**.

3.5.2 Design Considerations and Mitigation Measures

3.5.2.1 *Mitigation Measures*

M-N-3 through M-N-5, and PDF-N-1 through PDF-N-5, are applicable and would reduce project-level and cumulative-level impacts to less-than-significant levels from airborne noise sources.

3.5.3 Summary

The proposed project would increase cumulative noise in and around the project Site through temporary construction activities and stationary noise sources. However, most of the proposed project's noise generation from airborne noise sources would occur within the project Site and would be reduced to a **less-than-significant** level through implementation of M-N-3 through M-N-5, and PDF-N-1 through PDF-N-5.

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4 GROUNDBORNE VIBRATION AND NOISE IMPACTS

4.1 Guidelines for the Determination of Significance

Project implementation could expose the uses listed in Tables 19 and 20 to groundborne vibration and noise levels equal to or greater than the levels shown.

Table 19
Guidelines For Determining the Significance of Groundborne Vibration and Noise Impacts

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

Source: FTA 2006.

Notes: RMS = root mean square; re = relative

^a "Frequent events" is defined as more than 70 vibration events per day. Most rapid transit projects fall into this category.

^b "Infrequent events" is defined as fewer than 70 vibration events per day. This category includes most commuter rail systems.

^c This 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.

^d Vibration-sensitive equipment is not sensitive to groundborne noise.

^e There 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 17 gives criteria for acceptable levels of groundborne vibration and noise for these various types of special uses.

^f For Categories 2 and 3 with occupied facilities, isolated events such as blasting are significant when the 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.

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Table 20
Guidelines for Determining the Significance of
Groundborne Vibration and Noise Impacts for Special Buildings

Type of Building or Room	Groundborne Vibration Impact Levels (inches/second RMS)		Groundborne Noise Impact Levels (dB re 20 micropascals)	
	Frequent Events ^a	Occasional or Infrequent Event ^b	Frequent Events ^a	Occasional or Infrequent Events ^b
Concert halls, TV studios, and recording studios	0.0018	0.0018	25 dB	25 dB
Auditoriums	0.0040	0.010	30 dB	38 dB
Theaters	0.0040	0.010	35 dB	43 dB

Source: FTA 2006.

Notes: RMS = root mean square; re = relative

^a "Frequent Events" is defined as more than 70 vibration events per day. Most rapid transit projects fall into this category.

^b "Infrequent Events" is defined as fewer than 70 vibration events per day. This category includes most commuter rail systems.

As stated in note F of Table 19, Caltrans criteria shall be used for pile 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 inch per second PPV, and impacts from general construction would occur if vibration levels exceed 0.0040 inch per second root mean square (RMS; County of San Diego 2009b).

4.2 Potential Groundborne Vibration and Noise Impacts

4.2.1 Potential Groundborne Vibration and Noise Impacts

4.2.1.1 Operations

No operational components of the proposed project include significant groundborne noise or vibration sources, and no significant vibrations sources currently exist, or are planned, on the project Site. Thus, no significant groundborne noise or vibration impacts would occur with the operation of the proposed project, and impacts would be **less than significant**.

4.2.1.2 Construction

On-site construction equipment that would cause the most groundborne vibration and noise is that equipment associated with Site grading and pile driving for foundations. During grading, the largest vibration levels are anticipated to be generated by large bulldozers and loaded trucks used for earthmoving. According to the Federal Transit Administration, vibration levels associated with the use of bulldozers range from approximately 0.003 to 0.089 inch per second PPV and 58 to 87 vibration decibels (VdB) at 25 feet, as shown in Table 21. Additionally, loaded trucks used for soil hauling during grading could generate vibration levels of approximately 0.076

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inch/second PPV and noise levels of 86 VdB at 25 feet. According to the Federal Transit Administration's methodology for determining vibration propagation, vibration levels would exceed County-recommended Caltrans thresholds for residences of 0.004 PPV inch per second RMS within 190 feet of large bulldozers and 170 feet of loaded trucks. For pile driving, vibration levels would exceed County-recommended Caltrans thresholds of 0.1 PPV within 90 feet of the nearest sensitive receptor.

Table 21
Typical Construction Equipment Vibration Levels

Equipment	PPV at 25 feet (inch per second)	Approximate Groundborne Noise Level at 25 Feet*
Pile drive (impact) – typical	0.644	104
Pile drive (sonic) – typical	0.170	93
Vibratory roller	0.210	94
Jackhammer	0.035	79
Large bulldozer	0.089	87
Loaded trucks	0.076	86
Small bulldozer	0.003	58

Sources: FTA 2006; Caltrans 2013.

Notes: PPV = peak particle velocity

* Where groundborne noise level is the velocity level in decibels (VdB) referenced to 1 microinch/second and based on the RMS velocity amplitude.

The nearest sensitive receptors to on-site construction that could produce high vibration levels would be at the mobile home park south of Deer Springs Road, which is located approximately 150 feet from the nearest construction area associated with the proposed project. Therefore, vibration levels may exceed 0.004 inch/second RMS or 0.1 inch/second PPV from general grading and pile driving construction activities on and off Site at the nearest residence. This impact would be **potentially significant**.

M-N-6 is proposed, which would require preparation of a vibration monitoring plan that would require data be sent to the County noise control officer. The officer would then take the steps necessary to ensure that future vibration levels do not exceed applicable limits, including suspending further construction activities that would result in excessive vibration levels until either alternative equipment or alternative construction procedures have been identified that would reduce vibration levels below County standards. Therefore, with implementation of M-N-6, vibration impacts during construction would be **less than significant**.

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 proposed project. Thus, construction

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activities may result in significant groundborne vibrations or groundborne noise impacts. 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. However, it is anticipated (based upon prior projects) that blasting is expected to occur at 2- to 3-day intervals with no more than one blast per day. Blasting is also expected to generally occur in the center of the project Site and along roads within the project Site.

As previously discussed, 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. However, because the blasting locations, necessary geotechnical data or blasting and materials handling plans are not known at this time, it is not possible to conduct a noise analysis assessing the proposed blasting and materials handling associated with the proposed project. Therefore, for purposes of this analysis, impacts are considered **potentially significant**.

As previously discussed, M-N-5 would require preparation of a blasting plan requiring compliance with applicable standards. Additionally, also as previously discussed, M-N-6 is proposed, which would require a vibration monitoring plan and require data be sent to the County noise control officer who will take the steps necessary to ensure that future vibration levels do not exceed applicable limits, including suspending those further construction activities that would result in excessive vibration levels until either alternative equipment or alternative construction procedures have been identified to reduce vibration levels below County standards. Therefore, with implementation M-N-5 and M-N-6, vibration impacts from blasting would be **less than significant**.

4.2.2 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 M-N-5 and the following measure:

M-N-6 Prior to beginning construction of any project component within 200 feet of an existing or future occupied residence, the project applicant, or its designee, shall require preparation of a vibration monitoring plan for submittal to the County of

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San Diego noise control officer for review and approval. At a minimum, the vibration monitoring plan shall require data be sent to the County noise control officer or designee on a weekly basis or more frequently as determined by the noise control officer. The data shall include vibration level measurements taken during the previous work period. In the event that the County noise control officer determines there is reasonable probability that future measured vibration levels would exceed allowable limits, the County noise control officer or designee shall take the steps necessary to ensure that future vibration levels do not exceed such limits, including suspending further construction activities that would result in excessive vibration levels until either alternative equipment or alternative construction procedures can be used that generate vibration levels that do not exceed 0.004 inch per second RMS or 0.1 inch per second PPV at the nearest residential structure. Construction activities not associated with vibration generation could continue.

The vibration monitoring plan shall be prepared and administered by a County-approved noise consultant. In addition to the data described previously, the vibration monitoring plan shall also include the location of vibration monitors, the vibration instrumentation used, a data acquisition and retention plan, and exceedance notification and reporting procedures. A description of these plan components is provided in the following text.

Location of Vibration Monitors: The vibration monitoring plan shall include a scaled plan indicating monitoring locations, including the location of measurements to be taken at construction site property lines and at nearby residential properties.

Vibration Instrumentation: Vibration monitors shall be capable of measuring maximum unweighted RMS and PPV levels triaxially (in three directions) over a frequency range of 1 to 100 Hz. The vibration monitor shall be set to automatically record daily events during working hours and to record peak triaxial PPV values in 5-minute interval histogram plots. The method of coupling the geophones to the ground shall be described and included in the report. The vibration monitors shall be calibrated within 1 year of the measurement, and a certified laboratory conformance report shall be included in the report.

Data Acquisition: The information to be provided in the data reports shall include, at a minimum, daily histogram plots of PPV versus time of day for three triaxial directions, and maximum peak vector sum PPV and maximum frequency for each direction. The reports shall also identify the construction equipment

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operation during the monitoring period and their locations and distances to all vibration measurement locations.

Exceedance Notification and Reporting Procedures: A description of the notification of exceedance and reporting procedures shall be included, and the follow-up procedures taken to reduce vibration levels to below the allowable limits.

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

Timing: Prior to and during construction activities.

Enforcement: County.

4.2.3 Summary

Implementation of M-N-5 and M-N-6 would reduce groundborne vibration impacts associated with blasting and heavy construction equipment to a less-than-significant level at the nearest NSLU.

5 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 proposed project, and the direct and indirect noise generated by operation of the proposed 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 proposed NSLUs listed in Tables 9 and 10. None of the proposed NSLUs 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. However, mitigation to reduce significant impacts to certain existing NSLUs located along Deer Springs Road is infeasible; therefore, impacts to these identified uses would remain **significant and unavoidable**.

5.1.1 Mitigation Measures

The following traffic noise mitigation measures are required to minimize noise impacts to receptors and reduce identified impacts to future on-site NSLU to a less-than-significant level:

M-N-1 Prior to the approval of grading permits for development at the locations listed in Tables 9 and 10, the project applicant, or its designee, shall be responsible for the preparation of a subsequent acoustical study based on the final map design and implementation of any measures recommended as a result of the analysis to the satisfaction of County of San Diego Planning and Development Services (or their designee). The study shall include the following:

1. Location, height, and building material of the noise barriers in accordance with Table 9. The noise barriers shall be a minimum of 6 feet in height, must have a surface density of at least 4 pounds per square foot, and must be free of openings and cracks. The barrier may be constructed of acrylic glass, masonry material, earthen berm, or a combination of these materials. Heights are provided relative to final pad elevation.
2. A detailed analysis that demonstrates that barriers and/or setbacks that have been incorporated into the project design, such that noise exposure to

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residential receivers placed in all useable outdoor areas, including multi-family residential patios and balconies, are at or below 65 dBA CNEL.

3. Should pad grade elevations, lot configuration/site design, and/or traffic assumptions change during the processing of any final maps, the barriers shall be refined to reflect those modifications.

Implementation: Project applicant(s) and primary contractor(s) of all project phases for the developments listed in Tables 9 and 10.

Timing: Prior to issuance of building permits for development of on-site residential areas listed in Tables 9 and 10.

Enforcement: County.

Interior Locations

M-N-2 Prior to issuance of building permits for the properties listed in Table 11, the building permit applicant shall demonstrate that interior noise levels due to exterior noise sources would not exceed the applicable County of San Diego Noise Ordinance standard for the subject land use shown in Table 5. It is anticipated that the typical method of compliance would be to provide noise barriers, where appropriate; structure setbacks; acoustically rated windows and doors; or 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 dBA CNEL in all habitable residential rooms for the developments listed in Table 11.

Implementation: Project applicant(s) and primary contractor(s) of all project phases for the developments listed in Table 11.

Timing: Prior to issuance of building permits for development of on-site residential areas listed in Table 11.

Enforcement: County.

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5.1.2 Summary

Implementation of M-N-1 and M-N-2 would ensure that traffic noise impacts associated with area traffic would be reduced to a **less-than-significant** level at affected future NSLUs located in the project Site. However, identified significant impacts to existing NSLUs located on Deer Springs Road would remain **significant and unavoidable**.

5.2 Airborne Noise

5.2.1 Operations

Stationary noise sources associated with the proposed project would include mechanical equipment associated with the residential and commercial developments, emergency generators, delivery activities associated with the commercial land uses, and recreational and educational activities. At this stage of project development, the data necessary to fully evaluate all the potential on-site sources are unavailable and impacts could be **potentially significant**; therefore, mitigation measures, including applicable performance standards, that require the developer to prepare applicable acoustical studies to identify potential impacts and mitigate them, as necessary, have been included.

5.2.1.1 Design Considerations

There are no applicable project design features.

5.2.1.2 Mitigation Measures

M-N-3 Implement best engineering practices and consider the placement of noise generating equipment and shielding when installing stationary noise sources associated with heating, ventilation, and air conditioning systems and standby generators.

Prior to the issuance of any building permit for stationary noise-generating equipment, such as heating, ventilation, and air conditioning systems or standby generators, the applicant, or its designee, shall prepare an acoustical study(s) of the proposed stationary noise sources associated with heating, ventilation, and air conditioning systems and standby generators for submittal to the County of San Diego for review and approval. The acoustical study shall identify all noise-generating equipment and predict noise levels at the applicable property lines from all identified equipment. Where predicted noise levels would exceed those levels established by the County's Noise Ordinance, Section 36.40, the acoustical study shall identify mitigation measures that effectively reduce noise levels (e.g., enclosures, barriers, site orientation) to be implemented, as necessary, to comply

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with the County's Noise Ordinance, Section 36.404. Such mitigation measures shall be implemented by the applicant, or its designee, prior to issuance of any building permit.

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

Timing: Prior to issuance of building permits.

Enforcement: County.

M-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, and delivery areas. This is to ensure noise levels at the property line comply with County of San Diego's standards. Development plans shall be accompanied by an acoustical analysis demonstrating compliance with the County's standards for approval prior to issuance of building permits.

The following stationary source noise mitigation measure is required to minimize noise impacts to receptors and reduce the identified impacts to a less-than-significant level:

- Prior to the issuance of any building permit for commercial land uses containing loading docks, and/or delivery areas, the applicant, or its designee, shall prepare an acoustical study(s) of the proposed commercial land use site plans for submittal to the County of San Diego for review and approval. The acoustical study shall identify all noise-generating areas and associated equipment and shall calculate predicted noise levels at the applicable property lines from all identified sources. Where predicted noise levels would exceed those established by the County's Noise Ordinance, Section 36.404, the acoustical study shall identify mitigation measures to be implemented (e.g., enclosures, barriers, site orientation, reduction of parking stalls), as necessary, to comply with the property line noise level limits established by the County's Noise Ordinance, Section 36.404. Such measures shall be implemented by the applicant, or its designee, prior to the issuance of a building permit.

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

Timing: Prior to issuance of building permits.

Enforcement: County.

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M-N-3 through M-N-4 would ensure that on-site stationary noise sources associated with the proposed project would be reduced to a **less-than-significant** level at the nearest NSLU.

5.2.2 Construction

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

5.2.2.1 Design Considerations

- PDF-N-1** The project applicant or its designee shall take those steps necessary to require that all construction equipment shall be properly maintained and equipped with noise-reduction intake, exhaust mufflers, and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.
- PDF-N-2** The project applicant, or its designee, shall take those steps necessary to require that, whenever feasible, electrical power shall be used to run air compressors and similar power tools.
- PDF-N-3** The project applicant, or its designee, shall take those steps necessary to require that equipment staging areas shall be located as far as feasible from occupied residences or schools.
- PDF-N-4** The project applicant, or its designee, shall take those steps necessary to require that, for all construction activity on the project Site, noise attenuation techniques shall be employed, as needed, to ensure that noise level remains below 75 dBA L_{eq} at the property lines of future and existing residences. Such techniques may include the use of sound blankets on noise-generating equipment and the construction of temporary sound barriers adjacent to construction sites between affected uses.
- PDF-N-5** The project applicant, or its designee, shall take those steps necessary to ensure that on-site rock crusher facilities are located a minimum of 600 feet from the property lines of existing residences and future on-site residences.

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5.2.2.2 Mitigation Measures

As identified in Section 3.3.4, Design Considerations and Temporary Mitigation Measures, blast noise impacts are considered potentially significant; therefore, the following mitigation would be required:

M-N-5 Prior to approval of the grading permit for any portion of the proposed project, the project applicant or the designated contractor shall prepare, or cause to be prepared, a blast drilling and monitoring plan. The plan shall include estimates of the drill noise levels, maximum noise levels (L_{max}), air-blast overpressure levels, and groundborne vibration levels at each residence within 1,000 feet of the blasting location, and 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. Where potential exceedance of the County of San Diego's Noise Ordinance is identified, the blast-drilling and monitoring plan shall identify mitigation measures shown to be effective in reducing noise and vibration levels (e.g., altering orientation of blast progression, increased delay between charge detonations, presplitting) to be implemented to comply with the noise level limits of the County's Noise Ordinance, Sections 36.409 and 36.410, and the vibration level limits of 1 inch per second peak particle velocity. Such measures shall be implemented by the applicant, or its designee, prior to the issuance of the grading permit. 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 overpressure monitor and groundborne vibration accelerometer that is located outside the closest residence to the blast and approved by the County.
- Blasting shall not exceed 0.1 inch per second peak particle velocity at the nearest occupied residence in accordance with the County of San Diego's 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.

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5.2.3 Summary

Implementation of M-N-2 through M-N-5 would reduce project-generated airborne noise impacts associated with construction project operation to a **less-than-significant** level at affected NSLUs.

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 M-N-6:

M-N-6 Prior to beginning construction of any project component within 150 feet of the property line of an existing or future occupied residence or medical facility, a vibration monitoring plan shall be submitted to the County of San Diego's noise control officer for review and approval. At a minimum, the vibration monitoring plan shall require data be sent to the County noise control officer, or designee, on a weekly basis or more frequently as determined by the noise control officer. The data shall include vibration level measurements taken during the previous work period. In the event that the County noise control officer determines there is reasonable probability that future measured vibration levels would exceed allowable limits, the County noise control officer, or designee, shall take those steps necessary to ensure that future vibration levels do not exceed such limits, including suspending those further construction activities that would result in excessive vibration levels until either alternative equipment or alternative construction procedures can be used that generate vibration levels that do not exceed 0.004 inch per second RMS at the nearest residential structure. Construction activities not associated with vibration generation could continue.

The vibration monitoring plan shall be prepared and administered by a County-approved noise consultant. In addition to the data described previously, the vibration monitoring plan shall, at a minimum, also include the location of vibration monitors, the vibration instrumentation used, a data acquisition and retention plan, and exceedance notification and reporting procedures. A description of these plan components is provided in the following text.

Location of Vibration Monitors: The vibration monitoring plan shall include a scaled plan indicating monitoring locations, including the location of measurements to be taken at construction site property lines and at nearby residential properties.

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Vibration Instrumentation: Vibration monitors shall be capable of measuring maximum unweighted RMS and PPV levels triaxially (in three directions) over a frequency range of 1 to 100 Hz. The vibration monitor shall be set to automatically record daily events during working hours and to record peak triaxial PPV values in 5-minute interval histogram plots. The method of coupling the geophones to the ground shall be described and included in the report. The vibration monitors shall be calibrated within 1 year of the measurement, and a certified laboratory conformance report will be included in the report.

Data Acquisition: The information to be provided in the data reports shall include at a minimum daily histogram plots of PPV versus time of day for three triaxial directions and maximum peak vector sum PPV and maximum frequency for each direction. The reports will also identify the construction equipment operating during the monitoring period and their locations and distances to all vibration measurement locations.

Exceedance Notification and Reporting Procedures: A description of the notification of exceedance and reporting procedures will be included, as well as the follow-up procedures taken to reduce vibration levels to below the allowable limits.

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

Timing: Prior to and during construction activities.

Enforcement: County.

5.3.1 Summary

Implementation of M-N-5 and M-N-6 would reduce groundborne vibration impacts associated with blasting and heavy construction equipment to a **less-than-significant** level at NSLUs.

Noise Report for the Newland Sierra Project

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7 CERTIFICATION

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

DUDEK

Mike Greene, INCE Bd. Cert., Acoustician, County-Approved Noise Consultant

Austin Melcher, LEED GA, Environmental Specialist/Planner

Brian Grover, AICP, LEED GA, Environmental Project Manager

Lesley Terry, GIS Specialist

Lindsey Messner, Technical Editor

Amy Seals, Technical Editor

Devin Brookhart, Publications Specialist Lead

Amy Steele, Publications Specialist

Noise Report for the Newland Sierra Project

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APPENDIX A


Noise Measurement Data

Field Noise Measurement Data

Record: 57

Project Name	Newland sierra
Project #	7608
Observer(s)	Austin Melcher
Date	2014-09-29
autoemail	amelcher@dudek.com

Meteorological Conditions

Upload NOAA Forecast	
Temp (F)	73
Humidity % (R.H.)	62
Wind	Light
Wind Speed (MPH)	3
Wind Direction	South West
Sky	Clear

Instrument and Calibrator Information

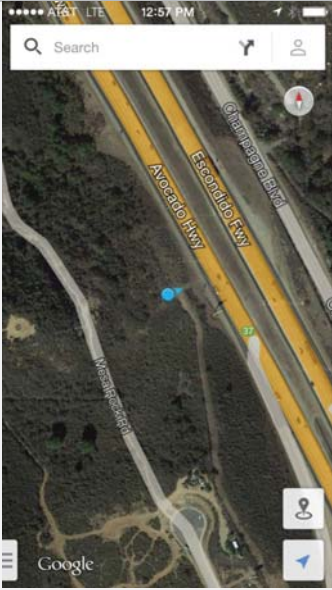
Instrument Name	Piccolo #8
Instrument Name	Piccolo #8
Instrument Name Lookup Key	Piccolo #8
Instrument Type	SLM
Instrument Manufacturer	Soft dB
Instrument Model	Piccolo
Serial #	140317004
Calibration Date	4/25/2014
Calibrator Name	LD CAL150
Calibrator Name	LD CAL150
Calibrator Name Lookup Key	LD CAL150
Calibrator Manufacturer	Larson Davis
Calibrator Model	LD CAL150
Calibrator Serial #	5152
Pre-Test (dBA SPL)	94
Post-Test (dBA SPL)	94
Windscreen	Yes

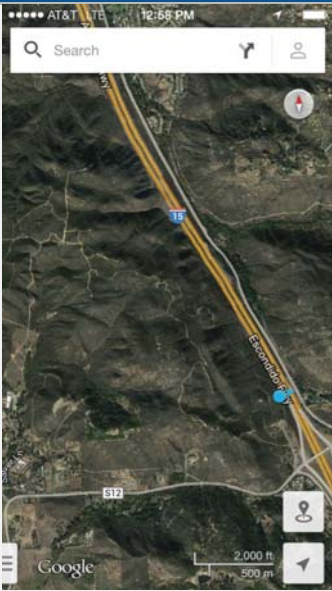
Weighting?	A-WTD
Slow/Fast?	Slow
ANSI?	Yes

Recordings	
Record #	1
Site ID	M1
Site Location	Latitude:33.201361, Longitude:-117.128928, Altitude:305.555756, Speed:0.000000, Horizontal Accuracy:5.000000, Vertical Accuracy:6.000000, Time:12:59:09 PM PDT
Begin (Time)	13:00:00
End (Time)	13:20:00
Leq	65.9
Lmax	75.3
Lmin	56.3
Primary Noise Source	Traffic
Other Noise Sources (Background)	Distant Traffic, Rustling Leaves
Is the same instrument and calibrator being used as previously notated?	Yes
Are the meteorological conditions the same as previously notated?	Yes

Source Info and Traffic Counts	
Distance to Roadway C/L or EOP (Ft.)	210
Roadway Type	Freeway
Estimated Vehicle Speed (MPH)	70
Count Duration (Min)	20
Speeds Estimated by:	Driving the Pace
Posted Speed Limit Sign (MPH)	65

Traffic Counts	
Counting Both Directions?	Yes
Vehicle Count Tally	
Autos	1
Number of Vehicles - Autos	2110
Medium Trucks	1
Number of Vehicles - Medium Trucks	46
Heavy Trucks	1
Number of Vehicles - Heavy Trucks	249
Motorcycles	1
Number of Vehicles - Motorcycles	14

Description / Photos	
Upload Google Maps Data	
Terrain	Mixed

Site Photos	
Photo	


Site Photos


Photo



Recordings

Record #	2
Site ID	Ambient 1
Site Location	Latitude:33.199449, Longitude:-117.129005, Altitude:326.014496, Speed:1.290000, Horizontal Accuracy:5.000000, Vertical Accuracy:6.000000, Time:1:26:28 PM PDT
Begin (Time)	12:45:00
End (Time)	13:15:00
Leq	52.7
Lmax	64.1
Lmin	47.2
Other Lx?	No
Primary Noise Source	Traffic
Other Noise Sources (Background)	Distant Traffic, Rustling Leaves
Other Noise Sources Additional Description	1 15 low audible noise, traffic at arco gas station
Is the same instrument and calibrator being used as previously notated?	Yes
Are the meteorological conditions the same as previously notated?	Yes

Description / Photos	
Upload Google Maps Data	
Terrain	Hard

Site Photos	
Photo	
Comments / Description	Looking east

Site Photos

Photo



Comments / Description


Looking south

Recordings

Record #	3
Site ID	M2
Site Location	Latitude:33.195155, Longitude:-117.128528, Altitude:302.203915, Speed:0.000000, Horizontal Accuracy:5.000000, Vertical Accuracy:3.000000, Time:1:50:20 PM PDT
Begin (Time)	13:50:00
End (Time)	14:10:00
Leq	70.4
Lmax	79.8
Lmin	56.2
Primary Noise Source	Traffic
Other Noise Sources (Background)	Distant Traffic
Other Noise Sources Additional Description	Faint I 15 noise mostly deer springs road
Is the same instrument and calibrator being used as previously notated?	Yes
Are the meteorological conditions the same as previously notated?	No

Source Info and Traffic Counts	
Distance to Roadway C/L or EOP (Ft.)	10
Roadway Type	Two lane deer springs road
Estimated Vehicle Speed (MPH)	50
Count Duration (Min)	20
Speeds Estimated by:	Driving the Pace
Posted Speed Limit Sign (MPH)	55

Traffic Counts	
Counting Both Directions?	Yes
Autos	1
Number of Vehicles - Autos	224
Medium Trucks	1
Number of Vehicles - Medium Trucks	11
Heavy Trucks	1
Number of Vehicles - Heavy Trucks	1

Description / Photos	
Upload Google Maps Data	
Terrain	Hard

Site Photos	
Photo	



Comments / Description

Meteorological Conditions

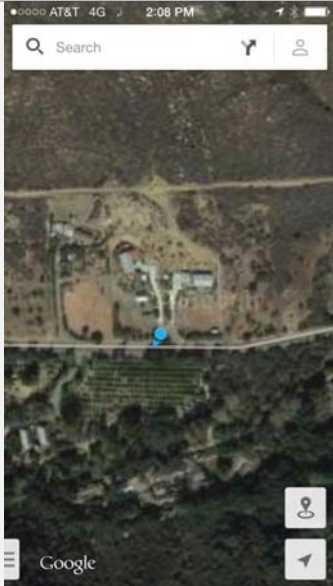
Wind	Gusty
Wind Speed (MPH)	6
Wind Direction	West

Recordings

Record #	4
Site ID	M3
Site Location	Latitude:33.194670, Longitude:-117.141578, Altitude:248.865719, Speed:0.000000, Horizontal Accuracy:5.000000, Vertical Accuracy:3.000000, Time:2:06:13 PM PDT
Begin (Time)	14:15:00
End (Time)	14:35:00
Leq	69.1
Lmax	80.3
Lmin	43
Primary Noise Source	Traffic
Other Noise Sources (Background)	Distant Traffic
Is the same instrument and calibrator being used as previously notated?	Yes
Are the meteorological conditions the same as previously notated?	Yes

Source Info and Traffic Counts	
Distance to Roadway C/L or EOP (Ft.)	25
Roadway Type	Two lane
Estimated Vehicle Speed (MPH)	55
Count Duration (Min)	20
Speeds Estimated by:	Driving the Pace
Posted Speed Limit Sign (MPH)	55

Traffic Counts	
Counting Both Directions?	Yes
Autos	1
Number of Vehicles - Autos	261
Heavy Trucks	1
Number of Vehicles - Heavy Trucks	3
Buses	0
Number of Vehicles - Buses	0
Motorcycles	1
Number of Vehicles - Motorcycles	2

Description / Photos	
Upload Google Maps Data	
Terrain	Hard

Site Photos

Photo



Comments / Description


Looking south towards deer springs road

Recordings

Record #	5
Site ID	M4
Site Location	Latitude:33.195749, Longitude:-117.151890, Altitude:237.778988, Speed:0.000000, Horizontal Accuracy:5.000000, Vertical Accuracy:3.000000, Time:2:17:08 PM PDT
Begin (Time)	14:30:00
End (Time)	14:45:00
Leq	45.8
Lmax	62.5
Lmin	41
Primary Noise Source	Industrial
Other Noise Sources (Background)	Distant Aircraft, Distant Traffic, Rustling Leaves
Other Noise Sources Additional Description	Deer springs road traffic constant but faint, overhead small airplanes audible but intermittent, predominant noise is distant construction
Is the same instrument and calibrator being used as previously notated?	Yes
Are the meteorological conditions the same as previously notated?	Yes

Source Info and Traffic Counts	
Distance to Roadway C/L or EOP (Ft.)	20
Roadway Type	Two lane rural residential
Estimated Vehicle Speed (MPH)	25
Count Duration (Min)	20
Speeds Estimated by:	Driving the Pace
Posted Speed Limit Sign (MPH)	25

Traffic Counts	
Counting Both Directions?	Yes
Autos	1
Number of Vehicles - Autos	2

Description / Photos	
Upload Google Maps Data	
Terrain	Soft

Site Photos	
Photo	



Comments / Description	Looking west toward Sarver lane
------------------------	---------------------------------

Recordings	
Record #	6
Site ID	Ambient 4
Site Location	Latitude:33.202748, Longitude:-117.150547, Altitude:261.450470, Speed:0.000000, Horizontal Accuracy:10.000000, Vertical Accuracy:3.000000, Time:2:40:49 PM PDT
Begin (Time)	14:45:00
End (Time)	15:05:00
Leq	54.8
Lmax	62.4
Lmin	46.4
Primary Noise Source	Industrial
Other Noise Sources (Background)	Distant Aircraft
Other Noise Sources Additional Description	Distant construction work as predominant noise source
Is the same instrument and calibrator being used as previously notated?	Yes
Are the meteorological conditions the same as previously notated?	Yes

Description / Photos	
Upload Google Maps Data	



Terrain

Soft

Site Photos


Photo





Comments / Description

Looking north


Recordings	
Record #	7
Site ID	Ambient 3
Site Location	Latitude:33.214115, Longitude:-117.146607, Altitude:397.020355, Speed:0.000000, Horizontal Accuracy:5.000000, Vertical Accuracy:6.000000, Time:3:00:02 PM PDT
Begin (Time)	15:15:00
End (Time)	15:35:00
Leq	41.8
Lmax	50.4
Lmin	39
Primary Noise Source	Traffic
Other Noise Sources (Background)	Distant Aircraft, Distant Traffic, Rustling Leaves
Other Noise Sources Additional Description	One airplane flyover, very faint / 15 traffic noise
Is the same instrument and calibrator being used as previously notated?	Yes
Are the meteorological conditions the same as previously notated?	Yes


Description / Photos	
Upload Google Maps Data	
Terrain	Soft

Site Photos	
Photo	
Comments / Description	Looking east

Site Photos	
Photo	
Comments / Description	Looking north

Recordings	
Record #	8
Site ID	Ambient 2
Site Location	Latitude:33.208174, Longitude:-117.137716, Altitude:399.308319, Speed:0.000000, Horizontal Accuracy:5.000000, Vertical Accuracy:4.000000, Time:3:17:01 PM PDT
Begin (Time)	15:30:00
End (Time)	15:50:00
Leq	46.9
Lmax	53.4
Lmin	43.3
Primary Noise Source	Traffic
Other Noise Sources (Background)	Distant Traffic
Other Noise Sources Additional Description	I 15 constant distant primary noise source
Is the same instrument and calibrator being used as previously notated?	Yes
Are the meteorological conditions the same as previously notated?	Yes


Description / Photos	
Upload Google Maps Data	
Terrain	Soft

Site Photos	
Photo	
Comments / Description	Looking east

Recordings	
Record #	9
Site ID	M5
Site Location	Latitude:33.183027, Longitude:-117.161385, Altitude:234.216854, Speed:0.000000, Horizontal Accuracy:5.000000, Vertical Accuracy:3.000000, Time:3:47:15 PM PDT
Begin (Time)	15:50:00
End (Time)	16:10:00
Leq	65.3
Lmax	75.5
Lmin	47.1
Primary Noise Source	Traffic
Other Noise Sources (Background)	Birds
Other Noise Sources Additional Description	Primary noise source is traffic with few other noises
Is the same instrument and calibrator being used as previously notated?	Yes
Are the meteorological conditions the same as previously notated?	Yes

Source Info and Traffic Counts	
Distance to Roadway C/L or EOP (Ft.)	20
Roadway Type	Two lane
Estimated Vehicle Speed (MPH)	45
Count Duration (Min)	20
Speeds Estimated by:	Driving the Pace
Posted Speed Limit Sign (MPH)	55

Traffic Counts	
Counting Both Directions?	Yes
Autos	1
Number of Vehicles - Autos	212

Description / Photos	
Upload Google Maps Data	
Terrain	Soft

Site Photos	
Photo	




Comments / Description Looking north towards Buena creek road

Recordings	
Record #	10
Site ID	M6
Site Location	Latitude:33.181345, Longitude:-117.156702, Altitude:216.272701, Speed:0.000000, Horizontal Accuracy:5.000000, Vertical Accuracy:3.000000, Time:3:55:46 PM PDT
Begin (Time)	16:00:00
End (Time)	16:20:00
Leq	68.7
Lmax	82.2
Lmin	51.4
Primary Noise Source	Traffic
Other Noise Sources (Background)	Rustling Leaves
Is the same instrument and calibrator being used as previously notated?	Yes
Are the meteorological conditions the same as previously notated?	No

Source Info and Traffic Counts	
Distance to Roadway C/L or EOP (Ft.)	20
Roadway Type	Two lanes with intermittent turn lanes
Estimated Vehicle Speed (MPH)	35
Count Duration (Min)	20
Speeds Estimated by:	Driving the Pace
Posted Speed Limit Sign (MPH)	45

Traffic Counts	
Counting Both Directions?	Yes
Autos	1
Number of Vehicles - Autos	445
Medium Trucks	1
Number of Vehicles - Medium Trucks	6
Heavy Trucks	1
Number of Vehicles - Heavy Trucks	11
Motorcycles	1
Number of Vehicles - Motorcycles	3

Description / Photos	
Upload Google Maps Data	
Terrain	Hard

Site Photos	
Photo	



Comments / Description

Looking east towards twin oaks valley road

Meteorological Conditions	
Wind	Moderate
Wind Speed (MPH)	9
Wind Direction	West

APPENDIX B

Off-Site Traffic Modeling Input/Output Data

INPUT: ROADWAYS
PN 7608

Dudek											
M Greene											
INPUT: ROADWAYS				29 March 2017							
PROJECT/CONTRACT:				PN 7608				Average pavement type shall be used unless			
RUN:				Newland Sierra Existing 031617				a State highway agency substantiates the use			
								of a different type with the approval of FHWA			
Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control	Speed	Percent	Pvmt	On
							Device	Constraint	Vehicles	Type	Struct?
									Affected		
	ft			ft	ft	ft		mph	%		
Camino Mayor	32.0	point642	642	6,279,765.5	2,023,353.6	954.77				Average	
		point643	643	6,279,814.5	2,023,380.6	961.05				Average	
		point644	644	6,279,902.5	2,023,428.8	973.04				Average	
		point645	645	6,279,990.0	2,023,477.2	986.02				Average	
		point646	646	6,280,068.5	2,023,538.6	999.08				Average	
		point648	648	6,280,133.0	2,023,614.5	1,013.58				Average	
		point649	649	6,280,197.5	2,023,691.1	1,030.75				Average	
		point650	650	6,280,261.5	2,023,767.6	1,050.36				Average	
		point651	651	6,280,293.5	2,023,805.5	1,060.29				Average	
		point652	652	6,280,363.5	2,023,866.5	1,078.18				Average	
		point653	653	6,280,414.5	2,023,892.1	1,088.63				Average	
		point655	655	6,280,441.5	2,023,901.2	1,092.79				Average	
		point656	656	6,280,526.5	2,023,912.5	1,105.27				Average	
		point657	657	6,280,612.0	2,023,909.8	1,117.44				Average	
		point659	659	6,280,710.5	2,023,926.0	1,131.71				Average	
		point660	660	6,280,809.0	2,023,944.8	1,145.96				Average	
		point661	661	6,280,907.0	2,023,963.5	1,160.35				Average	
		point662	662	6,280,944.5	2,023,970.6	1,166.34				Average	
		point663	663	6,281,003.5	2,023,988.2	1,176.80				Average	
		point665	665	6,281,089.0	2,024,039.6	1,195.85				Average	
		point666	666	6,281,141.0	2,024,076.0	1,208.53				Average	
		point668	668	6,281,168.0	2,024,097.2	1,215.46				Average	
		point669	669	6,281,243.0	2,024,163.5	1,235.34				Average	
		point671	671	6,281,256.0	2,024,175.8	1,238.94				Average	
		point672	672	6,281,313.0	2,024,238.0	1,255.86				Average	

INPUT: ROADWAYS
PN 7608

		point673	673	6,281,378.5	2,024,313.4	1,275.85				Average	
		point674	674	6,281,432.5	2,024,375.4	1,292.28				Average	
		point677	677	6,281,452.0	2,024,400.1	1,298.56				Average	
		point678	678	6,281,494.0	2,024,475.6	1,315.63				Average	
		point679	679	6,281,539.5	2,024,564.5	1,331.48				Average	
		point680	680	6,281,585.5	2,024,653.4	1,342.77				Average	
		point681	681	6,281,631.0	2,024,742.2	1,353.53				Average	
		point682	682	6,281,677.0	2,024,831.2	1,366.80				Average	
		point683	683	6,281,706.0	2,024,880.8	1,375.87				Average	
		point684	684	6,281,764.5	2,024,942.4	1,390.76				Average	
		point685	685	6,281,812.5	2,024,973.4	1,401.41				Average	
		point688	688	6,281,921.5	2,025,005.5	1,423.96				Average	
		point689	689	6,282,007.0	2,025,001.6	1,439.69				Average	
		point691	691	6,282,104.0	2,024,978.6	1,455.58				Average	
		point692	692	6,282,200.5	2,024,953.1	1,468.99				Average	
		point695	695	6,282,278.5	2,024,909.8	1,479.50				Average	
		point696	696	6,282,366.0	2,024,842.4	1,489.00				Average	
		point697	697	6,282,445.5	2,024,781.2	1,494.54				Average	
		point698	698	6,282,524.5	2,024,720.2	1,499.91				Average	
		point699	699	6,282,604.0	2,024,659.1	1,499.96				Average	
		point700	700	6,282,683.0	2,024,598.1	1,500.42				Average	
		point701	701	6,282,762.0	2,024,537.0	1,502.59				Average	
		point702	702	6,282,787.0	2,024,518.2	1,502.75				Average	
		point703	703	6,282,860.0	2,024,480.8	1,502.68				Average	
		point704	704	6,282,944.0	2,024,460.9	1,503.11				Average	
		point705	705	6,283,042.0	2,024,441.0	1,507.81				Average	
		point706	706	6,283,140.0	2,024,421.1	1,512.30				Average	
		point707	707	6,283,238.0	2,024,401.1	1,517.42				Average	
		point708	708	6,283,336.0	2,024,381.2	1,522.52				Average	
		point712	712	6,283,439.5	2,024,360.2	1,527.94				Average	
		point713	713	6,283,465.5	2,024,353.8	1,529.68				Average	
		point714	714	6,283,540.0	2,024,320.0	1,534.11				Average	
		point716	716	6,283,605.0	2,024,264.6	1,534.68				Average	
		point718	718	6,283,651.5	2,024,193.1	1,530.12				Average	
		point719	719	6,283,676.5	2,024,111.4	1,525.75				Average	
		point720	720	6,283,679.5	2,024,082.9	1,524.30				Average	
		point722	722	6,283,677.0	2,024,025.9	1,517.71				Average	
		point723	723	6,283,652.5	2,023,941.4	1,508.61				Average	
		point726	726	6,283,630.0	2,023,891.9	1,503.01				Average	

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		point727	727	6,283,621.0	2,023,864.8	1,500.19				Average	
		point728	728	6,283,611.0	2,023,783.4	1,492.26				Average	
		point729	729	6,283,615.0	2,023,694.2	1,483.20				Average	
		point730	730	6,283,616.5	2,023,657.0	1,479.47				Average	
		point731	731	6,283,621.0	2,023,594.5	1,473.20				Average	
		point734	734	6,283,628.0	2,023,494.4	1,463.36				Average	
		point736	736	6,283,646.5	2,023,411.2	1,465.02					
Roadway2-2	12.0	point1655	1655	6,293,327.5	2,016,205.9	1,008.94				Average	
		point346	346	6,293,395.0	2,016,159.6	1,008.72					
Roadway62-2	12.0	point1777	1777	6,285,965.5	2,015,383.1	771.70				Average	
		point1669	1669	6,285,977.5	2,015,371.8	771.20				Average	
		point1668	1668	6,286,032.5	2,015,321.1	770.22					
Buena Creek Rd	30.0	point1788	1788	6,284,522.5	2,011,376.4	720.00				Average	
		point1789	1789	6,284,092.0	2,011,481.4	736.00				Average	
		point1790	1790	6,281,885.5	2,011,480.0	736.00					
DrSpngsRd WB- MesaRockRd to I15	40.0	point1	1	6,293,663.5	2,016,458.5	1,019.81				Average	
		point2	2	6,293,596.0	2,016,416.0	1,019.96				Average	
		point3	3	6,293,520.5	2,016,366.6	1,016.33				Average	
		point4	4	6,293,444.0	2,016,316.9	1,014.32				Average	
		point5	5	6,293,404.0	2,016,288.1	1,012.79				Average	
		point6	6	6,293,351.0	2,016,250.4	1,010.61				Average	
		point7	7	6,293,271.0	2,016,183.1	1,007.03					
Twin Oaks Valley Rd BunaCrkRd toCass	30.0	point1817	1817	6,284,510.0	2,011,335.0	720.00				Average	
		point1818	1818	6,284,252.0	2,010,562.1	720.00					
I-15 SB	66.0	point1833	1833	6,286,367.5	2,031,990.2	620.00				Average	
		point1834	1834	6,287,221.0	2,029,553.2	630.00				Average	
		point1835	1835	6,288,359.5	2,026,266.2	650.00				Average	
		point1838	1838	6,288,968.0	2,024,868.0	739.00				Average	
		point1847	1847	6,292,982.0	2,018,074.0	960.00				Average	
		point1848	1848	6,293,628.0	2,016,720.1	1,015.00				Average	
		point1849	1849	6,293,817.0	2,016,325.9	1,006.00				Average	
		point1850	1850	6,294,121.5	2,015,695.6	1,015.00				Average	
		point1851	1851	6,294,295.5	2,015,335.5	1,025.00				Average	
		point1852	1852	6,294,762.0	2,014,358.8	1,040.00					
I-15 NB	66.0	point1853	1853	6,294,842.0	2,014,446.6	1,040.00				Average	
		point1854	1854	6,294,356.0	2,015,460.5	1,025.00				Average	
		point1855	1855	6,294,182.0	2,015,820.8	1,015.00				Average	
		point1856	1856	6,293,921.5	2,016,361.1	1,006.00				Average	
		point1857	1857	6,293,693.0	2,016,832.8	1,015.00				Average	

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		point1858	1858	6,293,070.0	2,018,113.0	960.00				Average	
		point1859	1859	6,289,081.5	2,024,927.4	739.00				Average	
		point1864	1864	6,288,516.0	2,026,264.9	650.00				Average	
		point1869	1869	6,287,343.5	2,029,608.5	630.00				Average	
		point1866	1866	6,286,512.0	2,031,996.2	620.00					
Roadway97	12.0	point1870	1870	6,285,168.5	2,011,180.4	0.00				Average	
		point1871	1871	6,285,218.5	2,011,180.4	0.00				Average	
		point1872	1872	6,285,268.5	2,011,180.4	0.00					
Roadway98	12.0	point1873	1873	6,285,066.5	2,011,051.6	0.00				Average	
		point1874	1874	6,285,066.5	2,011,101.6	0.00				Average	
		point1875	1875	6,285,066.5	2,011,149.2	0.00					
Roadway99	12.0	point1876	1876	6,285,103.0	2,011,049.8	0.00				Average	
		point1880	1880	6,285,138.5	2,011,085.9	0.00				Average	
		point1878	1878	6,285,174.0	2,011,122.0	0.00					
Roadway100	12.0	point1881	1881	6,285,137.5	2,010,975.2	0.00				Average	
		point1883	1883	6,285,184.0	2,010,994.5	0.00				Average	
		point1882	1882	6,285,230.0	2,011,013.6	0.00					
Roadway101	12.0	point1884	1884	6,285,280.5	2,011,111.5	0.00				Average	
		point1901	1901	6,285,232.5	2,011,123.4	0.00				Average	
		point1885	1885	6,285,184.0	2,011,135.2	0.00					
Sarver Lane	40.0	point1893	1893	6,286,747.5	2,016,812.6	838.78				Average	
		point1735	1735	6,286,650.5	2,016,788.0	832.93				Average	
		point1734	1734	6,286,553.5	2,016,763.4	826.08				Average	
		point1733	1733	6,286,457.0	2,016,737.9	820.21				Average	
		point1732	1732	6,286,433.5	2,016,729.4	818.90				Average	
		point1731	1731	6,286,410.0	2,016,720.2	817.59				Average	
		point1730	1730	6,286,387.0	2,016,710.4	816.27				Average	
		point1729	1729	6,286,364.5	2,016,700.0	814.96				Average	
		point1727	1727	6,286,273.0	2,016,659.4	807.68				Average	
		point1726	1726	6,286,183.5	2,016,614.5	801.18				Average	
		point1725	1725	6,286,163.5	2,016,599.8	800.33				Average	
		point1724	1724	6,286,144.0	2,016,584.4	799.48				Average	
		point1723	1723	6,286,124.5	2,016,568.5	798.63				Average	
		point1722	1722	6,286,105.5	2,016,552.2	797.78				Average	
		point1720	1720	6,286,028.5	2,016,488.4	795.00				Average	
		point1719	1719	6,285,951.5	2,016,424.5	793.01				Average	
		point1718	1718	6,285,875.0	2,016,360.1	790.03				Average	
		point1717	1717	6,285,863.5	2,016,348.2	789.99				Average	
		point1716	1716	6,285,852.0	2,016,335.9	789.95				Average	

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		point1715	1715	6,285,841.5	2,016,323.0	789.91				Average	
		point1714	1714	6,285,831.5	2,016,309.8	789.87				Average	
		point1713	1713	6,285,822.5	2,016,295.9	789.83				Average	
		point1712	1712	6,285,813.5	2,016,281.6	789.79				Average	
		point1709	1709	6,285,806.0	2,016,267.0	789.34				Average	
		point1708	1708	6,285,798.5	2,016,252.0	788.90				Average	
		point1707	1707	6,285,792.0	2,016,236.6	788.46				Average	
		point1706	1706	6,285,786.0	2,016,221.0	788.01				Average	
		point1705	1705	6,285,781.0	2,016,205.1	787.57				Average	
		point1704	1704	6,285,777.0	2,016,189.1	787.13				Average	
		point1701	1701	6,285,755.0	2,016,091.5	784.37				Average	
		point1700	1700	6,285,753.0	2,016,071.6	783.89				Average	
		point1699	1699	6,285,751.5	2,016,051.6	783.42				Average	
		point1698	1698	6,285,751.0	2,016,031.8	782.95				Average	
		point1697	1697	6,285,750.5	2,016,011.8	782.47				Average	
		point1696	1696	6,285,751.0	2,015,991.8	782.00				Average	
		point1694	1694	6,285,752.5	2,015,891.8	780.00				Average	
		point1693	1693	6,285,754.0	2,015,791.8	777.55				Average	
		point1692	1692	6,285,757.0	2,015,691.9	775.00				Average	
		point1691	1691	6,285,759.0	2,015,675.2	775.00				Average	
		point1690	1690	6,285,762.0	2,015,658.9	775.00				Average	
		point1689	1689	6,285,766.0	2,015,642.6	775.00				Average	
		point1688	1688	6,285,770.5	2,015,626.6	775.00				Average	
		point1687	1687	6,285,775.5	2,015,610.9	775.00				Average	
		point1686	1686	6,285,782.0	2,015,595.4	775.00				Average	
		point1683	1683	6,285,788.5	2,015,580.1	774.89				Average	
		point1682	1682	6,285,796.0	2,015,565.2	774.78				Average	
		point1681	1681	6,285,804.5	2,015,550.8	774.67				Average	
		point1680	1680	6,285,813.0	2,015,536.6	774.56				Average	
		point1679	1679	6,285,822.5	2,015,523.0	774.45				Average	
		point1678	1678	6,285,833.0	2,015,509.8	774.34				Average	
		point1675	1675	6,285,846.0	2,015,494.9	774.11				Average	
		point1674	1674	6,285,860.0	2,015,480.4	773.89				Average	
		point1673	1673	6,285,874.0	2,015,466.4	773.66				Average	
		point1672	1672	6,285,889.0	2,015,452.6	773.43				Average	
		point1774	1774	6,285,922.5	2,015,422.5	772.70				Average	
		point1776	1776	6,285,954.5	2,015,393.1	771.70					
Deer Springs Road- S of Sarver Ln	30.0	point1898	1898	6,285,928.5	2,015,359.1	770.46				Average	
		point88	88	6,285,864.5	2,015,282.4	767.82				Average	

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	point89	89	6,285,811.0	2,015,197.9	764.65				Average	
	point90	90	6,285,769.5	2,015,107.0	761.71				Average	
	point91	91	6,285,740.5	2,015,011.4	759.22				Average	
	point92	92	6,285,724.5	2,014,912.8	755.89				Average	
	point93	93	6,285,721.5	2,014,812.9	754.93				Average	
	point94	94	6,285,732.0	2,014,713.5	752.85				Average	
	point95	95	6,285,755.5	2,014,616.4	750.17				Average	
	point96	96	6,285,787.0	2,014,521.5	747.96				Average	
	point97	97	6,285,819.0	2,014,426.6	746.07				Average	
	point98	98	6,285,850.5	2,014,331.8	745.05				Average	
	point99	99	6,285,882.0	2,014,236.9	744.67				Average	
	point100	100	6,285,913.5	2,014,142.0	742.44				Average	
	point101	101	6,285,942.5	2,014,046.2	740.00				Average	
	point102	102	6,285,964.5	2,013,948.8	740.00				Average	
	point103	103	6,285,980.0	2,013,850.0	737.84				Average	
	point104	104	6,285,988.0	2,013,750.2	735.03				Average	
	point105	105	6,285,989.0	2,013,650.4	735.00				Average	
	point106	106	6,285,982.5	2,013,550.5	734.39				Average	
	point107	107	6,285,969.0	2,013,451.5	731.92				Average	
	point108	108	6,285,949.0	2,013,353.6	730.00				Average	
	point109	109	6,285,921.5	2,013,257.4	729.69				Average	
	point110	110	6,285,888.0	2,013,163.2	727.54				Average	
	point111	111	6,285,853.5	2,013,069.4	727.45				Average	
	point112	112	6,285,818.5	2,012,975.6	727.11				Average	
	point113	113	6,285,785.0	2,012,884.0	725.14				Average	
	point114	114	6,285,769.0	2,012,844.8	725.10				Average	
	point115	115	6,285,733.5	2,012,773.2	724.95				Average	
	point116	116	6,285,690.0	2,012,705.9	724.58				Average	
	point117	117	6,285,640.0	2,012,643.6	724.66				Average	
	point118	118	6,285,583.5	2,012,586.9	724.75				Average	
	point119	119	6,285,521.5	2,012,536.6	724.88				Average	
	point120	120	6,285,453.5	2,012,492.6	725.00				Average	
	point121	121	6,285,397.0	2,012,463.6	725.00				Average	
	point122	122	6,285,292.0	2,012,415.0	725.68				Average	
	point123	123	6,285,201.5	2,012,372.9	725.68				Average	
	point124	124	6,285,160.5	2,012,353.9	725.51				Average	
	point125	125	6,285,089.5	2,012,317.1	725.15				Average	
	point126	126	6,285,026.5	2,012,276.9	724.77				Average	
	point127	127	6,284,947.5	2,012,215.5	724.16				Average	

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		point128	128	6,284,876.0	2,012,145.6	723.45				Average	
		point129	129	6,284,812.5	2,012,068.4	722.64				Average	
		point130	130	6,284,758.5	2,011,984.5	721.76				Average	
		point131	131	6,284,713.5	2,011,895.1	720.80				Average	
		point132	132	6,284,678.0	2,011,801.6	720.07				Average	
		point1785	1785	6,284,658.5	2,011,748.1	720.00				Average	
		point1786	1786	6,284,510.0	2,011,335.0	720.00					
Roadway120	12.0	point1912	1912	6,286,436.0	2,021,476.8	0.00				Average	
		point1913	1913	6,286,446.0	2,021,476.8	0.00					
Roadway121	12.0	point1914	1914	6,287,251.5	2,022,117.9	0.00				Average	
		point1915	1915	6,287,251.5	2,022,127.9	0.00					
Roadway123	12.0	point1918	1918	6,286,293.5	2,021,423.8	0.00				Average	
		point1919	1919	6,286,303.0	2,021,426.5	0.00					
Roadway124	12.0	point1920	1920	6,287,723.5	2,021,919.0	0.00				Average	
		point1921	1921	6,287,726.5	2,021,928.4	0.00					
Roadway125	12.0	point1922	1922	6,285,666.0	2,022,319.9	0.00				Average	
		point1923	1923	6,285,673.5	2,022,313.5	0.00					
Roadway127	12.0	point1929	1929	6,287,928.5	2,021,133.9	0.00				Average	
		point1930	1930	6,287,939.0	2,021,138.2	0.00					
Roadway128	12.0	point1931	1931	6,289,468.0	2,020,186.2	0.00				Average	
		point1932	1932	6,289,470.0	2,020,196.9	0.00					
DrSprngsRd EB - Mesa RckRd to Srvr	18.0	point1945	1945	6,285,939.0	2,015,364.8	771.00				Average	
		point8	8	6,286,002.5	2,015,418.4	773.60				Average	
		point9	9	6,286,084.5	2,015,475.5	776.40				Average	
		point10	10	6,286,173.0	2,015,521.2	779.60				Average	
		point11	11	6,286,267.5	2,015,554.8	782.30				Average	
		point12	12	6,286,365.0	2,015,575.5	785.70				Average	
		point13	13	6,286,444.5	2,015,582.6	787.50				Average	
		point14	14	6,286,479.5	2,015,583.1	788.40				Average	
		point15	15	6,286,564.5	2,015,582.1	792.10				Average	
		point16	16	6,286,664.5	2,015,581.1	794.10				Average	
		point17	17	6,286,764.5	2,015,580.0	797.30				Average	
		point18	18	6,286,864.5	2,015,579.0	800.10				Average	
		point19	19	6,286,964.5	2,015,577.9	804.20				Average	
		point20	20	6,287,064.5	2,015,576.9	805.00				Average	
		point21	21	6,287,164.5	2,015,575.8	807.90				Average	
		point22	22	6,287,264.5	2,015,574.8	809.70				Average	
		point23	23	6,287,364.5	2,015,573.6	806.80				Average	
		point24	24	6,287,464.5	2,015,572.6	804.90				Average	

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	point25	25	6,287,564.5	2,015,572.5	804.50				Average	
	point26	26	6,287,631.5	2,015,575.0	803.10				Average	
	point27	27	6,287,678.5	2,015,578.1	802.40				Average	
	point28	28	6,287,764.5	2,015,584.9	802.40				Average	
	point29	29	6,287,864.0	2,015,591.6	802.50				Average	
	point30	30	6,287,964.0	2,015,596.4	803.90				Average	
	point31	31	6,288,064.0	2,015,599.1	804.90				Average	
	point32	32	6,288,164.0	2,015,599.9	807.00				Average	
	point33	33	6,288,264.0	2,015,598.6	807.50				Average	
	point34	34	6,288,364.0	2,015,595.4	807.70				Average	
	point35	35	6,288,463.5	2,015,591.4	811.30				Average	
	point36	36	6,288,563.5	2,015,587.2	812.50				Average	
	point37	37	6,288,663.5	2,015,583.2	812.50				Average	
	point38	38	6,288,763.5	2,015,579.2	812.40				Average	
	point39	39	6,288,863.5	2,015,575.1	810.30				Average	
	point40	40	6,288,963.5	2,015,573.4	807.70				Average	
	point41	41	6,289,063.5	2,015,575.1	807.60				Average	
	point42	42	6,289,163.0	2,015,580.5	807.50				Average	
	point43	43	6,289,263.0	2,015,589.4	807.40				Average	
	point44	44	6,289,362.0	2,015,601.9	805.40				Average	
	point45	45	6,289,460.5	2,015,617.8	805.30				Average	
	point46	46	6,289,559.0	2,015,637.2	805.10				Average	
	point47	47	6,289,656.5	2,015,658.2	807.50				Average	
	point48	48	6,289,754.5	2,015,679.1	808.40				Average	
	point49	49	6,289,852.0	2,015,700.1	810.00				Average	
	point50	50	6,289,950.0	2,015,721.1	812.70				Average	
	point51	51	6,290,047.5	2,015,742.0	815.40				Average	
	point52	52	6,290,146.0	2,015,760.6	817.70				Average	
	point53	53	6,290,245.0	2,015,776.0	822.40				Average	
	point54	54	6,290,344.0	2,015,788.0	822.80				Average	
	point55	55	6,290,443.5	2,015,796.8	827.40				Average	
	point56	56	6,290,543.5	2,015,802.1	827.70				Average	
	point57	57	6,290,643.5	2,015,804.2	831.40				Average	
	point58	58	6,290,743.5	2,015,805.4	834.90				Average	
	point59	59	6,290,843.5	2,015,806.4	839.60				Average	
	point60	60	6,290,943.5	2,015,807.4	843.60				Average	
	point61	61	6,291,043.5	2,015,808.4	850.10				Average	
	point62	62	6,291,143.5	2,015,806.0	857.30				Average	
	point63	63	6,291,243.0	2,015,798.6	863.80				Average	

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		point64	64	6,291,342.5	2,015,786.2	871.30				Average	
		point65	65	6,291,441.0	2,015,769.0	877.10				Average	
		point66	66	6,291,538.5	2,015,746.8	884.90				Average	
		point67	67	6,291,634.5	2,015,719.8	892.30				Average	
		point68	68	6,291,729.5	2,015,688.6	898.80				Average	
		point69	69	6,291,824.5	2,015,657.1	906.20				Average	
		point70	70	6,291,919.5	2,015,625.5	912.60				Average	
		point71	71	6,292,014.5	2,015,594.0	919.90				Average	
		point72	72	6,292,109.5	2,015,562.6	927.10				Average	
		point73	73	6,292,206.5	2,015,539.8	933.80				Average	
		point74	74	6,292,306.0	2,015,530.1	940.80				Average	
		point75	75	6,292,406.0	2,015,533.8	948.10				Average	
		point76	76	6,292,504.5	2,015,550.6	954.90				Average	
		point77	77	6,292,599.5	2,015,580.4	962.00				Average	
		point78	78	6,292,690.5	2,015,622.6	969.00				Average	
		point79	79	6,292,774.5	2,015,676.5	975.70				Average	
		point80	80	6,292,836.0	2,015,727.4	981.20				Average	
		point81	81	6,292,888.5	2,015,780.8	986.00				Average	
		point82	82	6,292,918.5	2,015,814.4	988.80				Average	
		point83	83	6,292,985.0	2,015,889.1	994.00				Average	
		point84	84	6,293,052.5	2,015,963.2	998.20				Average	
		point85	85	6,293,122.5	2,016,034.4	1,000.20				Average	
		point86	86	6,293,196.5	2,016,101.9	1,004.90				Average	
		point87	87	6,293,281.0	2,016,172.5	1,007.00					
DrSprngsRd WB - Mesa RckRd to Srvr	18.0	point2127	2127	6,293,271.0	2,016,181.5	1,007.00				Average	
		point2129	2129	6,293,194.0	2,016,117.8	1,004.90				Average	
		point2130	2130	6,293,120.0	2,016,050.2	1,000.20				Average	
		point2131	2131	6,293,050.0	2,015,979.1	998.20				Average	
		point2132	2132	6,292,982.5	2,015,905.0	994.00				Average	
		point2133	2133	6,292,916.0	2,015,830.2	988.80				Average	
		point2134	2134	6,292,886.0	2,015,796.6	986.00				Average	
		point2135	2135	6,292,835.0	2,015,745.0	981.20				Average	
		point2136	2136	6,292,773.5	2,015,694.1	975.70				Average	
		point2137	2137	6,292,689.5	2,015,640.2	969.00				Average	
		point2138	2138	6,292,598.5	2,015,598.0	962.00				Average	
		point2139	2139	6,292,503.5	2,015,568.2	954.90				Average	
		point2140	2140	6,292,405.0	2,015,551.4	948.10				Average	
		point2141	2141	6,292,305.0	2,015,547.8	940.80				Average	
		point2142	2142	6,292,205.5	2,015,557.4	933.80				Average	

INPUT: ROADWAYS
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		point2143	2143	6,292,108.5	2,015,580.2	927.10				Average	
		point2144	2144	6,292,013.5	2,015,611.6	919.90				Average	
		point2145	2145	6,291,918.5	2,015,643.1	912.60				Average	
		point2146	2146	6,291,823.5	2,015,674.8	906.20				Average	
		point2147	2147	6,291,728.5	2,015,706.2	898.80				Average	
		point2148	2148	6,291,633.5	2,015,737.4	892.30				Average	
		point2149	2149	6,291,537.5	2,015,764.4	884.90				Average	
		point2150	2150	6,291,440.0	2,015,786.6	877.10				Average	
		point2151	2151	6,291,341.5	2,015,803.9	871.30				Average	
		point2152	2152	6,291,242.0	2,015,816.2	863.80				Average	
		point2153	2153	6,291,142.5	2,015,823.6	857.30				Average	
		point2154	2154	6,291,042.5	2,015,826.0	850.10				Average	
		point2155	2155	6,290,942.5	2,015,825.0	843.60				Average	
		point2156	2156	6,290,842.5	2,015,824.0	839.60				Average	
		point2157	2157	6,290,742.5	2,015,823.0	834.90				Average	
		point2158	2158	6,290,642.5	2,015,821.9	831.40				Average	
		point2159	2159	6,290,542.5	2,015,819.8	827.70				Average	
		point2160	2160	6,290,442.5	2,015,814.4	827.40				Average	
		point2161	2161	6,290,343.0	2,015,805.6	822.80				Average	
		point2162	2162	6,290,244.0	2,015,793.6	822.40				Average	
		point2163	2163	6,290,146.5	2,015,777.0	817.70				Average	
		point2164	2164	6,290,046.5	2,015,759.6	815.40				Average	
		point2165	2165	6,289,949.0	2,015,738.8	812.70				Average	
		point2166	2166	6,289,851.0	2,015,717.8	810.00				Average	
		point2167	2167	6,289,753.5	2,015,696.8	808.40				Average	
		point2168	2168	6,289,655.5	2,015,675.9	807.50				Average	
		point2169	2169	6,289,558.0	2,015,654.9	805.10				Average	
		point2170	2170	6,289,459.5	2,015,635.4	805.30				Average	
		point2171	2171	6,289,361.0	2,015,619.5	805.40				Average	
		point2172	2172	6,289,262.0	2,015,607.0	807.40				Average	
		point2173	2173	6,289,162.0	2,015,598.1	807.50				Average	
		point2174	2174	6,289,062.5	2,015,592.8	807.60				Average	
		point2175	2175	6,288,962.5	2,015,591.0	807.70				Average	
		point2176	2176	6,288,862.5	2,015,592.8	810.30				Average	
		point2177	2177	6,288,762.5	2,015,596.9	812.40				Average	
		point2178	2178	6,288,662.5	2,015,600.9	812.50				Average	
		point2179	2179	6,288,562.5	2,015,604.9	812.50				Average	
		point2180	2180	6,288,462.5	2,015,609.0	811.30				Average	
		point2181	2181	6,288,363.0	2,015,613.0	807.70				Average	

INPUT: ROADWAYS
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		point2182	2182	6,288,263.0	2,015,616.2	807.50				Average	
		point2183	2183	6,288,163.0	2,015,617.5	807.00				Average	
		point2184	2184	6,288,063.0	2,015,616.8	804.90				Average	
		point2185	2185	6,287,963.0	2,015,614.0	803.90				Average	
		point2186	2186	6,287,863.0	2,015,609.2	802.50				Average	
		point2187	2187	6,287,763.5	2,015,602.5	802.40				Average	
		point2188	2188	6,287,677.5	2,015,595.8	802.40				Average	
		point2189	2189	6,287,630.5	2,015,592.6	803.10				Average	
		point2190	2190	6,287,563.5	2,015,590.1	804.50				Average	
		point2191	2191	6,287,463.5	2,015,590.2	804.90				Average	
		point2192	2192	6,287,362.5	2,015,591.8	806.80				Average	
		point2193	2193	6,287,262.5	2,015,592.9	809.70				Average	
		point2194	2194	6,287,162.5	2,015,593.9	807.90				Average	
		point2195	2195	6,287,062.5	2,015,595.0	805.00				Average	
		point2196	2196	6,286,962.5	2,015,596.0	804.20				Average	
		point2197	2197	6,286,862.5	2,015,597.1	800.10				Average	
		point2198	2198	6,286,662.5	2,015,599.2	794.10				Average	
		point2199	2199	6,286,562.5	2,015,600.2	792.10				Average	
		point2200	2200	6,286,477.5	2,015,601.2	788.40				Average	
		point2201	2201	6,286,442.5	2,015,600.8	787.50				Average	
		point2202	2202	6,286,363.0	2,015,593.6	785.70				Average	
		point2203	2203	6,286,265.5	2,015,572.9	782.30				Average	
		point2204	2204	6,286,171.0	2,015,539.4	779.60				Average	
		point2205	2205	6,286,082.5	2,015,493.6	776.40				Average	
		point2206	2206	6,286,000.5	2,015,436.5	773.60				Average	
		point2207	2207	6,285,932.5	2,015,366.6	771.00					
DrSpngsRd EB- MesaRockRd to I15	40.0	point2209	2209	6,293,282.0	2,016,173.9	1,007.00				Average	
		point2214	2214	6,293,365.0	2,016,236.8	1,010.60				Average	
		point2213	2213	6,293,418.0	2,016,274.5	1,012.80				Average	
		point2212	2212	6,293,459.5	2,016,305.2	1,014.30				Average	
		point2211	2211	6,293,533.5	2,016,353.8	1,016.30				Average	
		point2210	2210	6,293,609.0	2,016,403.9	1,020.00				Average	
		point2208	2208	6,293,671.5	2,016,441.6	1,019.80					
Twin Oaks Valley Rd WindyWy to Borde	80.0	point2221	2221	6,283,587.0	2,001,355.8	609.00				Average	
		point2222	2222	6,283,594.0	2,000,600.0	609.00					
Twin Oaks Valley Rd Borden to Mission	80.0	point2223	2223	6,283,594.0	2,000,600.0	609.00				Average	
		point2224	2224	6,283,594.0	1,997,913.1	586.00					
Twin Oaks Valley Rd Cassou to La Cien	30.0	point2249	2249	6,284,252.0	2,010,562.1	720.00				Average	
		point2250	2250	6,283,587.0	2,008,693.8	680.00					

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Twin Oaks Valley Rd La Cien to WindyW	30.0	point2251	2251	6,283,587.0	2,008,693.8	680.00				Average	
		point2252	2252	6,283,587.0	2,001,355.8	609.00					

INPUT: TRAFFIC FOR LAeq1h Percentages

PN 7608

Dudek													
M Greene													
INPUT: TRAFFIC FOR LAeq1h Percentages													
PROJECT/CONTRACT:	PN 7608												
RUN:	Newland Sierra Existing 031617												
Roadway	Points												
Name	Name	No.	Segment										
			Total	Autos		MTrucks		HTrucks		Buses		Motorcycles	
			Volume	P	S	P	S	P	S	P	S	P	S
			veh/hr	%	mph	%	mph	%	mph	%	mph	%	mph
Camino Mayor	point642	642	5	97	35	2	35	1	35	0	0	0	0
	point643	643	5	97	35	2	35	1	35	0	0	0	0
	point644	644	5	97	35	2	35	1	35	0	0	0	0
	point645	645	5	97	35	2	35	1	35	0	0	0	0
	point646	646	5	97	35	2	35	1	35	0	0	0	0
	point648	648	5	97	35	2	35	1	35	0	0	0	0
	point649	649	5	97	35	2	35	1	35	0	0	0	0
	point650	650	5	97	35	2	35	1	35	0	0	0	0
	point651	651	5	97	35	2	35	1	35	0	0	0	0
	point652	652	5	97	35	2	35	1	35	0	0	0	0
	point653	653	5	97	35	2	35	1	35	0	0	0	0
	point655	655	5	97	35	2	35	1	35	0	0	0	0
	point656	656	5	97	35	2	35	1	35	0	0	0	0
	point657	657	5	97	35	2	35	1	35	0	0	0	0
	point659	659	5	97	35	2	35	1	35	0	0	0	0
	point660	660	5	97	35	2	35	1	35	0	0	0	0
	point661	661	5	97	35	2	35	1	35	0	0	0	0
	point662	662	5	97	35	2	35	1	35	0	0	0	0
	point663	663	5	97	35	2	35	1	35	0	0	0	0
	point665	665	5	97	35	2	35	1	35	0	0	0	0
	point666	666	5	97	35	2	35	1	35	0	0	0	0
	point668	668	5	97	35	2	35	1	35	0	0	0	0
	point669	669	5	97	35	2	35	1	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages
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	point671	671	5	97	35	2	35	1	35	0	0	0	0
	point672	672	5	97	35	2	35	1	35	0	0	0	0
	point673	673	5	97	35	2	35	1	35	0	0	0	0
	point674	674	5	97	35	2	35	1	35	0	0	0	0
	point677	677	5	97	35	2	35	1	35	0	0	0	0
	point678	678	5	97	35	2	35	1	35	0	0	0	0
	point679	679	5	97	35	2	35	1	35	0	0	0	0
	point680	680	5	97	35	2	35	1	35	0	0	0	0
	point681	681	5	97	35	2	35	1	35	0	0	0	0
	point682	682	5	97	35	2	35	1	35	0	0	0	0
	point683	683	5	97	35	2	35	1	35	0	0	0	0
	point684	684	5	97	35	2	35	1	35	0	0	0	0
	point685	685	5	97	35	2	35	1	35	0	0	0	0
	point688	688	5	97	35	2	35	1	35	0	0	0	0
	point689	689	5	97	35	2	35	1	35	0	0	0	0
	point691	691	5	97	35	2	35	1	35	0	0	0	0
	point692	692	5	97	35	2	35	1	35	0	0	0	0
	point695	695	5	97	35	2	35	1	35	0	0	0	0
	point696	696	5	97	35	2	35	1	35	0	0	0	0
	point697	697	5	97	35	2	35	1	35	0	0	0	0
	point698	698	5	97	35	2	35	1	35	0	0	0	0
	point699	699	5	97	35	2	35	1	35	0	0	0	0
	point700	700	5	97	35	2	35	1	35	0	0	0	0
	point701	701	5	97	35	2	35	1	35	0	0	0	0
	point702	702	5	97	35	2	35	1	35	0	0	0	0
	point703	703	5	97	35	2	35	1	35	0	0	0	0
	point704	704	5	97	35	2	35	1	35	0	0	0	0
	point705	705	5	97	35	2	35	1	35	0	0	0	0
	point706	706	5	97	35	2	35	1	35	0	0	0	0
	point707	707	5	97	35	2	35	1	35	0	0	0	0
	point708	708	5	97	35	2	35	1	35	0	0	0	0
	point712	712	5	97	35	2	35	1	35	0	0	0	0
	point713	713	5	97	35	2	35	1	35	0	0	0	0
	point714	714	5	97	35	2	35	1	35	0	0	0	0
	point716	716	5	97	35	2	35	1	35	0	0	0	0
	point718	718	5	97	35	2	35	1	35	0	0	0	0

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	point719	719	5	97	35	2	35	1	35	0	0	0	0
	point720	720	5	97	35	2	35	1	35	0	0	0	0
	point722	722	5	97	35	2	35	1	35	0	0	0	0
	point723	723	5	97	35	2	35	1	35	0	0	0	0
	point726	726	5	97	35	2	35	1	35	0	0	0	0
	point727	727	5	97	35	2	35	1	35	0	0	0	0
	point728	728	5	97	35	2	35	1	35	0	0	0	0
	point729	729	5	97	35	2	35	1	35	0	0	0	0
	point730	730	5	97	35	2	35	1	35	0	0	0	0
	point731	731	5	97	35	2	35	1	35	0	0	0	0
	point734	734	5	97	35	2	35	1	35	0	0	0	0
	point736	736											
Roadway2-2	point1655	1655	0	0	0	0	0	0	0	0	0	0	0
	point346	346											
Roadway62-2	point1777	1777	0	0	0	0	0	0	0	0	0	0	0
	point1669	1669	0	0	0	0	0	0	0	0	0	0	0
	point1668	1668											
Buena Creek Rd	point1788	1788	1040	96	50	1	50	3	50	0	0	0	0
	point1789	1789	1040	96	50	1	50	3	50	0	0	0	0
	point1790	1790											
DrSpngsRd WB- MesaRockRd to I15	point1	1	1130	96	55	1	55	3	55	0	0	0	0
	point2	2	1130	96	55	1	55	3	55	0	0	0	0
	point3	3	1130	96	55	1	55	3	55	0	0	0	0
	point4	4	1130	96	55	1	55	3	55	0	0	0	0
	point5	5	1130	96	55	1	55	3	55	0	0	0	0
	point6	6	1130	96	55	1	55	3	55	0	0	0	0
	point7	7											
Twin Oaks Valley Rd BunaCrkRd toCass	point1817	1817	1840	96	45	1	45	3	45	0	0	0	0
	point1818	1818											
I-15 SB	point1833	1833	8820	87	65	4	65	9	65	0	0	0	0
	point1834	1834	8820	87	65	4	65	9	65	0	0	0	0
	point1835	1835	8820	87	65	4	65	9	65	0	0	0	0
	point1838	1838	8820	87	65	7	65	9	65	0	0	0	0
	point1847	1847	8820	87	65	4	65	9	65	0	0	0	0
	point1848	1848	8820	87	65	4	65	9	65	0	0	0	0
	point1849	1849	8820	87	65	4	65	9	65	0	0	0	0

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	point1850	1850	8820	87	65	4	65	9	65	0	0	0	0
	point1851	1851	8820	87	65	4	65	9	65	0	0	0	0
	point1852	1852											
I-15 NB	point1853	1853	8820	87	65	4	65	9	65	0	0	0	0
	point1854	1854	8820	87	65	4	65	9	65	0	0	0	0
	point1855	1855	8820	87	65	4	65	9	65	0	0	0	0
	point1856	1856	8820	87	65	4	65	9	65	0	0	0	0
	point1857	1857	8820	87	65	4	65	9	65	0	0	0	0
	point1858	1858	8820	87	65	4	65	9	65	0	0	0	0
	point1859	1859	8820	87	65	4	65	9	65	0	0	0	0
	point1864	1864	8820	87	65	4	65	9	65	0	0	0	0
	point1869	1869	8820	87	65	4	65	9	65	0	0	0	0
	point1866	1866											
Roadway97	point1870	1870	0	0	0	0	0	0	0	0	0	0	0
	point1871	1871	0	0	0	0	0	0	0	0	0	0	0
	point1872	1872											
Roadway98	point1873	1873	0	0	0	0	0	0	0	0	0	0	0
	point1874	1874	0	0	0	0	0	0	0	0	0	0	0
	point1875	1875											
Roadway99	point1876	1876	0	0	0	0	0	0	0	0	0	0	0
	point1880	1880	0	0	0	0	0	0	0	0	0	0	0
	point1878	1878											
Roadway100	point1881	1881	0	0	0	0	0	0	0	0	0	0	0
	point1883	1883	0	0	0	0	0	0	0	0	0	0	0
	point1882	1882											
Roadway101	point1884	1884	0	0	0	0	0	0	0	0	0	0	0
	point1901	1901	0	0	0	0	0	0	0	0	0	0	0
	point1885	1885											
Sarver Lane	point1893	1893	30	97	25	2	25	1	25	0	0	0	0
	point1735	1735	30	97	25	2	25	1	25	0	0	0	0
	point1734	1734	30	97	25	2	25	1	25	0	0	0	0
	point1733	1733	30	97	25	2	25	1	25	0	0	0	0
	point1732	1732	30	97	25	2	25	1	25	0	0	0	0
	point1731	1731	30	97	25	2	25	1	25	0	0	0	0
	point1730	1730	30	97	25	2	25	1	25	0	0	0	0
	point1729	1729	30	97	25	2	25	1	25	0	0	0	0

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	point1727	1727	30	97	25	2	25	1	25	0	0	0	0
	point1726	1726	30	97	25	2	25	1	25	0	0	0	0
	point1725	1725	30	97	25	2	25	1	25	0	0	0	0
	point1724	1724	30	97	25	2	25	1	25	0	0	0	0
	point1723	1723	30	97	25	2	25	1	25	0	0	0	0
	point1722	1722	30	97	25	2	25	1	25	0	0	0	0
	point1720	1720	30	97	25	2	25	1	25	0	0	0	0
	point1719	1719	30	97	25	2	25	1	25	0	0	0	0
	point1718	1718	30	97	25	2	25	1	25	0	0	0	0
	point1717	1717	30	97	25	2	25	1	25	0	0	0	0
	point1716	1716	30	97	25	2	25	1	25	0	0	0	0
	point1715	1715	30	97	25	2	25	1	25	0	0	0	0
	point1714	1714	30	97	25	2	25	1	25	0	0	0	0
	point1713	1713	30	97	25	2	25	1	25	0	0	0	0
	point1712	1712	30	97	25	2	25	1	25	0	0	0	0
	point1709	1709	30	97	25	2	25	1	25	0	0	0	0
	point1708	1708	30	97	25	2	25	1	25	0	0	0	0
	point1707	1707	30	97	25	2	25	1	25	0	0	0	0
	point1706	1706	30	97	25	2	25	1	25	0	0	0	0
	point1705	1705	30	97	25	2	25	1	25	0	0	0	0
	point1704	1704	30	97	25	2	25	1	25	0	0	0	0
	point1701	1701	30	97	25	2	25	1	25	0	0	0	0
	point1700	1700	30	97	25	2	25	1	25	0	0	0	0
	point1699	1699	30	97	25	2	25	1	25	0	0	0	0
	point1698	1698	30	97	25	2	25	1	25	0	0	0	0
	point1697	1697	30	97	25	2	25	1	25	0	0	0	0
	point1696	1696	30	97	25	2	25	1	25	0	0	0	0
	point1694	1694	30	97	25	2	25	1	25	0	0	0	0
	point1693	1693	30	97	25	2	25	1	25	0	0	0	0
	point1692	1692	30	97	25	2	25	1	25	0	0	0	0
	point1691	1691	30	97	25	2	25	1	25	0	0	0	0
	point1690	1690	30	97	25	2	25	1	25	0	0	0	0
	point1689	1689	30	97	25	2	25	1	25	0	0	0	0
	point1688	1688	30	97	25	2	25	1	25	0	0	0	0
	point1687	1687	30	97	25	2	25	1	25	0	0	0	0
	point1686	1686	30	97	25	2	25	1	25	0	0	0	0

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	point1683	1683	30	97	25	2	25	1	25	0	0	0	0
	point1682	1682	30	97	25	2	25	1	25	0	0	0	0
	point1681	1681	30	97	25	2	25	1	25	0	0	0	0
	point1680	1680	30	97	25	2	25	1	25	0	0	0	0
	point1679	1679	30	97	25	2	25	1	25	0	0	0	0
	point1678	1678	30	97	25	2	25	1	25	0	0	0	0
	point1675	1675	30	97	25	2	25	1	25	0	0	0	0
	point1674	1674	30	97	25	2	25	1	25	0	0	0	0
	point1673	1673	30	97	25	2	25	1	25	0	0	0	0
	point1672	1672	30	97	25	2	25	1	25	0	0	0	0
	point1774	1774	30	97	25	2	25	1	25	0	0	0	0
	point1776	1776											
Deer Springs Road- S of Sarver Ln	point1898	1898	1880	96	55	1	55	3	55	0	0	0	0
	point88	88	1880	96	55	1	55	3	55	0	0	0	0
	point89	89	1880	96	55	1	55	3	55	0	0	0	0
	point90	90	1880	96	55	1	55	3	55	0	0	0	0
	point91	91	1880	96	55	1	55	3	55	0	0	0	0
	point92	92	1880	96	55	1	55	3	55	0	0	0	0
	point93	93	1880	96	55	1	55	3	55	0	0	0	0
	point94	94	1880	96	55	1	55	3	55	0	0	0	0
	point95	95	1880	96	55	1	55	3	55	0	0	0	0
	point96	96	1880	96	55	1	55	3	55	0	0	0	0
	point97	97	1880	96	55	1	55	3	55	0	0	0	0
	point98	98	1880	96	55	1	55	3	55	0	0	0	0
	point99	99	1880	96	55	1	55	3	55	0	0	0	0
	point100	100	1880	96	55	1	55	3	55	0	0	0	0
	point101	101	1880	96	55	1	55	3	55	0	0	0	0
	point102	102	1880	96	55	1	55	3	55	0	0	0	0
	point103	103	1880	96	55	1	55	3	55	0	0	0	0
	point104	104	1880	96	55	1	55	3	55	0	0	0	0
	point105	105	1880	96	55	1	55	3	55	0	0	0	0
	point106	106	1880	96	55	1	55	3	55	0	0	0	0
	point107	107	1880	96	55	1	55	3	55	0	0	0	0
	point108	108	1880	96	55	1	55	3	55	0	0	0	0
	point109	109	1880	96	55	1	55	3	55	0	0	0	0
	point110	110	1880	96	55	1	55	3	55	0	0	0	0

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	point111	111	1880	96	55	1	55	3	55	0	0	0	0
	point112	112	1880	96	55	1	55	3	55	0	0	0	0
	point113	113	1880	96	55	1	55	3	55	0	0	0	0
	point114	114	1880	96	55	1	55	3	55	0	0	0	0
	point115	115	1880	96	55	1	55	3	55	0	0	0	0
	point116	116	1880	96	55	1	55	3	55	0	0	0	0
	point117	117	1880	96	55	1	55	3	55	0	0	0	0
	point118	118	1880	96	55	1	55	3	55	0	0	0	0
	point119	119	1880	96	55	1	55	3	55	0	0	0	0
	point120	120	1880	96	55	1	55	3	55	0	0	0	0
	point121	121	1880	96	55	1	55	3	55	0	0	0	0
	point122	122	1880	96	55	1	55	3	55	0	0	0	0
	point123	123	1880	96	55	1	55	3	55	0	0	0	0
	point124	124	1880	96	55	1	55	3	55	0	0	0	0
	point125	125	1880	96	55	1	55	3	55	0	0	0	0
	point126	126	1880	96	55	1	55	3	55	0	0	0	0
	point127	127	1880	96	55	1	55	3	55	0	0	0	0
	point128	128	1880	96	55	1	55	3	55	0	0	0	0
	point129	129	1880	96	55	1	55	3	55	0	0	0	0
	point130	130	1880	96	55	1	55	3	55	0	0	0	0
	point131	131	1880	96	55	1	55	3	55	0	0	0	0
	point132	132	1880	96	55	1	55	3	55	0	0	0	0
	point1785	1785	1880	96	55	1	55	3	55	0	0	0	0
	point1786	1786											
Roadway120	point1912	1912	0	0	0	0	0	0	0	0	0	0	0
	point1913	1913											
Roadway121	point1914	1914	0	0	0	0	0	0	0	0	0	0	0
	point1915	1915											
Roadway123	point1918	1918	0	0	0	0	0	0	0	0	0	0	0
	point1919	1919											
Roadway124	point1920	1920	0	0	0	0	0	0	0	0	0	0	0
	point1921	1921											
Roadway125	point1922	1922	0	0	0	0	0	0	0	0	0	0	0
	point1923	1923											
Roadway127	point1929	1929	0	0	0	0	0	0	0	0	0	0	0
	point1930	1930											

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Roadway128	point1931	1931	0	0	0	0	0	0	0	0	0	0
	point1932	1932										
DrSprngsRd EB - Mesa RckRd to Srvr	point1945	1945	970	96	55	1	55	3	55	0	0	0
	point8	8	970	96	55	1	55	3	55	0	0	0
	point9	9	970	96	55	1	55	3	55	0	0	0
	point10	10	970	96	55	1	55	3	55	0	0	0
	point11	11	970	96	55	1	55	3	55	0	0	0
	point12	12	970	96	55	1	55	3	55	0	0	0
	point13	13	970	96	55	1	55	3	55	0	0	0
	point14	14	970	96	55	1	55	3	55	0	0	0
	point15	15	970	96	55	1	55	3	55	0	0	0
	point16	16	970	96	55	1	55	3	55	0	0	0
	point17	17	970	96	55	1	55	3	55	0	0	0
	point18	18	970	96	55	1	55	3	55	0	0	0
	point19	19	970	96	55	1	55	3	55	0	0	0
	point20	20	970	96	55	1	55	3	55	0	0	0
	point21	21	970	96	55	1	55	3	55	0	0	0
	point22	22	970	96	55	1	55	3	55	0	0	0
	point23	23	970	96	55	1	55	3	55	0	0	0
	point24	24	970	96	55	1	55	3	55	0	0	0
	point25	25	970	96	55	1	55	3	55	0	0	0
	point26	26	970	96	55	1	55	3	55	0	0	0
	point27	27	970	96	55	1	55	3	55	0	0	0
	point28	28	970	96	55	1	55	3	55	0	0	0
	point29	29	970	96	55	1	55	3	55	0	0	0
	point30	30	970	96	55	1	55	3	55	0	0	0
	point31	31	970	96	55	1	55	3	55	0	0	0
	point32	32	970	96	55	1	55	3	55	0	0	0
	point33	33	970	96	55	1	55	3	55	0	0	0
	point34	34	970	96	55	1	55	3	55	0	0	0
	point35	35	970	96	55	1	55	3	55	0	0	0
	point36	36	970	96	55	1	55	3	55	0	0	0
	point37	37	970	96	55	1	55	3	55	0	0	0
	point38	38	970	96	55	1	55	3	55	0	0	0
	point39	39	970	96	55	1	55	3	55	0	0	0
	point40	40	970	96	55	1	55	3	55	0	0	0

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	point41	41	970	96	55	1	55	3	55	0	0	0	0
	point42	42	970	96	55	1	55	3	55	0	0	0	0
	point43	43	970	96	55	1	55	3	55	0	0	0	0
	point44	44	970	96	55	1	55	3	55	0	0	0	0
	point45	45	970	96	55	1	55	3	55	0	0	0	0
	point46	46	970	96	55	1	55	3	55	0	0	0	0
	point47	47	970	96	55	1	55	3	55	0	0	0	0
	point48	48	970	96	55	1	55	3	55	0	0	0	0
	point49	49	970	96	55	1	55	3	55	0	0	0	0
	point50	50	970	96	55	1	55	3	55	0	0	0	0
	point51	51	970	96	55	1	55	3	55	0	0	0	0
	point52	52	970	96	55	1	55	3	55	0	0	0	0
	point53	53	970	96	55	1	55	3	55	0	0	0	0
	point54	54	970	96	55	1	55	3	55	0	0	0	0
	point55	55	970	96	55	1	55	3	55	0	0	0	0
	point56	56	970	96	55	1	55	3	55	0	0	0	0
	point57	57	970	96	55	1	55	3	55	0	0	0	0
	point58	58	970	96	55	1	55	3	55	0	0	0	0
	point59	59	970	96	55	1	55	3	55	0	0	0	0
	point60	60	970	96	55	1	55	3	55	0	0	0	0
	point61	61	970	96	55	1	55	3	55	0	0	0	0
	point62	62	970	96	55	1	55	3	55	0	0	0	0
	point63	63	970	96	55	1	55	3	55	0	0	0	0
	point64	64	970	96	55	1	55	3	55	0	0	0	0
	point65	65	970	96	55	1	55	3	55	0	0	0	0
	point66	66	970	96	55	1	55	3	55	0	0	0	0
	point67	67	970	96	55	1	55	3	55	0	0	0	0
	point68	68	970	96	55	1	55	3	55	0	0	0	0
	point69	69	970	96	55	1	55	3	55	0	0	0	0
	point70	70	970	96	55	1	55	3	55	0	0	0	0
	point71	71	970	96	55	1	55	3	55	0	0	0	0
	point72	72	970	96	55	1	55	3	55	0	0	0	0
	point73	73	970	96	55	1	55	3	55	0	0	0	0
	point74	74	970	96	55	1	55	3	55	0	0	0	0
	point75	75	970	96	55	1	55	3	55	0	0	0	0
	point76	76	970	96	55	1	55	3	55	0	0	0	0

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	point77	77	970	96	55	1	55	3	55	0	0	0	0
	point78	78	970	96	55	1	55	3	55	0	0	0	0
	point79	79	970	96	55	1	55	3	55	0	0	0	0
	point80	80	970	96	55	1	55	3	55	0	0	0	0
	point81	81	970	96	55	1	55	3	55	0	0	0	0
	point82	82	970	96	55	1	55	3	55	0	0	0	0
	point83	83	970	96	55	1	55	3	55	0	0	0	0
	point84	84	970	96	55	1	55	3	55	0	0	0	0
	point85	85	970	96	55	1	55	3	55	0	0	0	0
	point86	86	970	96	55	1	55	3	55	0	0	0	0
	point87	87											
DrSprngsRd WB - Mesa RckRd to Srvr	point2127	2127	970	96	55	1	55	3	55	0	0	0	0
	point2129	2129	970	96	55	1	55	3	55	0	0	0	0
	point2130	2130	970	96	55	1	55	3	55	0	0	0	0
	point2131	2131	970	96	55	1	55	3	55	0	0	0	0
	point2132	2132	970	96	55	1	55	3	55	0	0	0	0
	point2133	2133	970	96	55	1	55	3	55	0	0	0	0
	point2134	2134	970	96	55	1	55	3	55	0	0	0	0
	point2135	2135	970	96	55	1	55	3	55	0	0	0	0
	point2136	2136	970	96	55	1	55	3	55	0	0	0	0
	point2137	2137	970	96	55	1	55	3	55	0	0	0	0
	point2138	2138	970	96	55	1	55	3	55	0	0	0	0
	point2139	2139	970	96	55	1	55	3	55	0	0	0	0
	point2140	2140	970	96	55	1	55	3	55	0	0	0	0
	point2141	2141	970	96	55	1	55	3	55	0	0	0	0
	point2142	2142	970	96	55	1	55	3	55	0	0	0	0
	point2143	2143	970	96	55	1	55	3	55	0	0	0	0
	point2144	2144	970	96	55	1	55	3	55	0	0	0	0
	point2145	2145	970	96	55	1	55	3	55	0	0	0	0
	point2146	2146	970	96	55	1	55	3	55	0	0	0	0
	point2147	2147	970	96	55	1	55	3	55	0	0	0	0
	point2148	2148	970	96	55	1	55	3	55	0	0	0	0
	point2149	2149	970	96	55	1	55	3	55	0	0	0	0
	point2150	2150	970	96	55	1	55	3	55	0	0	0	0
	point2151	2151	970	96	55	1	55	3	55	0	0	0	0
	point2152	2152	970	96	55	1	55	3	55	0	0	0	0

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	point2153	2153	970	96	55	1	55	3	55	0	0	0	0
	point2154	2154	970	96	55	1	55	3	55	0	0	0	0
	point2155	2155	970	96	55	1	55	3	55	0	0	0	0
	point2156	2156	970	96	55	1	55	3	55	0	0	0	0
	point2157	2157	970	96	55	1	55	3	55	0	0	0	0
	point2158	2158	970	96	55	1	55	3	55	0	0	0	0
	point2159	2159	970	96	55	1	55	3	55	0	0	0	0
	point2160	2160	970	96	55	1	55	3	55	0	0	0	0
	point2161	2161	970	96	55	1	55	3	55	0	0	0	0
	point2162	2162	970	96	55	1	55	3	55	0	0	0	0
	point2163	2163	970	96	55	1	55	3	55	0	0	0	0
	point2164	2164	970	96	55	1	55	3	55	0	0	0	0
	point2165	2165	970	96	55	1	55	3	55	0	0	0	0
	point2166	2166	970	96	55	1	55	3	55	0	0	0	0
	point2167	2167	970	96	55	1	55	3	55	0	0	0	0
	point2168	2168	970	96	55	1	55	3	55	0	0	0	0
	point2169	2169	970	96	55	1	55	3	55	0	0	0	0
	point2170	2170	970	96	55	1	55	3	55	0	0	0	0
	point2171	2171	970	96	55	1	55	3	55	0	0	0	0
	point2172	2172	970	96	55	1	55	3	55	0	0	0	0
	point2173	2173	970	96	55	1	55	3	55	0	0	0	0
	point2174	2174	970	96	55	1	55	3	55	0	0	0	0
	point2175	2175	970	96	55	1	55	3	55	0	0	0	0
	point2176	2176	970	96	55	1	55	3	55	0	0	0	0
	point2177	2177	970	96	55	1	55	3	55	0	0	0	0
	point2178	2178	970	96	55	1	55	3	55	0	0	0	0
	point2179	2179	970	96	55	1	55	3	55	0	0	0	0
	point2180	2180	970	96	55	1	55	3	55	0	0	0	0
	point2181	2181	970	96	55	1	55	3	55	0	0	0	0
	point2182	2182	970	96	55	1	55	3	55	0	0	0	0
	point2183	2183	970	96	55	1	55	3	55	0	0	0	0
	point2184	2184	970	96	55	1	55	3	55	0	0	0	0
	point2185	2185	970	96	55	1	55	3	55	0	0	0	0
	point2186	2186	970	96	55	1	55	3	55	0	0	0	0
	point2187	2187	970	96	55	1	55	3	55	0	0	0	0
	point2188	2188	970	96	55	1	55	3	55	0	0	0	0

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	point2189	2189	970	96	55	1	55	3	55	0	0	0	0
	point2190	2190	970	96	55	1	55	3	55	0	0	0	0
	point2191	2191	970	96	55	1	55	3	55	0	0	0	0
	point2192	2192	970	96	55	1	55	3	55	0	0	0	0
	point2193	2193	970	96	55	1	55	3	55	0	0	0	0
	point2194	2194	970	96	55	1	55	3	55	0	0	0	0
	point2195	2195	970	96	55	1	55	3	55	0	0	0	0
	point2196	2196	970	96	55	1	55	3	55	0	0	0	0
	point2197	2197	970	96	55	1	55	3	55	0	0	0	0
	point2198	2198	970	96	55	1	55	3	55	0	0	0	0
	point2199	2199	970	96	55	1	55	3	55	0	0	0	0
	point2200	2200	970	96	55	1	55	3	55	0	0	0	0
	point2201	2201	970	96	55	1	55	3	55	0	0	0	0
	point2202	2202	970	96	55	1	55	3	55	0	0	0	0
	point2203	2203	970	96	55	1	55	3	55	0	0	0	0
	point2204	2204	970	96	55	1	55	3	55	0	0	0	0
	point2205	2205	970	96	55	1	55	3	55	0	0	0	0
	point2206	2206	970	96	55	1	55	3	55	0	0	0	0
	point2207	2207											
DrSpngsRd EB- MesaRockRd to I15	point2209	2209	1130	96	55	1	55	3	55	0	0	0	0
	point2214	2214	1130	96	55	1	55	3	55	0	0	0	0
	point2213	2213	1130	96	55	1	55	3	55	0	0	0	0
	point2212	2212	1130	96	55	1	55	3	55	0	0	0	0
	point2211	2211	1130	96	55	1	55	3	55	0	0	0	0
	point2210	2210	1130	96	55	1	55	3	55	0	0	0	0
	point2208	2208											
Twin Oaks Valley Rd WindyWy to Borde	point2221	2221	2110	96	45	1	45	3	45	0	0	0	0
	point2222	2222											
Twin Oaks Valley Rd Borden to Mission	point2223	2223	2900	96	45	1	45	3	45	0	0	0	0
	point2224	2224											
Twin Oaks Valley Rd Cassou to La Cien	point2249	2249	1800	96	45	1	45	3	45	0	0	0	0
	point2250	2250											
Twin Oaks Valley Rd La Cien to WindyW	point2251	2251	2030	96	45	1	45	3	45	0	0	0	0
	point2252	2252											

INPUT: RECEIVERS
PN 7608

Dudek											
M Greene											
INPUT: RECEIVERS											
PROJECT/CONTRACT:		PN 7608									
RUN:		Newland Sierra Existing 031617									
Receiver											
Name	No.	#DUs	Coordinates (ground)			Height	Input Sound Levels and Criteria				Active
			X	Y	Z	above	Existing	Impact Criteria		NR	in
						Ground	LAeq1h	LAeq1h	Sub'l	Goal	Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
Mobile Home Park S of Project	80	1	6,293,074.5	2,015,906.5	992.00	5.00	0.00	60	10.0	8.0	Y
Resi E of Deer Springs Rd	81	1	6,284,527.5	2,011,139.1	718.00	5.00	0.00	60	10.0	8.0	Y
Resi N of Buena Crk Rd	82	1	6,283,984.5	2,011,600.5	740.00	5.00	0.00	60	10.0	8.0	Y
Resi N of Buena Crk Rd - 2	83	1	6,283,006.0	2,011,550.4	739.00	5.00	0.00	60	10.0	8.0	Y
Resi NE of Golden Door	84	1	6,288,844.5	2,015,823.8	838.00	5.00	0.00	60	10.0	8.0	Y
Resi S of Project	85	1	6,291,423.5	2,015,846.9	890.00	5.00	0.00	60	10.0	8.0	Y
Resi SE of Deer Springs Rd & Sarver Ln	87	1	6,286,227.0	2,015,491.9	781.00	5.00	0.00	60	10.0	8.0	Y
Resi N of Camino Mayor	88	1	6,279,917.5	2,023,623.1	980.00	5.00	0.00	60	10.0	8.0	Y
Golden Door Nearest Facade	92	1	6,288,412.5	2,015,529.8	804.00	5.00	0.00	60	10.0	8.0	Y
Sarver Ln Church	201	1	6,285,992.5	2,015,986.9	789.00	5.00	0.00	60	10.0	8.0	Y
TwinOaksVllyRdS. of BunaCrkRd - 100'	203	1	6,284,452.0	2,010,850.0	720.00	5.00	0.00	60	10.0	8.0	Y
TwinOaksVllyRdS. of BunaCrkRd - 50'	205	1	6,284,404.0	2,010,861.9	720.00	5.00	0.00	60	10.0	8.0	Y
Buena Creek Rd - 100'	206	1	6,283,068.0	2,011,383.8	736.00	5.00	0.00	60	10.0	8.0	Y
Buena Creek Rd - 50'	208	1	6,283,068.0	2,011,433.8	736.00	5.00	0.00	60	10.0	8.0	Y
Camino Mayor - 100'	209	1	6,283,170.0	2,024,316.4	1,515.00	5.00	0.00	60	10.0	8.0	Y
Camino Mayor - 50'	211	1	6,283,188.0	2,024,362.2	1,515.00	5.00	0.00	60	10.0	8.0	Y
Deer Springs Road - 100'	212	1	6,292,917.5	2,015,672.4	981.00	5.00	0.00	60	10.0	8.0	Y
Deer Springs Road - 50'	214	1	6,292,879.5	2,015,707.4	981.00	5.00	0.00	66	10.0	8.0	Y
Deer Sprngs Rd S of Sarver - 100'	215	1	6,286,080.0	2,013,851.2	738.00	5.00	0.00	66	10.0	8.0	Y
Deer Sprngs Rd S of Sarver - 50'	217	1	6,286,030.0	2,013,851.2	738.00	5.00	0.00	66	10.0	8.0	Y
Sarver Lane - 100'	218	1	6,286,005.0	2,016,338.5	792.00	5.00	0.00	66	10.0	8.0	Y
Sarver Lane - 50'	219	1	6,285,967.0	2,016,373.5	792.00	5.00	0.00	60	10.0	8.0	Y

INPUT: RECEIVERS**PN 7608**

Sarver Ln - Entrance - 100'	220	1	6,286,698.5	2,017,256.1	865.00	5.00	0.00	60	10.0	8.0	Y
Sarver Ln - Entrance - 50'	221	1	6,286,652.5	2,017,237.0	865.00	5.00	0.00	66	10.0	8.0	Y
I-15 - 200'	222	1	6,291,965.0	2,020,299.6	900.00	5.00	0.00	66	10.0	8.0	Y
I-15 - 400'	223	1	6,292,134.5	2,020,406.2	900.00	5.00	0.00	66	10.0	8.0	Y
I-15 - 600'	224	1	6,292,304.0	2,020,513.0	900.00	5.00	0.00	66	10.0	8.0	Y
I-15 - 800'	225	1	6,292,473.5	2,020,619.8	900.00	5.00	0.00	66	10.0	8.0	Y
I-15 - 1000'	226	1	6,292,643.0	2,020,726.5	900.00	5.00	0.00	66	10.0	8.0	Y
I-15 - 1200'	229	1	6,292,812.5	2,020,833.1	900.00	5.00	0.00	66	10.0	8.0	Y
I-15 - 1400'	230	1	6,292,982.0	2,020,939.9	900.00	5.00	0.00	66	10.0	8.0	Y
I-15 - 1600'	232	1	6,293,151.5	2,021,046.6	900.00	5.00	0.00	66	10.0	8.0	Y
I-15 - 1800'	233	1	6,293,321.0	2,021,153.2	900.00	5.00	0.00	66	10.0	8.0	Y
I-15 - 2000'	235	1	6,293,490.5	2,021,260.0	900.00	5.00	0.00	66	10.0	8.0	Y
Twin Oaks Vly Rd Cass-LaCnga - Sch	241	1	6,284,180.5	2,010,019.6	712.00	5.00	0.00	66	10.0	8.0	Y
Twin Oaks Vly Rd LaCng-Windy - Resi	243	1	6,283,477.0	2,004,707.5	645.00	5.00	0.00	66	10.0	8.0	Y
Twin Oaks Vly Rd Windy-Borden - Resi	245	1	6,283,650.5	2,000,827.5	609.00	5.00	0.00	66	10.0	8.0	Y
Twin Oaks Vly Rd Borden-Missn - Resi	248	1	6,284,197.0	1,999,345.8	760.00	5.00	0.00	66	10.0	8.0	Y

INPUT: TERRAIN LINES**PN 7608**

Dudek			29 March 2017	
M Greene			TNM 2.5	
INPUT: TERRAIN LINES				
PROJECT/CONTRACT:	PN 7608			
RUN:	Newland Sierra Existing 031617			
Terrain Line	Points			
Name	No.	Coordinates (ground)		
		X	Y	Z
		ft	ft	ft
Terrain Line9	17	6,289,074.5	2,020,495.1	1,280.05
	18	6,289,229.0	2,020,345.2	1,286.65
	19	6,289,364.5	2,020,263.5	1,294.71
	20	6,289,523.0	2,020,182.8	1,299.59
	21	6,289,626.5	2,020,145.5	1,299.91
	22	6,289,725.0	2,020,140.8	1,299.93
Terrain Line10	24	6,290,167.5	2,020,890.4	1,288.33
	25	6,290,209.0	2,020,823.8	1,285.00
	26	6,290,276.5	2,020,667.4	1,260.00
	27	6,290,185.5	2,020,564.6	1,303.27
	28	6,290,261.0	2,020,388.5	1,280.00
Terrain Line11	29	6,290,219.5	2,020,202.5	1,310.00
	30	6,290,261.0	2,020,388.5	1,280.00
Terrain Line13	34	6,290,219.5	2,020,202.5	1,310.00
	35	6,290,396.5	2,020,085.4	1,266.18
	36	6,290,894.0	2,019,277.8	1,377.03
Terrain Line14	37	6,290,986.0	2,018,558.9	1,265.38
	38	6,291,042.5	2,018,480.0	1,260.00
	39	6,291,165.0	2,018,286.6	1,255.00
	483	6,291,251.0	2,018,176.8	1,250.00
	484	6,291,337.0	2,018,067.0	1,245.01
	40	6,291,423.0	2,017,957.1	1,240.01
	41	6,291,344.0	2,017,834.6	1,235.00
Terrain Line15	42	6,290,894.0	2,019,277.8	1,377.03

INPUT: TERRAIN LINES**PN 7608**

	43	6,291,073.5	2,018,844.5	1,340.00
	44	6,291,317.0	2,018,579.5	1,365.00
	45	6,291,439.5	2,018,440.4	1,325.00
Terrain Line25	74	6,292,397.0	2,016,919.8	1,045.00
	75	6,292,572.0	2,016,660.1	1,040.39
	76	6,292,702.0	2,016,541.2	1,035.07
Terrain Line26	77	6,292,963.0	2,017,209.4	1,075.00
	78	6,292,953.5	2,017,148.2	1,055.00
	79	6,293,026.5	2,016,960.1	1,035.00
	80	6,293,192.5	2,016,609.8	1,015.00
	81	6,293,236.0	2,016,498.6	1,010.02
	82	6,293,213.0	2,016,492.8	1,010.00
Terrain Line27	83	6,292,921.5	2,016,151.2	1,019.20
	84	6,292,930.5	2,016,262.9	1,018.30
	85	6,292,952.0	2,016,299.8	1,014.98
	86	6,293,051.5	2,016,278.0	1,005.00
	87	6,293,209.0	2,016,222.8	1,007.47
Terrain Line28	88	6,292,864.5	2,015,892.8	999.90
	89	6,292,983.5	2,016,006.5	1,005.28
	90	6,293,029.5	2,016,034.1	1,000.01
	91	6,293,209.0	2,016,201.0	1,006.52
Terrain Line5	15	6,289,014.5	2,020,546.2	1,275.03
	13	6,288,843.5	2,020,643.0	1,270.00
	11	6,288,694.5	2,020,707.8	1,270.00
	9	6,288,455.5	2,020,756.5	1,263.88
	7	6,288,317.0	2,020,800.5	1,265.04
	5	6,288,199.5	2,020,858.9	1,270.00
	3	6,288,042.0	2,020,995.0	1,275.05
	1	6,287,961.5	2,021,109.1	1,280.00
	2	6,287,890.0	2,021,286.4	1,280.00
Terrain Line19	59	6,292,012.5	2,018,239.8	1,128.44
	60	6,292,161.0	2,018,167.5	1,073.60
	63	6,292,161.0	2,018,075.0	1,061.43
	62	6,292,292.5	2,018,136.6	1,030.00
	67	6,292,471.0	2,018,123.1	1,030.00
	68	6,292,695.0	2,018,006.8	1,030.00

INPUT: TERRAIN LINES**PN 7608**

	69	6,292,712.0	2,018,052.0	1,025.00
	71	6,292,817.0	2,017,789.8	1,005.00
	72	6,292,811.5	2,017,476.9	1,064.50
	73	6,292,963.0	2,017,209.4	1,075.00
Terrain Line16	46	6,291,439.5	2,018,440.4	1,325.00
	47	6,291,435.5	2,018,353.6	1,285.00
	48	6,291,432.5	2,018,247.5	1,241.63
	49	6,291,444.5	2,018,235.8	1,238.62
	50	6,291,557.5	2,018,204.6	1,255.00
	52	6,291,626.0	2,018,063.0	1,210.00
	53	6,291,678.0	2,018,048.2	1,205.00
	54	6,291,809.0	2,017,827.4	1,155.27
	55	6,291,940.5	2,017,760.8	1,085.00
	56	6,291,951.0	2,017,742.2	1,080.00
	57	6,292,012.5	2,017,501.5	1,085.00
	58	6,292,453.5	2,017,664.2	1,080.00
Terrain Line47	108	6,283,595.5	2,023,678.4	1,483.08
	109	6,283,530.5	2,023,673.9	1,524.61
	110	6,283,387.0	2,023,865.4	1,567.32
	111	6,283,343.0	2,024,013.0	1,603.96
	112	6,283,228.5	2,024,204.4	1,605.00
	113	6,283,222.0	2,024,252.1	1,598.59
	114	6,283,096.0	2,024,263.9	1,604.62
	115	6,282,956.5	2,024,029.0	1,682.72
	116	6,283,121.5	2,023,975.1	1,641.34
	117	6,283,253.5	2,023,981.1	1,603.86
	118	6,283,481.0	2,023,697.2	1,545.41
	119	6,283,519.5	2,023,486.2	1,510.83
	120	6,283,403.5	2,023,244.5	1,467.50
	121	6,283,360.5	2,023,073.2	1,447.32
	122	6,283,284.0	2,023,040.9	1,439.83
	123	6,283,270.5	2,022,873.6	1,430.42
	124	6,283,283.0	2,022,684.2	1,420.95
	125	6,283,347.5	2,022,511.8	1,415.23
	126	6,283,398.0	2,022,434.1	1,410.41
	127	6,283,543.0	2,022,294.1	1,405.07

INPUT: TERRAIN LINES**PN 7608**

	128	6,283,708.0	2,022,211.4	1,399.96
	129	6,283,797.5	2,022,188.5	1,394.96
	131	6,283,804.5	2,022,000.1	1,384.39
	132	6,283,809.0	2,021,731.9	1,384.96
	133	6,283,825.0	2,021,284.6	1,395.01
	134	6,283,871.5	2,021,104.8	1,399.47
	135	6,283,959.0	2,020,987.0	1,399.90
	136	6,284,097.5	2,020,898.0	1,395.58
	137	6,284,241.0	2,020,867.6	1,389.62
	138	6,284,559.5	2,020,949.1	1,373.84
	139	6,284,774.5	2,021,031.6	1,360.75
	140	6,284,936.5	2,021,177.0	1,350.10
	141	6,284,972.5	2,021,240.9	1,350.02
	142	6,285,010.0	2,021,381.9	1,344.93
	143	6,285,009.0	2,021,512.4	1,336.11
	144	6,285,005.0	2,021,632.2	1,330.06
	145	6,285,026.0	2,021,750.6	1,320.08
	147	6,285,055.5	2,021,803.1	1,312.87
Terrain Line48	148	6,285,350.5	2,022,159.2	1,294.11
	149	6,285,298.5	2,022,090.2	1,284.97
	150	6,285,198.5	2,021,984.0	1,279.68
	151	6,285,130.5	2,021,801.6	1,269.92
	152	6,285,146.0	2,021,576.2	1,259.36
	153	6,285,180.5	2,021,328.6	1,244.44
	154	6,285,185.0	2,021,178.8	1,232.01
	155	6,285,169.5	2,021,080.0	1,224.95
	156	6,285,090.0	2,020,898.4	1,218.54
	157	6,284,983.5	2,020,792.5	1,214.29
	158	6,284,775.5	2,020,654.2	1,204.99
	159	6,284,562.5	2,020,540.8	1,199.78
	160	6,284,381.5	2,020,376.5	1,194.95
	161	6,284,305.5	2,020,209.0	1,193.48
	162	6,284,289.0	2,020,087.0	1,189.91
	163	6,284,308.0	2,019,930.4	1,189.36
	164	6,284,340.5	2,019,776.9	1,184.46
	165	6,284,427.0	2,019,696.4	1,182.80

INPUT: TERRAIN LINES**PN 7608**

	166	6,284,803.0	2,019,618.0	1,177.33
	167	6,284,901.5	2,019,611.9	1,175.41
	168	6,285,010.0	2,019,698.8	1,183.81
	169	6,285,075.5	2,019,828.2	1,185.10
	170	6,285,113.0	2,019,878.0	1,188.37
	171	6,285,122.5	2,020,083.9	1,189.71
	172	6,285,211.0	2,020,242.1	1,189.13
	173	6,285,151.5	2,020,322.5	1,194.60
	174	6,285,055.5	2,020,350.8	1,192.05
Terrain Line50	176	6,285,059.5	2,020,365.1	1,192.60
	177	6,285,190.0	2,020,389.2	1,200.00
	487	6,285,269.0	2,020,437.8	1,202.63
	178	6,285,348.0	2,020,486.1	1,205.27
	179	6,285,574.5	2,020,638.6	1,214.76
	180	6,285,616.5	2,020,685.6	1,214.93
	181	6,285,701.5	2,020,853.6	1,219.88
	182	6,285,714.0	2,020,905.8	1,219.99
	183	6,285,620.0	2,020,927.6	1,216.39
Terrain Line51	184	6,285,754.0	2,020,962.2	1,227.02
	185	6,285,864.0	2,020,955.8	1,229.82
	186	6,285,932.0	2,020,971.2	1,229.89
	187	6,286,043.0	2,021,037.9	1,230.05
	188	6,286,166.0	2,021,181.0	1,230.00
	189	6,286,254.0	2,021,360.6	1,233.17
	190	6,286,292.5	2,021,510.9	1,235.20
	191	6,286,332.5	2,021,591.5	1,235.57
	192	6,286,196.5	2,021,655.1	1,240.00
	193	6,285,997.5	2,021,725.2	1,240.27
	194	6,285,840.0	2,021,772.2	1,250.09
Terrain Line52	195	6,283,726.5	2,023,685.4	1,480.00
	196	6,283,883.0	2,023,746.2	1,485.00
	197	6,284,056.5	2,023,916.4	1,487.47
Terrain Line55	199	6,284,056.5	2,023,916.4	1,487.47
	200	6,284,210.5	2,023,915.2	1,480.11
	201	6,284,240.5	2,023,913.0	1,476.68
	202	6,284,286.5	2,023,909.6	1,473.32

INPUT: TERRAIN LINES**PN 7608**

	203	6,284,299.5	2,023,877.4	1,479.50
	204	6,284,428.5	2,023,805.0	1,495.85
	205	6,284,442.5	2,023,853.9	1,485.48
	206	6,284,600.5	2,023,902.5	1,480.00
	207	6,284,776.0	2,023,873.0	1,480.04
	208	6,284,819.5	2,023,890.0	1,460.97
	209	6,284,851.5	2,023,902.5	1,467.38
	210	6,284,867.0	2,023,963.6	1,465.41
	211	6,284,920.0	2,024,037.5	1,460.91
	212	6,285,021.0	2,024,077.9	1,452.26
	213	6,285,262.0	2,023,978.9	1,439.58
	214	6,285,233.0	2,023,883.0	1,465.59
	215	6,285,219.0	2,023,767.9	1,454.00
Terrain Line56	216	6,285,270.5	2,023,699.1	1,460.00
	217	6,285,406.0	2,023,581.0	1,448.38
	218	6,285,421.0	2,023,451.0	1,448.33
	219	6,285,362.0	2,023,331.4	1,451.75
	220	6,285,169.0	2,023,306.8	1,459.99
Terrain Line57	221	6,285,362.0	2,023,331.4	1,451.75
	222	6,285,391.0	2,023,181.4	1,450.00
	223	6,285,465.5	2,023,119.5	1,445.00
	224	6,285,416.0	2,023,024.8	1,444.98
	225	6,285,263.5	2,022,971.0	1,445.00
Terrain Line58	227	6,290,221.0	2,020,114.5	1,314.31
	228	6,290,214.5	2,020,209.9	1,269.61
	229	6,290,203.5	2,020,315.9	1,306.52
	230	6,290,197.0	2,020,401.8	1,309.51
	231	6,290,181.0	2,020,463.4	1,305.20
	232	6,290,177.0	2,020,521.6	1,305.09
	233	6,290,197.5	2,020,636.9	1,300.06
	234	6,290,184.5	2,020,811.5	1,300.01
	235	6,290,069.5	2,020,816.1	1,296.86
Terrain Line59	236	6,290,069.5	2,020,831.0	1,296.28
	237	6,290,140.5	2,020,908.2	1,295.03
	238	6,290,109.0	2,020,943.1	1,295.02
	239	6,290,027.0	2,020,990.5	1,290.94

INPUT: TERRAIN LINES**PN 7608**

	240	6,289,936.0	2,020,987.6	1,290.08
	241	6,289,878.5	2,020,974.5	1,290.01
	242	6,289,770.0	2,021,011.0	1,285.18
	243	6,289,718.5	2,021,083.2	1,283.51
	244	6,289,664.0	2,021,106.0	1,281.91
	245	6,289,522.0	2,021,075.0	1,279.43
	246	6,289,378.0	2,021,124.0	1,275.01
	247	6,289,286.0	2,021,204.1	1,270.58
	248	6,289,204.5	2,021,302.9	1,266.97
	249	6,289,074.0	2,021,317.5	1,265.12
	250	6,288,962.5	2,021,363.9	1,265.01
	251	6,288,908.0	2,021,417.9	1,265.05
	252	6,288,863.0	2,021,496.2	1,267.54
	253	6,288,833.0	2,021,538.2	1,269.49
	254	6,288,765.5	2,021,581.6	1,270.09
	255	6,288,685.0	2,021,601.4	1,275.07
	256	6,288,602.5	2,021,608.6	1,276.78
	257	6,288,511.0	2,021,612.1	1,278.44
	258	6,288,475.5	2,021,666.6	1,281.05
	259	6,288,391.0	2,021,756.2	1,284.72
	260	6,288,216.5	2,021,818.9	1,288.63
	261	6,288,171.5	2,021,859.9	1,290.01
	262	6,288,088.0	2,022,038.6	1,296.46
	263	6,287,967.5	2,021,914.4	1,299.83
	264	6,287,945.0	2,021,881.9	1,299.98
	265	6,287,815.5	2,021,822.2	1,299.95
Terrain Line60	266	6,287,865.5	2,021,361.9	1,280.00
	267	6,287,845.0	2,021,483.4	1,290.03
	268	6,287,812.0	2,021,601.2	1,293.20
	269	6,287,746.5	2,021,754.9	1,295.65
Terrain Line61	270	6,287,865.5	2,021,361.9	1,280.00
	271	6,287,804.0	2,021,479.2	1,270.03
	272	6,287,742.5	2,021,643.0	1,267.59
	273	6,287,658.5	2,021,785.2	1,265.83
	274	6,287,588.5	2,021,856.5	1,264.84
	275	6,287,508.5	2,021,915.8	1,263.35

INPUT: TERRAIN LINES**PN 7608**

	276	6,287,420.5	2,021,962.0	1,260.44
	277	6,287,130.5	2,022,055.0	1,259.78
	278	6,286,879.0	2,022,119.6	1,254.96
Terrain Line62	279	6,287,230.0	2,022,029.4	1,262.93
	280	6,287,181.0	2,022,157.5	1,264.67
Terrain Line63	281	6,286,789.5	2,022,158.2	1,255.04
	282	6,286,744.5	2,022,168.1	1,255.09
	283	6,286,560.5	2,022,206.6	1,260.07
	284	6,286,376.0	2,022,218.9	1,262.88
	485	6,286,201.0	2,022,223.8	1,269.52
	285	6,286,026.0	2,022,228.5	1,276.16
	286	6,285,891.5	2,022,227.9	1,280.06
	287	6,285,833.5	2,022,278.5	1,283.04
	288	6,285,807.0	2,022,367.2	1,288.93
	289	6,285,868.5	2,022,510.4	1,289.77
	290	6,285,924.0	2,022,639.8	1,290.51
	291	6,285,926.5	2,022,732.8	1,291.58
	292	6,285,905.0	2,022,872.1	1,291.10
Terrain Line64	293	6,287,194.0	2,022,206.8	1,264.39
	294	6,287,267.5	2,022,300.6	1,264.82
	295	6,287,334.5	2,022,495.8	1,264.95
	296	6,287,374.0	2,022,554.1	1,268.43
	297	6,287,486.5	2,022,594.9	1,269.76
	298	6,287,604.5	2,022,617.4	1,270.00
	299	6,287,733.5	2,022,635.2	1,270.00
	300	6,287,903.5	2,022,715.9	1,270.00
	301	6,287,963.5	2,022,789.8	1,270.00
	302	6,288,008.5	2,022,966.8	1,270.00
	303	6,288,010.5	2,023,176.8	1,265.28
	304	6,288,029.5	2,023,315.0	1,265.88
	305	6,288,068.5	2,023,434.4	1,270.03
	306	6,288,113.5	2,023,526.5	1,271.90
	307	6,288,189.5	2,023,589.1	1,275.01
Terrain Line65	308	6,285,145.5	2,022,535.6	1,437.92
	309	6,285,366.5	2,022,503.6	1,439.97
	310	6,285,432.5	2,022,512.9	1,439.98

INPUT: TERRAIN LINES**PN 7608**

	311	6,285,533.0	2,022,745.8	1,434.87
	312	6,285,482.5	2,022,825.6	1,440.00
Terrain Line66	313	6,285,482.5	2,022,825.6	1,440.00
	314	6,285,409.0	2,022,858.6	1,438.44
	316	6,285,228.0	2,022,861.9	1,450.23
Terrain Line67	317	6,292,856.5	2,016,362.6	1,025.71
	318	6,292,718.0	2,016,420.2	1,033.69
	319	6,292,637.0	2,016,365.9	1,036.28
	320	6,292,633.0	2,016,275.4	1,034.74
	321	6,292,660.5	2,016,126.6	1,029.58
	322	6,292,700.5	2,016,036.9	1,022.01
	323	6,292,871.0	2,015,884.6	998.57
	324	6,292,886.0	2,015,870.9	989.98
Terrain Line71	333	6,293,126.5	2,016,403.9	1,013.66
	334	6,293,160.5	2,016,451.5	1,012.91
	335	6,293,217.0	2,016,485.5	1,010.02
	336	6,293,210.0	2,016,492.8	1,010.00
	337	6,293,008.5	2,016,913.1	1,031.67
	338	6,292,895.5	2,017,152.2	1,046.58
	339	6,292,806.0	2,017,341.4	1,056.75
	340	6,292,788.0	2,017,464.0	1,064.09
	341	6,292,641.0	2,017,774.9	1,080.00
Terrain Line72	342	6,292,672.5	2,017,786.9	1,080.00
	343	6,292,585.5	2,017,976.2	1,080.00
	344	6,292,469.0	2,018,031.1	1,080.00
Terrain Line73	345	6,292,469.0	2,018,031.1	1,080.00
	346	6,292,298.0	2,018,048.8	1,080.00
	347	6,292,165.0	2,018,014.9	1,079.99
	348	6,292,077.0	2,017,952.4	1,080.03
	349	6,291,987.5	2,017,790.5	1,080.34
	350	6,291,964.0	2,017,709.0	1,081.36
Terrain Line74	353	6,290,794.0	2,018,140.6	1,265.00
	354	6,290,786.5	2,018,288.1	1,272.89
	355	6,290,746.0	2,018,305.2	1,275.15
	356	6,290,665.0	2,018,278.2	1,282.83
	357	6,290,592.5	2,018,221.1	1,293.00

INPUT: TERRAIN LINES**PN 7608**

	358	6,290,508.0	2,018,179.6	1,302.37
	359	6,290,413.0	2,018,164.0	1,310.00
	360	6,290,380.5	2,018,047.2	1,315.01
	361	6,290,366.0	2,017,938.1	1,316.29
Terrain Line75	362	6,290,320.5	2,017,851.9	1,320.03
	363	6,290,249.5	2,017,809.9	1,322.24
	364	6,290,151.0	2,017,809.1	1,324.96
	365	6,289,969.5	2,017,862.2	1,332.60
Terrain Line76	366	6,289,901.0	2,017,913.8	1,333.99
	367	6,289,917.0	2,017,969.8	1,332.96
	368	6,289,968.5	2,018,098.9	1,330.00
	369	6,290,011.5	2,018,214.6	1,332.11
	370	6,290,014.0	2,018,230.1	1,332.58
Terrain Line77	371	6,288,139.5	2,019,077.2	919.92
	372	6,288,112.0	2,019,199.6	926.79
	373	6,287,999.5	2,019,132.0	919.99
	374	6,287,875.0	2,019,049.8	915.00
	375	6,287,776.5	2,019,032.5	914.78
	376	6,287,676.5	2,019,030.2	914.63
	377	6,287,612.0	2,019,037.0	910.00
	378	6,287,419.5	2,019,090.5	909.81
	379	6,287,324.5	2,019,121.4	909.50
	380	6,287,240.0	2,019,179.2	907.16
	381	6,287,131.0	2,019,313.1	907.59
Terrain Line79	383	6,286,971.0	2,019,538.9	904.96
	384	6,287,029.5	2,019,669.5	905.60
	385	6,287,025.0	2,019,759.4	909.30
	386	6,286,992.5	2,019,878.0	912.28
	387	6,286,959.5	2,019,999.6	916.72
	388	6,286,942.5	2,020,063.4	918.44
	389	6,287,001.5	2,020,073.1	923.16
Terrain Line80	390	6,286,965.0	2,020,245.5	924.63
	391	6,286,846.5	2,020,225.9	922.12
	392	6,286,800.0	2,020,324.4	928.53
	393	6,286,670.0	2,020,329.9	933.20
	394	6,286,608.5	2,020,332.5	932.78

INPUT: TERRAIN LINES**PN 7608**

	395	6,286,403.0	2,020,278.9	930.00
	396	6,286,329.0	2,020,218.0	925.00
	397	6,286,157.0	2,019,990.9	920.00
	398	6,286,023.5	2,019,869.4	917.08
	399	6,285,924.0	2,019,784.1	915.00
	400	6,285,908.0	2,019,701.4	915.07
	401	6,285,917.5	2,019,475.4	909.62
	402	6,286,106.5	2,019,467.6	905.07
Terrain Line81	403	6,286,090.0	2,019,310.4	898.93
	404	6,285,923.0	2,019,379.5	906.00
	405	6,285,845.5	2,019,206.0	899.39
	406	6,285,754.0	2,019,121.2	894.99
	407	6,285,697.5	2,019,089.1	894.45
Terrain Line82	408	6,285,647.0	2,018,969.2	889.99
	409	6,285,647.5	2,018,904.2	889.99
	410	6,285,708.0	2,018,874.2	889.98
	411	6,286,012.5	2,018,876.9	885.00
Terrain Line83	412	6,285,948.0	2,018,873.1	885.04
	413	6,285,971.5	2,018,787.9	881.42
	414	6,285,985.0	2,018,766.5	880.13
	415	6,286,049.5	2,018,709.6	880.05
	416	6,286,019.0	2,018,658.1	875.45
	417	6,285,988.5	2,018,606.5	875.02
	418	6,286,053.0	2,018,498.2	873.20
	419	6,286,088.5	2,018,430.6	872.11
	420	6,286,140.0	2,018,399.9	871.49
	421	6,286,191.5	2,018,369.2	869.30
	422	6,286,260.5	2,018,367.9	869.07
	423	6,286,314.5	2,018,385.9	869.18
	424	6,286,356.5	2,018,456.5	880.00
	425	6,286,382.5	2,018,510.8	875.24
	426	6,286,403.0	2,018,495.2	875.00
Terrain Line84	428	6,286,754.0	2,018,363.0	885.00
	429	6,286,792.0	2,018,405.6	890.00
	430	6,286,812.0	2,018,464.1	892.71
	431	6,287,063.5	2,018,741.4	895.01

INPUT: TERRAIN LINES**PN 7608**

	432	6,287,729.0	2,018,525.4	910.00
	433	6,287,857.0	2,018,447.5	914.68
	434	6,287,898.5	2,018,420.1	914.99
	435	6,287,973.0	2,018,393.8	915.00
	436	6,288,115.0	2,018,416.8	919.69
	437	6,288,172.5	2,018,461.1	919.81
	438	6,288,213.0	2,018,521.6	919.93
	439	6,288,232.0	2,018,592.1	919.97
	440	6,288,224.0	2,018,987.9	928.88
	441	6,288,155.0	2,018,978.6	919.41
Terrain Line85	442	6,288,189.5	2,023,589.1	1,275.01
	443	6,288,054.0	2,023,785.9	1,278.49
	444	6,288,011.5	2,023,847.0	1,279.57
	445	6,287,924.5	2,023,865.8	1,280.00
	446	6,287,836.5	2,023,868.8	1,281.68
	447	6,287,631.0	2,023,874.5	1,285.60
	448	6,287,593.5	2,023,876.1	1,286.40
	449	6,287,538.5	2,023,836.0	1,285.20
	450	6,287,452.0	2,023,860.0	1,289.68
	451	6,287,430.0	2,023,737.6	1,289.68
	452	6,287,331.0	2,023,635.8	1,288.51
	453	6,287,241.0	2,023,607.4	1,284.74
	454	6,287,194.0	2,023,560.8	1,280.96
	455	6,287,098.0	2,023,529.4	1,279.99
	456	6,286,722.0	2,023,458.0	1,269.05
	457	6,286,615.0	2,023,332.4	1,280.03
	458	6,286,479.5	2,023,202.4	1,280.06
	459	6,286,278.0	2,023,125.9	1,285.01
	460	6,286,091.5	2,023,151.9	1,285.02
	461	6,285,925.0	2,023,216.6	1,290.04
	462	6,285,827.0	2,023,138.0	1,305.02
	463	6,285,899.5	2,023,048.1	1,289.71
Terrain Line86	464	6,284,048.5	2,022,443.1	1,396.35
	465	6,283,853.0	2,022,476.2	1,400.21
	466	6,283,743.0	2,022,514.4	1,409.94
	467	6,283,592.5	2,022,676.8	1,425.00

INPUT: TERRAIN LINES**PN 7608**

	468	6,283,567.5	2,022,912.4	1,444.16
	469	6,283,616.5	2,023,145.5	1,458.27
	470	6,283,792.0	2,023,302.8	1,474.84
	471	6,284,148.0	2,023,420.5	1,494.40
	472	6,284,304.5	2,023,471.9	1,492.00
	473	6,284,367.5	2,023,285.0	1,490.06
	474	6,284,436.5	2,023,151.9	1,489.63
	475	6,284,579.0	2,023,038.1	1,480.05
	476	6,284,648.5	2,023,015.1	1,475.07
	477	6,284,586.5	2,022,863.2	1,464.96
	478	6,284,555.0	2,022,725.1	1,464.92
	479	6,284,671.0	2,022,682.0	1,460.03
	486	6,284,761.0	2,022,664.5	1,457.53
	480	6,284,850.5	2,022,646.9	1,455.04
	481	6,285,030.0	2,022,611.6	1,450.03

RESULTS: SOUND LEVELS
PN 7608

Dudek												
M Greene												
RESULTS: SOUND LEVELS												
PROJECT/CONTRACT:		PN 7608										
RUN:		Newland Sierra Existing 031617										
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:		68 deg F, 50% RH										
Receiver												
Name	No.	#DUs	Existing	No Barrier					With Barrier			
			LAeq1h	LAeq1h		Increase over existing	Type	Calculated	Noise Reduction			
				Calculated	Crit'n	Calculated	Crit'n	Impact	LAeq1h	Calculated	Goal	Calculated
							Sub'l Inc					minus
												Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Mobile Home Park S of Project	80	1	0.0	71.7	60	71.7	10	Snd Lvl	71.7	0.0	8	-8.0
Resi E of Deer Springs Rd	81	1	0.0	68.8	60	68.8	10	Snd Lvl	68.8	0.0	8	-8.0
Resi N of Buena Crk Rd	82	1	0.0	65.4	60	65.4	10	Snd Lvl	65.4	0.0	8	-8.0
Resi N of Buena Crk Rd - 2	83	1	0.0	68.2	60	68.2	10	Snd Lvl	68.2	0.0	8	-8.0
Resi NE of Golden Door	84	1	0.0	60.5	60	60.5	10	Snd Lvl	60.5	0.0	8	-8.0
Resi S of Project	85	1	0.0	72.0	60	72.0	10	Snd Lvl	72.0	0.0	8	-8.0
Resi SE of Deer Springs Rd & Sarver Ln	87	1	0.0	73.1	60	73.1	10	Snd Lvl	73.1	0.0	8	-8.0
Resi N of Camino Mayor	88	1	0.0	38.9	60	38.9	10	----	38.9	0.0	8	-8.0
Golden Door Nearest Facade	92	1	0.0	70.4	60	70.4	10	Snd Lvl	70.4	0.0	8	-8.0
Sarver Ln Church	201	1	0.0	54.4	60	54.4	10	----	54.4	0.0	8	-8.0
TwinOaksVllyRdS. of BunaCrkRd - 100'	203	1	0.0	67.4	60	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
TwinOaksVllyRdS. of BunaCrkRd - 50'	205	1	0.0	70.7	60	70.7	10	Snd Lvl	70.7	0.0	8	-8.0
Buena Creek Rd - 100'	206	1	0.0	66.5	60	66.5	10	Snd Lvl	66.5	0.0	8	-8.0
Buena Creek Rd - 50'	208	1	0.0	70.1	60	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
Camino Mayor - 100'	209	1	0.0	43.0	60	43.0	10	----	43.0	0.0	8	-8.0
Camino Mayor - 50'	211	1	0.0	46.5	60	46.5	10	----	46.5	0.0	8	-8.0
Deer Springs Road - 100'	212	1	0.0	68.4	60	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
Deer Springs Road - 50'	214	1	0.0	72.9	66	72.9	10	Snd Lvl	72.9	0.0	8	-8.0
Deer Sprngs Rd S of Sarver - 100'	215	1	0.0	69.6	66	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
Deer Sprngs Rd S of Sarver - 50'	217	1	0.0	73.1	66	73.1	10	Snd Lvl	73.1	0.0	8	-8.0
Sarver Lane - 100'	218	1	0.0	49.5	66	49.5	10	----	49.5	0.0	8	-8.0
Sarver Lane - 50'	219	1	0.0	50.1	60	50.1	10	----	50.1	0.0	8	-8.0
Sarver Ln - Entrance - 100'	220	1	0.0	46.9	60	46.9	10	----	46.9	0.0	8	-8.0
Sarver Ln - Entrance - 50'	221	1	0.0	47.3	66	47.3	10	----	47.3	0.0	8	-8.0

RESULTS: SOUND LEVELS
PN 7608

I-15 - 200'	222	1	0.0	79.5	66	79.5	10	Snd Lvl	79.5	0.0	8	-8.0
I-15 - 400'	223	1	0.0	73.0	66	73.0	10	Snd Lvl	73.0	0.0	8	-8.0
I-15 - 600'	224	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0
I-15 - 800'	225	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
I-15 - 1000'	226	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
I-15 - 1200'	229	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
I-15 - 1400'	230	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
I-15 - 1600'	232	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
I-15 - 1800'	233	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
I-15 - 2000'	235	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
Twin Oaks Vlly Rd Cass-LaCnga - Sch	241	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0
Twin Oaks Vlly Rd LaCng-Windy - Resi	243	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
Twin Oaks Vlly Rd Windy-Borden - Resi	245	1	0.0	70.6	66	70.6	10	Snd Lvl	70.6	0.0	8	-8.0
Twin Oaks Vlly Rd Borden-Missn - Resi	248	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		38	0.0	0.0	0.0							
All Impacted		22	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

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Dudek												
M Greene												
INPUT: ROADWAYS								Average pavement type shall be used unless				
PROJECT/CONTRACT:				PN 7608				a State highway agency substantiates the use				
RUN:				NwIndSrta Ex w Prj 0317 No Walls				of a different type with the approval of FHWA				
Roadway		Points										
Name	Width	Name	No.	Coordinates (pavement)			Flow Control				Segment	
				X	Y	Z	Control	Speed	Percent	Pvmt	On	
							Device	Constraint	Vehicles	Type	Struct?	
									Affected			
	ft			ft	ft	ft		mph	%			
Knolls	40.0	point134	134	6,285,145.0	2,022,269.8	1,312.20				Average		
		point135	135	6,285,128.0	2,022,203.8	1,310.07				Average		
		point136	136	6,285,104.0	2,022,108.2	1,311.78				Average		
		point137	137	6,285,093.5	2,022,068.8	1,313.18				Average		
		point139	139	6,285,065.5	2,022,002.5	1,313.22				Average		
		point140	140	6,285,009.5	2,021,936.5	1,314.35				Average		
		point143	143	6,284,945.5	2,021,860.0	1,316.73				Average		
		point147	147	6,284,902.0	2,021,770.0	1,321.65				Average		
		point149	149	6,284,882.5	2,021,672.2	1,327.17				Average		
		point151	151	6,284,884.0	2,021,572.4	1,332.67				Average		
		point152	152	6,284,887.5	2,021,472.4	1,338.23				Average		
		point153	153	6,284,889.0	2,021,435.6	1,340.05				Average		
		point154	154	6,284,885.0	2,021,372.6	1,345.00				Average		
		point156	156	6,284,879.0	2,021,344.6	1,348.00				Average		
		point157	157	6,284,847.0	2,021,265.5	1,350.00				Average		
		point158	158	6,284,795.0	2,021,197.5	1,354.81				Average		
		point161	161	6,284,706.5	2,021,135.0	1,360.60				Average		
		point162	162	6,284,621.5	2,021,102.6	1,365.54				Average		
		point163	163	6,284,527.5	2,021,068.5	1,371.34				Average		
		point165	165	6,284,433.5	2,021,034.2	1,376.83				Average		
		point169	169	6,284,339.0	2,021,001.1	1,382.11				Average		
		point170	170	6,284,254.5	2,020,990.2	1,387.08				Average		
		point171	171	6,284,173.0	2,021,002.1	1,391.41				Average		
		point173	173	6,284,143.0	2,021,012.4	1,393.04				Average		
		point176	176	6,284,092.0	2,021,038.2	1,394.51				Average		

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		point177	177	6,284,027.0	2,021,093.4	1,395.75				Average	
		point178	178	6,283,993.0	2,021,139.2	1,395.93				Average	
		point180	180	6,283,979.0	2,021,164.4	1,395.66				Average	
		point181	181	6,283,952.5	2,021,245.8	1,394.72				Average	
		point182	182	6,283,946.5	2,021,331.0	1,392.39				Average	
		point183	183	6,283,943.0	2,021,430.9	1,389.91				Average	
		point184	184	6,283,939.5	2,021,530.9	1,386.79				Average	
		point185	185	6,283,935.5	2,021,630.8	1,384.82				Average	
		point186	186	6,283,932.0	2,021,730.8	1,381.60				Average	
		point187	187	6,283,928.5	2,021,830.6	1,379.58				Average	
		point189	189	6,283,924.5	2,021,932.4	1,379.94				Average	
		point193	193	6,283,935.0	2,022,029.8	1,382.24				Average	
		point196	196	6,283,972.5	2,022,122.0	1,384.88				Average	
		point198	198	6,284,031.5	2,022,196.9	1,389.88				Average	
Mesa - Entrance	40.0	point200	200	6,284,103.5	2,022,266.2	1,390.92					
		point347	347	6,286,852.0	2,022,257.5	1,256.68				Average	
		point348	348	6,286,844.5	2,022,228.2	1,255.79				Average	
		point349	349	6,286,822.0	2,022,134.8	1,254.65				Average	
		point1659	1659	6,286,810.0	2,022,086.2	1,252.33					
Roadway4	12.0	point426	426	6,286,989.0	2,020,160.2	923.60				Average	
		point427	427	6,286,899.0	2,020,145.4	919.55				Average	
		point428	428	6,286,800.5	2,020,129.0	919.99				Average	
		point429	429	6,286,702.0	2,020,112.6	920.90				Average	
		point430	430	6,286,603.0	2,020,096.4	921.05				Average	
		point431	431	6,286,542.0	2,020,086.1	920.55				Average	
		point432	432	6,286,520.0	2,020,080.0	920.22				Average	
		point433	433	6,286,506.5	2,020,073.1	919.99				Average	
		point435	435	6,286,500.5	2,020,069.0	919.81				Average	
		point436	436	6,286,484.0	2,020,054.2	919.27				Average	
		point437	437	6,286,441.0	2,019,998.6	917.37				Average	
		point438	438	6,286,380.0	2,019,919.4	915.00				Average	
		point439	439	6,286,370.5	2,019,907.0	914.96				Average	
		point440	440	6,286,318.5	2,019,849.5	914.76				Average	
		point441	441	6,286,241.0	2,019,775.9	911.13				Average	
		point442	442	6,286,219.5	2,019,755.1	910.57				Average	
		point443	443	6,286,170.5	2,019,686.6	909.21				Average	
		point444	444	6,286,142.0	2,019,606.1	907.55				Average	
		point446	446	6,286,139.5	2,019,589.8	907.21				Average	
		point447	447	6,286,136.5	2,019,506.5	905.53				Average	

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		point449	449	6,286,134.5	2,019,386.5	901.40				Average	
		point453	453	6,286,120.0	2,019,306.4	898.48				Average	
		point454	454	6,286,089.0	2,019,213.0	895.10				Average	
		point456	456	6,286,055.5	2,019,118.6	891.42				Average	
		point457	457	6,286,041.5	2,019,020.1	888.90				Average	
		point458	458	6,286,042.5	2,018,920.1	885.43				Average	
		point459	459	6,286,044.5	2,018,863.2	884.58				Average	
		point460	460	6,286,052.0	2,018,838.8	884.05				Average	
		point462	462	6,286,061.0	2,018,823.9	883.70				Average	
		point463	463	6,286,066.0	2,018,817.1	883.51				Average	
		point464	464	6,286,084.5	2,018,799.9	882.95				Average	
		point465	465	6,286,141.0	2,018,765.8	881.46				Average	
		point466	466	6,286,174.0	2,018,746.2	880.95				Average	
		point467	467	6,286,227.0	2,018,714.6	880.14				Average	
		point468	468	6,286,279.5	2,018,683.5	879.76				Average	
		point469	469	6,286,313.0	2,018,663.5	879.52				Average	
		point470	470	6,286,399.0	2,018,612.4	876.77				Average	
		point471	471	6,286,416.5	2,018,602.1	876.35				Average	
		point472	472	6,286,481.0	2,018,555.5	875.11				Average	
		point473	473	6,286,526.0	2,018,521.6	875.05					
Summit	40.0	point580	580	6,284,066.5	2,022,267.0	1,390.00				Average	
		point581	581	6,284,052.0	2,022,276.5	1,390.01				Average	
		point582	582	6,284,035.0	2,022,285.8	1,390.12				Average	
		point583	583	6,283,949.0	2,022,307.9	1,391.99				Average	
		point584	584	6,283,850.5	2,022,324.5	1,395.35				Average	
		point585	585	6,283,828.0	2,022,328.4	1,396.61				Average	
		point586	586	6,283,734.5	2,022,353.8	1,401.41				Average	
		point587	587	6,283,662.0	2,022,387.9	1,405.50				Average	
		point588	588	6,283,581.0	2,022,446.0	1,410.54				Average	
		point589	589	6,283,513.0	2,022,519.1	1,415.61				Average	
		point590	590	6,283,461.0	2,022,604.2	1,420.62				Average	
		point591	591	6,283,426.5	2,022,698.0	1,425.74				Average	
		point592	592	6,283,412.0	2,022,796.8	1,430.77				Average	
		point593	593	6,283,415.5	2,022,896.6	1,435.86				Average	
		point594	594	6,283,424.0	2,022,996.2	1,440.92				Average	
		point595	595	6,283,425.5	2,023,019.4	1,442.18				Average	
		point596	596	6,283,443.0	2,023,114.5	1,446.99				Average	
		point597	597	6,283,479.5	2,023,207.4	1,452.04				Average	
		point598	598	6,283,533.5	2,023,291.1	1,457.19				Average	

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	point599	599	6,283,603.5	2,023,362.5	1,462.23				Average	
	point600	600	6,283,686.0	2,023,418.5	1,467.19				Average	
	point602	602	6,283,759.5	2,023,450.8	1,471.31				Average	
	point603	603	6,283,854.5	2,023,482.0	1,476.40				Average	
	point604	604	6,283,949.5	2,023,513.2	1,481.46				Average	
	point605	605	6,284,044.5	2,023,544.4	1,486.53				Average	
	point606	606	6,284,139.5	2,023,575.5	1,491.55				Average	
	point607	607	6,284,234.5	2,023,606.8	1,495.00				Average	
	point610	610	6,284,353.5	2,023,645.2	1,495.60				Average	
	point611	611	6,284,426.0	2,023,663.8	1,494.59				Average	
	point612	612	6,284,524.5	2,023,679.9	1,490.23				Average	
	point614	614	6,284,624.5	2,023,686.0	1,487.18				Average	
	point615	615	6,284,724.5	2,023,685.9	1,484.52				Average	
	point616	616	6,284,824.5	2,023,685.6	1,480.70				Average	
	point617	617	6,284,900.5	2,023,685.5	1,500.00				Average	
	point618	618	6,284,936.5	2,023,682.1	1,525.64				Average	
	point619	619	6,285,016.5	2,023,648.1	1,500.90				Average	
	point620	620	6,285,080.5	2,023,572.5	1,469.95				Average	
	point621	621	6,285,103.5	2,023,475.8	1,465.48				Average	
	point622	622	6,285,116.5	2,023,376.6	1,463.01				Average	
	point623	623	6,285,129.5	2,023,277.5	1,459.68				Average	
	point624	624	6,285,142.5	2,023,178.4	1,457.18				Average	
	point625	625	6,285,149.5	2,023,127.4	1,456.12				Average	
	point626	626	6,285,155.5	2,023,079.1	1,455.13				Average	
	point627	627	6,285,169.0	2,022,980.0	1,453.18				Average	
	point628	628	6,285,182.0	2,022,880.9	1,451.07				Average	
	point629	629	6,285,195.0	2,022,781.8	1,472.72				Average	
	point630	630	6,285,198.5	2,022,756.8	1,472.60				Average	
	point631	631	6,285,191.0	2,022,670.5	1,445.40				Average	
	point632	632	6,285,138.5	2,022,586.4	1,439.68				Average	
	point633	633	6,285,054.0	2,022,537.9	1,430.46				Average	
	point634	634	6,284,965.5	2,022,530.6	1,420.00				Average	
	point635	635	6,284,865.5	2,022,531.1	1,408.00				Average	
	point636	636	6,284,765.5	2,022,531.6	1,396.05				Average	
	point637	637	6,284,665.5	2,022,532.0	1,383.98				Average	
	point638	638	6,284,651.0	2,022,531.8	1,382.54				Average	
	point639	639	6,284,558.5	2,022,502.9	1,373.93				Average	
	point640	640	6,284,490.0	2,022,432.9	1,369.69				Average	
	point641	641	6,284,461.0	2,022,351.0	1,370.52					

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Camino Mayor	32.0	point642	642	6,279,765.5	2,023,353.6	954.77				Average	
		point643	643	6,279,814.5	2,023,380.6	961.05				Average	
		point644	644	6,279,902.5	2,023,428.8	973.04				Average	
		point645	645	6,279,990.0	2,023,476.8	986.02				Average	
		point646	646	6,280,068.5	2,023,538.1	999.08				Average	
		point648	648	6,280,133.0	2,023,614.5	1,013.58				Average	
		point649	649	6,280,197.5	2,023,691.1	1,030.75				Average	
		point650	650	6,280,261.5	2,023,767.6	1,050.36				Average	
		point651	651	6,280,293.5	2,023,805.5	1,060.29				Average	
		point652	652	6,280,363.5	2,023,866.5	1,078.18				Average	
		point653	653	6,280,414.5	2,023,892.1	1,088.63				Average	
		point655	655	6,280,441.5	2,023,901.2	1,092.79				Average	
		point656	656	6,280,526.5	2,023,912.5	1,105.27				Average	
		point657	657	6,280,612.0	2,023,909.8	1,117.44				Average	
		point659	659	6,280,710.5	2,023,926.0	1,131.71				Average	
		point660	660	6,280,809.0	2,023,944.8	1,145.96				Average	
		point661	661	6,280,907.0	2,023,963.5	1,160.35				Average	
		point662	662	6,280,944.5	2,023,970.6	1,166.34				Average	
		point663	663	6,281,003.5	2,023,988.2	1,176.80				Average	
		point665	665	6,281,089.0	2,024,039.6	1,195.85				Average	
		point666	666	6,281,141.0	2,024,076.0	1,208.53				Average	
		point668	668	6,281,168.0	2,024,097.2	1,215.46				Average	
		point669	669	6,281,243.0	2,024,163.5	1,235.34				Average	
		point671	671	6,281,256.0	2,024,175.8	1,238.94				Average	
		point672	672	6,281,313.0	2,024,238.0	1,255.86				Average	
		point673	673	6,281,378.5	2,024,313.4	1,275.85				Average	
		point674	674	6,281,432.5	2,024,375.4	1,292.28				Average	
		point677	677	6,281,452.0	2,024,400.1	1,298.56				Average	
		point678	678	6,281,494.0	2,024,475.6	1,315.63				Average	
		point679	679	6,281,539.5	2,024,564.5	1,331.48				Average	
		point680	680	6,281,585.5	2,024,653.4	1,342.77				Average	
		point681	681	6,281,631.0	2,024,742.2	1,353.53				Average	
		point682	682	6,281,677.0	2,024,831.2	1,366.80				Average	
		point683	683	6,281,706.0	2,024,880.8	1,375.87				Average	
		point684	684	6,281,764.5	2,024,942.4	1,390.76				Average	
		point685	685	6,281,812.5	2,024,973.4	1,401.41				Average	
		point688	688	6,281,921.5	2,025,005.5	1,423.96				Average	
		point689	689	6,282,007.0	2,025,001.6	1,439.69				Average	
		point691	691	6,282,104.0	2,024,978.6	1,455.58				Average	

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		point692	692	6,282,200.5	2,024,953.1	1,468.99				Average	
		point695	695	6,282,278.5	2,024,909.8	1,479.50				Average	
		point696	696	6,282,366.0	2,024,842.4	1,489.00				Average	
		point697	697	6,282,445.5	2,024,781.2	1,494.54				Average	
		point698	698	6,282,524.5	2,024,720.2	1,499.91				Average	
		point699	699	6,282,604.0	2,024,659.1	1,499.96				Average	
		point700	700	6,282,683.0	2,024,598.1	1,500.42				Average	
		point701	701	6,282,762.0	2,024,537.0	1,502.59				Average	
		point702	702	6,282,787.0	2,024,518.2	1,502.75				Average	
		point703	703	6,282,860.0	2,024,480.8	1,502.68				Average	
		point704	704	6,282,944.0	2,024,460.9	1,503.11				Average	
		point705	705	6,283,042.0	2,024,441.0	1,507.81				Average	
		point706	706	6,283,140.0	2,024,421.1	1,512.30				Average	
		point707	707	6,283,238.0	2,024,401.1	1,517.42				Average	
		point708	708	6,283,336.0	2,024,381.2	1,522.52				Average	
		point712	712	6,283,439.5	2,024,360.2	1,527.94				Average	
		point713	713	6,283,465.5	2,024,353.8	1,529.68				Average	
		point714	714	6,283,540.0	2,024,320.0	1,534.11				Average	
		point716	716	6,283,605.0	2,024,264.6	1,534.68				Average	
		point718	718	6,283,651.5	2,024,193.1	1,530.12				Average	
		point719	719	6,283,676.5	2,024,111.4	1,525.75				Average	
		point720	720	6,283,679.5	2,024,082.9	1,524.30				Average	
		point722	722	6,283,677.0	2,024,025.9	1,517.71				Average	
		point723	723	6,283,652.5	2,023,941.4	1,508.61				Average	
		point726	726	6,283,630.0	2,023,891.9	1,503.01				Average	
		point727	727	6,283,621.0	2,023,864.8	1,500.19				Average	
		point728	728	6,283,611.0	2,023,783.4	1,492.26				Average	
		point729	729	6,283,615.0	2,023,694.2	1,483.20				Average	
		point730	730	6,283,616.5	2,023,657.0	1,479.47				Average	
		point731	731	6,283,621.0	2,023,594.5	1,473.20				Average	
		point734	734	6,283,628.0	2,023,494.4	1,463.36				Average	
		point736	736	6,283,646.5	2,023,411.2	1,465.02					
Mesa	40.0	point737	737	6,286,545.5	2,022,323.8	1,263.75				Average	
		point739	739	6,286,450.5	2,022,330.9	1,265.65				Average	
		point740	740	6,286,351.5	2,022,333.6	1,267.92				Average	
		point741	741	6,286,246.0	2,022,336.5	1,271.72				Average	
		point742	742	6,286,213.0	2,022,337.4	1,272.79				Average	
		point743	743	6,286,146.0	2,022,339.2	1,274.97				Average	
		point744	744	6,286,046.0	2,022,342.0	1,278.20				Average	

INPUT: ROADWAYS
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		point745	745	6,285,980.5	2,022,345.1	1,280.08				Average	
		point747	747	6,285,960.5	2,022,356.1	1,280.52				Average	
		point749	749	6,285,950.0	2,022,370.1	1,280.89				Average	
		point751	751	6,285,946.0	2,022,381.8	1,281.18				Average	
		point752	752	6,285,946.0	2,022,400.0	1,281.62				Average	
		point754	754	6,285,971.0	2,022,457.9	1,282.55				Average	
		point755	755	6,286,013.0	2,022,548.5	1,284.52				Average	
		point759	759	6,286,042.0	2,022,644.0	1,286.84				Average	
		point761	761	6,286,044.5	2,022,670.2	1,287.29				Average	
		point762	762	6,286,043.0	2,022,729.0	1,288.30				Average	
		point764	764	6,286,041.5	2,022,743.6	1,288.56				Average	
		point766	766	6,286,023.0	2,022,852.2	1,287.86				Average	
		point768	768	6,286,020.0	2,022,941.8	1,287.76				Average	
		point769	769	6,286,021.5	2,022,975.4	1,287.50				Average	
		point770	770	6,286,025.5	2,022,992.9	1,287.28				Average	
		point771	771	6,286,028.5	2,022,998.2	1,287.21				Average	
		point772	772	6,286,038.5	2,023,010.8	1,286.98				Average	
		point774	774	6,286,054.5	2,023,018.8	1,286.76				Average	
		point777	777	6,286,068.0	2,023,021.1	1,286.59				Average	
		point778	778	6,286,162.0	2,023,013.5	1,285.01				Average	
		point779	779	6,286,243.5	2,023,009.6	1,284.30				Average	
		point780	780	6,286,321.5	2,023,016.9	1,282.76				Average	
		point781	781	6,286,418.0	2,023,042.5	1,280.74				Average	
		point782	782	6,286,504.5	2,023,083.0	1,279.95				Average	
		point783	783	6,286,535.5	2,023,102.6	1,279.92				Average	
		point784	784	6,286,558.0	2,023,118.9	1,279.95				Average	
		point785	785	6,286,618.0	2,023,171.6	1,280.06				Average	
		point787	787	6,286,670.5	2,023,226.0	1,280.07				Average	
		point788	788	6,286,727.0	2,023,284.2	1,280.06				Average	
		point790	790	6,286,771.0	2,023,321.5	1,280.05				Average	
		point791	791	6,286,847.5	2,023,359.1	1,280.02				Average	
		point793	793	6,286,946.0	2,023,374.6	1,279.52				Average	
		point795	795	6,287,046.0	2,023,383.0	1,276.22				Average	
		point796	796	6,287,085.5	2,023,388.4	1,276.03				Average	
		point797	797	6,287,163.5	2,023,405.8	1,276.20				Average	
		point798	798	6,287,239.0	2,023,431.9	1,278.01				Average	
		point799	799	6,287,329.0	2,023,475.8	1,280.10				Average	
		point800	800	6,287,397.0	2,023,512.4	1,282.57				Average	
		point801	801	6,287,416.5	2,023,523.6	1,283.05				Average	

INPUT: ROADWAYS
PN 7608

		point804	804	6,287,482.0	2,023,578.9	1,284.74				Average	
		point808	808	6,287,546.5	2,023,659.2	1,284.70				Average	
		point809	809	6,287,581.0	2,023,693.4	1,283.44				Average	
		point810	810	6,287,670.0	2,023,734.5	1,281.04				Average	
		point811	811	6,287,769.5	2,023,736.6	1,279.81				Average	
		point814	814	6,287,831.5	2,023,724.4	1,277.80				Average	
		point816	816	6,287,916.5	2,023,672.4	1,274.95				Average	
		point817	817	6,287,969.5	2,023,634.9	1,274.35				Average	
		point821	821	6,287,978.0	2,023,627.0	1,274.00				Average	
		point823	823	6,287,988.5	2,023,606.2	1,273.29				Average	
		point825	825	6,287,990.0	2,023,595.6	1,272.99				Average	
		point827	827	6,287,989.0	2,023,585.0	1,272.68				Average	
		point828	828	6,287,965.0	2,023,510.2	1,271.01				Average	
		point829	829	6,287,934.0	2,023,415.1	1,269.68				Average	
		point830	830	6,287,913.5	2,023,352.9	1,267.92				Average	
		point832	832	6,287,904.0	2,023,319.8	1,267.55				Average	
		point833	833	6,287,895.5	2,023,280.6	1,267.46				Average	
		point834	834	6,287,888.5	2,023,210.2	1,267.31				Average	
		point835	835	6,287,888.0	2,023,121.0	1,268.35				Average	
		point836	836	6,287,887.0	2,023,021.1	1,269.93				Average	
		point837	837	6,287,883.5	2,022,921.2	1,270.01				Average	
		point840	840	6,287,844.0	2,022,830.6	1,269.99				Average	
		point842	842	6,287,765.5	2,022,770.1	1,269.92				Average	
		point843	843	6,287,668.0	2,022,749.0	1,269.78				Average	
		point846	846	6,287,546.5	2,022,731.1	1,268.99				Average	
		point849	849	6,287,447.0	2,022,709.6	1,265.75				Average	
		point852	852	6,287,372.0	2,022,686.9	1,264.92				Average	
		point853	853	6,287,288.0	2,022,640.1	1,264.80				Average	
		point855	855	6,287,228.0	2,022,560.9	1,263.74				Average	
		point857	857	6,287,196.5	2,022,466.1	1,261.70				Average	
		point858	858	6,287,175.5	2,022,397.5	1,260.50				Average	
		point860	860	6,287,160.0	2,022,360.0	1,260.08				Average	
		point861	861	6,287,114.5	2,022,300.8	1,259.95				Average	
		point862	862	6,287,028.5	2,022,251.5	1,259.20				Average	
		point863	863	6,286,929.5	2,022,244.8	1,256.88				Average	
		point864	864	6,286,834.0	2,022,265.2	1,256.85				Average	
		point865	865	6,286,736.0	2,022,286.6	1,259.59				Average	
		point866	866	6,286,638.5	2,022,308.0	1,261.45				Average	
		point867	867	6,286,545.5	2,022,323.8	1,263.75					

INPUT: ROADWAYS
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Hillside	12.0	point868	868	6,289,101.5	2,020,640.8	1,276.91				Average	
		point869	869	6,289,005.5	2,020,699.4	1,275.00				Average	
		point871	871	6,288,959.5	2,020,727.8	1,275.00				Average	
		point873	873	6,288,897.5	2,020,761.9	1,274.35				Average	
		point874	874	6,288,806.0	2,020,800.4	1,271.77				Average	
		point875	875	6,288,736.5	2,020,821.2	1,269.80				Average	
		point877	877	6,288,635.5	2,020,842.5	1,266.94				Average	
		point878	878	6,288,537.5	2,020,862.2	1,265.00				Average	
		point879	879	6,288,440.0	2,020,883.4	1,265.00				Average	
		point880	880	6,288,346.0	2,020,917.9	1,266.65				Average	
		point881	881	6,288,259.5	2,020,967.6	1,269.77				Average	
		point882	882	6,288,182.5	2,021,031.2	1,273.47				Average	
		point883	883	6,288,117.5	2,021,107.0	1,276.69				Average	
		point884	884	6,288,066.0	2,021,192.6	1,279.96				Average	
		point885	885	6,288,029.5	2,021,285.6	1,280.49				Average	
		point887	887	6,288,007.0	2,021,365.2	1,282.90				Average	
		point888	888	6,287,975.5	2,021,478.1	1,287.92				Average	
		point889	889	6,287,952.0	2,021,562.6	1,290.55				Average	
		point890	890	6,287,955.5	2,021,661.2	1,292.98				Average	
		point891	891	6,288,005.5	2,021,746.5	1,292.94				Average	
		point894	894	6,288,026.0	2,021,763.8	1,292.65				Average	
		point896	896	6,288,049.0	2,021,770.9	1,291.86				Average	
		point898	898	6,288,072.5	2,021,765.9	1,291.06				Average	
		point899	899	6,288,103.5	2,021,745.6	1,289.62				Average	
		point900	900	6,288,186.5	2,021,689.8	1,284.97				Average	
		point901	901	6,288,269.5	2,021,633.9	1,284.44				Average	
		point902	902	6,288,352.5	2,021,578.0	1,279.73				Average	
		point903	903	6,288,420.5	2,021,532.0	1,276.38				Average	
		point906	906	6,288,446.0	2,021,515.6	1,275.51				Average	
		point907	907	6,288,516.5	2,021,491.4	1,274.74				Average	
		point908	908	6,288,545.5	2,021,489.2	1,274.11				Average	
		point909	909	6,288,600.0	2,021,491.5	1,272.52				Average	
		point910	910	6,288,619.0	2,021,491.5	1,271.94				Average	
		point911	911	6,288,641.0	2,021,489.1	1,271.43				Average	
		point912	912	6,288,731.5	2,021,449.8	1,269.71				Average	
		point913	913	6,288,788.5	2,021,383.6	1,268.63				Average	
		point915	915	6,288,850.0	2,021,294.1	1,268.59				Average	
		point917	917	6,288,903.5	2,021,241.4	1,268.70				Average	
		point919	919	6,288,977.0	2,021,197.8	1,268.78				Average	

INPUT: ROADWAYS
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		point920	920	6,289,003.0	2,021,182.5	1,268.81				Average	
		point921	921	6,289,089.5	2,021,132.0	1,269.78				Average	
		point922	922	6,289,164.0	2,021,088.5	1,269.83				Average	
		point923	923	6,289,262.0	2,021,031.0	1,274.36				Average	
		point924	924	6,289,308.0	2,021,004.1	1,274.72				Average	
		point926	926	6,289,321.5	2,020,992.8	1,275.64				Average	
		point927	927	6,289,327.5	2,020,987.0	1,275.94				Average	
		point929	929	6,289,333.0	2,020,968.2	1,277.17				Average	
		point932	932	6,289,332.0	2,020,952.1	1,277.62				Average	
		point933	933	6,289,328.0	2,020,943.5	1,277.78				Average	
		point934	934	6,289,289.5	2,020,876.9	1,280.04				Average	
		point935	935	6,289,237.5	2,020,791.5	1,280.13				Average	
		point936	936	6,289,179.0	2,020,710.4	1,279.56				Average	
		point937	937	6,289,118.5	2,020,630.6	1,277.76				Average	
		point938	938	6,289,058.5	2,020,550.9	1,274.89				Average	
		point939	939	6,289,000.5	2,020,472.2	1,265.19					
Terraces	12.0	point1033	1033	6,291,008.0	2,018,625.8	1,264.98				Average	
		point1034	1034	6,290,917.0	2,018,577.8	1,266.64				Average	
		point1036	1036	6,290,900.0	2,018,568.1	1,267.85				Average	
		point1037	1037	6,290,832.0	2,018,496.0	1,272.85				Average	
		point1038	1038	6,290,807.0	2,018,403.5	1,275.01				Average	
		point1039	1039	6,290,807.0	2,018,394.2	1,275.01				Average	
		point1040	1040	6,290,812.5	2,018,313.0	1,275.00				Average	
		point1041	1041	6,290,819.5	2,018,218.2	1,270.03				Average	
		point1043	1043	6,290,822.0	2,018,164.8	1,266.75				Average	
		point1044	1044	6,290,821.5	2,018,065.6	1,260.95				Average	
		point1046	1046	6,290,825.0	2,018,013.5	1,257.92				Average	
		point1048	1048	6,290,831.5	2,017,980.8	1,255.19				Average	
		point1049	1049	6,290,853.0	2,017,917.9	1,249.74				Average	
		point1051	1051	6,290,868.5	2,017,888.2	1,245.75				Average	
		point1052	1052	6,290,907.0	2,017,834.0	1,237.77				Average	
		point1054	1054	6,290,930.0	2,017,809.9	1,234.30				Average	
		point1055	1055	6,290,982.5	2,017,768.8	1,227.35				Average	
		point1057	1057	6,291,005.0	2,017,755.2	1,225.00				Average	
		point1059	1059	6,291,089.0	2,017,722.0	1,219.26				Average	
		point1060	1060	6,291,187.5	2,017,709.5	1,213.87				Average	
		point1061	1061	6,291,286.5	2,017,723.2	1,208.52				Average	
		point1062	1062	6,291,378.0	2,017,762.2	1,203.28				Average	
		point1063	1063	6,291,454.5	2,017,821.8	1,194.48				Average	

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		point1064	1064	6,291,510.0	2,017,888.0	1,185.00				Average	
		point1065	1065	6,291,567.5	2,017,962.6	1,182.94					
Roadway11	12.0	point1066	1066	6,288,122.5	2,019,044.6	919.22				Average	
		point1067	1067	6,288,132.5	2,018,971.4	918.80				Average	
		point1069	1069	6,288,134.5	2,018,948.2	918.71				Average	
		point1070	1070	6,288,136.5	2,018,860.0	918.09				Average	
		point1071	1071	6,288,138.0	2,018,760.0	917.58				Average	
		point1072	1072	6,288,139.5	2,018,660.0	917.49				Average	
		point1073	1073	6,288,140.0	2,018,615.6	917.52				Average	
		point1076	1076	6,288,140.0	2,018,606.4	917.43				Average	
		point1077	1077	6,288,135.5	2,018,579.0	917.15				Average	
		point1078	1078	6,288,129.0	2,018,561.5	916.97				Average	
		point1080	1080	6,288,125.0	2,018,552.5	916.77				Average	
		point1081	1081	6,288,114.0	2,018,535.6	916.37				Average	
		point1082	1082	6,288,108.0	2,018,527.9	916.17				Average	
		point1083	1083	6,288,085.5	2,018,507.9	915.56				Average	
		point1085	1085	6,288,059.5	2,018,493.4	914.95				Average	
		point1087	1087	6,288,040.5	2,018,487.2	914.92				Average	
		point1088	1088	6,288,030.5	2,018,485.2	914.90				Average	
		point1089	1089	6,288,000.5	2,018,484.0	914.85				Average	
		point1090	1090	6,287,971.0	2,018,489.6	914.79				Average	
		point1091	1091	6,287,954.0	2,018,496.4	914.58				Average	
		point1092	1092	6,287,946.0	2,018,500.4	914.39				Average	
		point1093	1093	6,287,877.0	2,018,545.5	910.94				Average	
		point1095	1095	6,287,820.0	2,018,582.8	909.84				Average	
		point1096	1096	6,287,781.5	2,018,604.1	909.73				Average	
		point1097	1097	6,287,698.5	2,018,633.2	909.59				Average	
		point1098	1098	6,287,603.5	2,018,664.0	906.69				Average	
		point1099	1099	6,287,534.5	2,018,686.4	905.44				Average	
		point1100	1100	6,287,508.5	2,018,694.9	904.97				Average	
		point1101	1101	6,287,413.0	2,018,725.8	903.74				Average	
		point1102	1102	6,287,318.0	2,018,756.5	900.45				Average	
		point1103	1103	6,287,223.0	2,018,787.4	898.04				Average	
		point1104	1104	6,287,128.0	2,018,818.2	897.09				Average	
		point1105	1105	6,287,032.5	2,018,849.0	896.36					
Roadway12	12.0	point1106	1106	6,284,172.5	2,021,814.1	1,369.09				Average	
		point1107	1107	6,284,163.0	2,021,739.4	1,369.75				Average	
		point1110	1110	6,284,161.0	2,021,705.1	1,369.82				Average	
		point1111	1111	6,284,165.0	2,021,604.9	1,371.89				Average	

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		point1112	1112	6,284,168.5	2,021,504.9	1,375.52				Average	
		point1113	1113	6,284,172.0	2,021,405.0	1,379.64				Average	
		point1114	1114	6,284,175.5	2,021,305.0	1,383.27				Average	
		point1115	1115	6,284,179.0	2,021,205.1	1,386.97				Average	
		point1116	1116	6,284,181.5	2,021,144.8	1,389.40				Average	
		point1118	1118	6,284,180.5	2,021,115.1	1,390.50				Average	
		point1119	1119	6,284,177.0	2,021,095.2	1,391.27				Average	
		point1120	1120	6,284,148.0	2,021,017.4	1,392.81					
Roadway13	12.0	point1121	1121	6,287,149.5	2,023,392.2	1,275.75				Average	
		point1122	1122	6,287,159.5	2,023,338.1	1,273.15				Average	
		point1124	1124	6,287,166.5	2,023,300.1	1,270.98				Average	
		point1125	1125	6,287,170.0	2,023,266.1	1,270.32				Average	
		point1127	1127	6,287,177.0	2,023,100.5	1,269.94				Average	
		point1128	1128	6,287,181.0	2,023,000.6	1,269.29				Average	
		point1129	1129	6,287,184.0	2,022,925.1	1,268.21				Average	
		point1130	1130	6,287,185.0	2,022,903.1	1,267.91				Average	
		point1131	1131	6,287,187.5	2,022,879.9	1,267.60				Average	
		point1132	1132	6,287,199.5	2,022,801.8	1,266.53				Average	
		point1135	1135	6,287,215.0	2,022,711.1	1,265.27				Average	
		point1136	1136	6,287,220.0	2,022,691.2	1,265.11				Average	
		point1137	1137	6,287,256.0	2,022,625.8	1,264.82					
Roadway14	12.0	point1138	1138	6,285,102.5	2,023,423.1	1,465.00				Average	
		point1139	1139	6,285,010.0	2,023,411.2	1,465.09				Average	
		point1140	1140	6,284,910.5	2,023,397.9	1,470.76				Average	
		point1141	1141	6,284,811.0	2,023,393.6	1,476.86				Average	
		point1142	1142	6,284,711.0	2,023,390.6	1,482.89				Average	
		point1143	1143	6,284,611.0	2,023,387.6	1,486.95				Average	
		point1145	1145	6,284,550.5	2,023,385.8	1,488.46				Average	
		point1146	1146	6,284,534.0	2,023,382.2	1,488.51				Average	
		point1147	1147	6,284,529.0	2,023,379.9	1,488.53				Average	
		point1148	1148	6,284,520.0	2,023,373.2	1,488.57				Average	
		point1151	1151	6,284,516.0	2,023,369.1	1,488.59				Average	
		point1152	1152	6,284,512.5	2,023,364.5	1,488.50				Average	
		point1153	1153	6,284,505.5	2,023,348.4	1,488.25				Average	
		point1154	1154	6,284,504.5	2,023,342.6	1,488.16				Average	
		point1155	1155	6,284,512.5	2,023,283.6	1,486.84				Average	
		point1156	1156	6,284,562.5	2,023,200.0	1,482.54				Average	
		point1157	1157	6,284,645.0	2,023,150.1	1,477.11				Average	
		point1158	1158	6,284,755.0	2,023,116.1	1,470.03				Average	

INPUT: ROADWAYS
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		point1159	1159	6,284,805.5	2,023,100.4	1,466.75				Average	
		point1160	1160	6,284,851.5	2,023,091.9	1,464.12				Average	
		point1162	1162	6,284,881.0	2,023,092.1	1,462.21				Average	
		point1163	1163	6,284,951.0	2,023,101.1	1,459.44				Average	
		point1164	1164	6,285,050.0	2,023,114.2	1,457.25				Average	
		point1165	1165	6,285,146.5	2,023,127.4	1,456.08					
Roadway15	12.0	point1166	1166	6,286,646.0	2,020,101.1	921.15				Average	
		point1167	1167	6,286,652.0	2,020,063.1	920.30				Average	
		point1168	1168	6,286,668.5	2,019,964.5	919.15				Average	
		point1169	1169	6,286,683.5	2,019,874.1	916.11				Average	
		point1171	1171	6,286,684.5	2,019,865.8	915.82				Average	
		point1174	1174	6,286,684.5	2,019,849.9	915.51				Average	
		point1175	1175	6,286,683.5	2,019,842.0	915.36				Average	
		point1176	1176	6,286,677.0	2,019,819.2	914.90				Average	
		point1177	1177	6,286,653.5	2,019,772.5	913.65				Average	
		point1178	1178	6,286,611.0	2,019,690.1	911.73				Average	
		point1179	1179	6,286,562.0	2,019,594.6	907.82				Average	
		point1180	1180	6,286,516.5	2,019,505.6	903.84				Average	
		point1181	1181	6,286,472.5	2,019,420.1	902.47					
Roadway16	12.0	point1182	1182	6,286,122.5	2,019,305.4	898.48				Average	
		point1183	1183	6,286,161.5	2,019,284.1	897.71				Average	
		point1184	1184	6,286,249.5	2,019,238.8	895.03				Average	
		point1185	1185	6,286,338.0	2,019,192.5	893.31				Average	
		point1186	1186	6,286,396.0	2,019,162.0	892.22				Average	
		point1187	1187	6,286,412.0	2,019,155.1	892.01				Average	
		point1188	1188	6,286,428.5	2,019,150.4	891.79				Average	
		point1190	1190	6,286,438.0	2,019,148.5	891.81				Average	
		point1191	1191	6,286,458.0	2,019,147.2	891.86				Average	
		point1192	1192	6,286,468.0	2,019,147.8	891.89				Average	
		point1193	1193	6,286,497.5	2,019,153.9	891.96				Average	
		point1194	1194	6,286,524.5	2,019,166.5	892.04				Average	
		point1198	1198	6,286,548.0	2,019,185.0	892.64				Average	
		point1199	1199	6,286,567.0	2,019,208.5	893.23				Average	
		point1200	1200	6,286,579.5	2,019,235.5	893.83				Average	
		point1201	1201	6,286,584.5	2,019,254.9	894.41				Average	
		point1202	1202	6,286,586.0	2,019,264.8	894.78				Average	
		point1203	1203	6,286,585.5	2,019,294.6	895.90				Average	
		point1204	1204	6,286,578.0	2,019,323.8	897.03				Average	
		point1205	1205	6,286,569.5	2,019,341.8	897.78				Average	

INPUT: ROADWAYS
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		point1207	1207	6,286,564.5	2,019,349.6	898.04				Average	
		point1208	1208	6,286,546.5	2,019,371.0	898.84				Average	
		point1209	1209	6,286,525.0	2,019,388.0	899.63				Average	
		point1210	1210	6,286,494.0	2,019,404.5	900.72				Average	
		point1211	1211	6,286,405.5	2,019,450.9	903.72				Average	
		point1212	1212	6,286,316.5	2,019,497.1	905.04				Average	
		point1213	1213	6,286,228.0	2,019,543.5	906.37				Average	
		point1214	1214	6,286,141.5	2,019,589.8	907.20					
Roadway17	12.0	point1215	1215	6,283,934.5	2,021,837.9	1,379.47				Average	
		point1217	1217	6,284,021.0	2,021,837.2	1,377.96				Average	
		point1218	1218	6,284,120.0	2,021,827.2	1,371.52				Average	
		point1220	1220	6,284,218.0	2,021,807.4	1,366.80				Average	
		point1221	1221	6,284,315.0	2,021,782.0	1,364.52				Average	
		point1222	1222	6,284,363.5	2,021,769.4	1,363.53				Average	
		point1224	1224	6,284,373.5	2,021,765.4	1,363.35				Average	
		point1225	1225	6,284,386.5	2,021,755.1	1,363.07				Average	
		point1228	1228	6,284,397.5	2,021,741.5	1,362.71				Average	
		point1230	1230	6,284,398.5	2,021,730.4	1,362.69				Average	
		point1231	1231	6,284,402.5	2,021,636.1	1,364.84				Average	
		point1232	1232	6,284,406.0	2,021,536.1	1,365.76				Average	
		point1233	1233	6,284,409.5	2,021,436.2	1,369.23				Average	
		point1234	1234	6,284,413.0	2,021,336.2	1,371.89				Average	
		point1235	1235	6,284,417.0	2,021,236.4	1,375.00				Average	
		point1236	1236	6,284,423.0	2,021,136.6	1,375.17				Average	
		point1238	1238	6,284,453.5	2,021,046.6	1,375.01					
Roadway18	12.0	point1239	1239	6,284,618.5	2,021,701.2	1,350.01				Average	
		point1240	1240	6,284,641.5	2,021,622.9	1,351.54				Average	
		point1241	1241	6,284,645.0	2,021,523.0	1,354.31				Average	
		point1242	1242	6,284,648.5	2,021,423.0	1,355.13				Average	
		point1243	1243	6,284,652.5	2,021,323.1	1,357.88				Average	
		point1244	1244	6,284,654.5	2,021,265.0	1,359.52				Average	
		point1245	1245	6,284,663.0	2,021,213.6	1,360.02				Average	
		point1246	1246	6,284,697.0	2,021,132.6	1,361.14					
Roadway19	12.0	point1247	1247	6,290,371.0	2,018,192.0	1,313.77				Average	
		point1248	1248	6,290,339.5	2,017,951.5	1,316.84				Average	
		point1250	1250	6,290,338.0	2,017,941.1	1,317.18				Average	
		point1251	1251	6,290,335.5	2,017,931.0	1,317.53				Average	
		point1252	1252	6,290,332.0	2,017,921.0	1,317.87				Average	
		point1253	1253	6,290,328.0	2,017,911.4	1,318.21				Average	

INPUT: ROADWAYS

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	point1254	1254	6,290,323.5	2,017,902.0	1,318.56				Average	
	point1255	1255	6,290,318.0	2,017,893.0	1,318.90				Average	
	point1256	1256	6,290,312.0	2,017,884.5	1,319.25				Average	
	point1257	1257	6,290,305.5	2,017,876.4	1,319.59				Average	
	point1259	1259	6,290,298.5	2,017,869.2	1,319.92				Average	
	point1260	1260	6,290,291.0	2,017,862.5	1,320.25				Average	
	point1261	1261	6,290,283.0	2,017,856.2	1,320.58				Average	
	point1262	1262	6,290,275.0	2,017,850.8	1,320.91				Average	
	point1263	1263	6,290,266.0	2,017,845.8	1,321.24				Average	
	point1264	1264	6,290,257.0	2,017,841.4	1,321.56				Average	
	point1265	1265	6,290,248.0	2,017,837.6	1,321.89				Average	
	point1266	1266	6,290,238.0	2,017,834.6	1,322.22				Average	
	point1267	1267	6,290,228.5	2,017,832.2	1,322.55				Average	
	point1268	1268	6,290,218.5	2,017,830.6	1,322.88				Average	
	point1269	1269	6,290,208.5	2,017,829.8	1,323.21				Average	
	point1270	1270	6,290,198.5	2,017,829.5	1,323.54				Average	
	point1271	1271	6,290,188.5	2,017,830.1	1,323.87				Average	
	point1272	1272	6,290,178.5	2,017,831.2	1,324.20				Average	
	point1273	1273	6,290,169.0	2,017,833.2	1,324.53				Average	
	point1274	1274	6,290,159.0	2,017,835.9	1,324.86				Average	
	point1275	1275	6,289,975.5	2,017,893.0	1,329.46				Average	
	point1279	1279	6,289,964.5	2,017,898.0	1,329.72				Average	
	point1281	1281	6,289,955.0	2,017,905.5	1,329.97				Average	
	point1282	1282	6,289,951.5	2,017,910.0	1,330.10				Average	
	point1284	1284	6,289,945.5	2,017,920.4	1,330.36				Average	
	point1285	1285	6,289,943.5	2,017,926.1	1,330.49				Average	
	point1287	1287	6,289,942.0	2,017,938.0	1,330.75				Average	
	point1288	1288	6,289,942.0	2,017,944.0	1,330.88				Average	
	point1290	1290	6,289,945.0	2,017,955.6	1,331.14				Average	
	point1292	1292	6,290,045.5	2,018,225.9	1,331.47				Average	
	point1293	1293	6,290,048.0	2,018,231.1	1,331.35				Average	
	point1295	1295	6,290,054.5	2,018,240.6	1,331.10				Average	
	point1297	1297	6,290,063.0	2,018,248.4	1,330.86				Average	
	point1299	1299	6,290,073.0	2,018,253.8	1,330.61				Average	
	point1301	1301	6,290,084.5	2,018,256.6	1,330.37				Average	
	point1303	1303	6,290,096.0	2,018,256.8	1,330.12				Average	
	point1304	1304	6,290,101.5	2,018,255.8	1,330.00				Average	
	point1305	1305	6,290,339.0	2,018,200.0	1,316.86				Average	
	point1307	1307	6,290,349.5	2,018,197.6	1,315.83				Average	

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		point1308	1308	6,290,360.5	2,018,195.8	1,314.80				Average	
		point1309	1309	6,290,371.0	2,018,194.2	1,313.77				Average	
		point1311	1311	6,290,462.0	2,018,196.9	1,305.09				Average	
		point1312	1312	6,290,543.0	2,018,224.1	1,296.50				Average	
		point1314	1314	6,290,624.0	2,018,282.0	1,286.52				Average	
		point1317	1317	6,290,710.0	2,018,328.1	1,277.58				Average	
		point1319	1319	6,290,809.5	2,018,338.0	1,275.01					
Roadway20	12.0	point1320	1320	6,290,344.5	2,017,716.6	1,325.17				Average	
		point1321	1321	6,290,447.5	2,017,717.9	1,316.29				Average	
		point1323	1323	6,290,460.0	2,017,717.8	1,314.70				Average	
		point1324	1324	6,290,485.5	2,017,712.5	1,311.76				Average	
		point1326	1326	6,290,508.5	2,017,700.8	1,308.82				Average	
		point1327	1327	6,290,563.0	2,017,657.1	1,302.42				Average	
		point1328	1328	6,290,576.5	2,017,647.9	1,300.94				Average	
		point1329	1329	6,290,599.5	2,017,638.5	1,298.71				Average	
		point1330	1330	6,290,623.5	2,017,634.9	1,296.48				Average	
		point1333	1333	6,290,648.5	2,017,637.2	1,293.68				Average	
		point1334	1334	6,290,671.5	2,017,645.8	1,290.88				Average	
		point1335	1335	6,290,692.5	2,017,659.8	1,288.08				Average	
		point1336	1336	6,290,709.0	2,017,678.4	1,285.28				Average	
		point1340	1340	6,290,719.5	2,017,698.8	1,282.75				Average	
		point1341	1341	6,290,725.5	2,017,720.9	1,280.21				Average	
		point1344	1344	6,290,727.5	2,017,744.0	1,278.06				Average	
		point1345	1345	6,290,724.0	2,017,766.8	1,275.90				Average	
		point1347	1347	6,290,715.5	2,017,788.0	1,273.53				Average	
		point1348	1348	6,290,679.0	2,017,864.2	1,271.06				Average	
		point1350	1350	6,290,666.5	2,017,918.2	1,270.67				Average	
		point1351	1351	6,290,662.0	2,017,947.6	1,270.44				Average	
		point1352	1352	6,290,662.0	2,018,045.6	1,266.44				Average	
		point1353	1353	6,290,673.5	2,018,102.1	1,265.48				Average	
		point1354	1354	6,290,676.5	2,018,107.4	1,265.46				Average	
		point1355	1355	6,290,688.5	2,018,120.0	1,265.38				Average	
		point1356	1356	6,290,693.5	2,018,123.1	1,265.35				Average	
		point1357	1357	6,290,705.0	2,018,127.4	1,265.30				Average	
		point1359	1359	6,290,716.5	2,018,128.8	1,265.24				Average	
		point1360	1360	6,290,816.5	2,018,128.1	1,265.05					
Roadway21	12.0	point1361	1361	6,286,616.0	2,018,705.9	881.35				Average	
		point1362	1362	6,286,570.5	2,018,733.0	882.02				Average	
		point1363	1363	6,286,484.5	2,018,784.1	883.14				Average	

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		point1364	1364	6,286,398.5	2,018,835.2	884.59				Average	
		point1365	1365	6,286,377.5	2,018,848.0	884.70				Average	
		point1366	1366	6,286,312.5	2,018,886.4	885.03				Average	
		point1367	1367	6,286,227.0	2,018,937.5	886.58				Average	
		point1368	1368	6,286,140.0	2,018,986.6	888.16				Average	
		point1371	1371	6,286,044.0	2,019,001.0	888.20					
Roadway22	12.0	point1372	1372	6,285,260.5	2,021,697.8	1,260.76				Average	
		point1373	1373	6,285,316.5	2,021,705.5	1,259.83				Average	
		point1374	1374	6,285,359.5	2,021,711.5	1,257.67				Average	
		point1376	1376	6,285,445.0	2,021,719.0	1,253.87				Average	
		point1377	1377	6,285,516.0	2,021,719.2	1,250.38				Average	
		point1378	1378	6,285,615.5	2,021,709.5	1,247.96				Average	
		point1379	1379	6,285,684.5	2,021,697.0	1,245.69				Average	
		point1381	1381	6,285,780.5	2,021,668.8	1,245.10					
Roadway23	12.0	point1407	1407	6,286,046.0	2,022,670.2	1,288.11				Average	
		point1408	1408	6,286,112.5	2,022,664.5	1,285.46				Average	
		point1409	1409	6,286,212.5	2,022,657.8	1,284.05				Average	
		point1411	1411	6,286,312.0	2,022,661.1	1,280.31				Average	
		point1412	1412	6,286,411.0	2,022,675.6	1,278.45				Average	
		point1413	1413	6,286,508.0	2,022,701.0	1,274.90				Average	
		point1414	1414	6,286,602.5	2,022,732.5	1,272.80				Average	
		point1416	1416	6,286,699.0	2,022,753.2	1,272.18				Average	
		point1417	1417	6,286,799.0	2,022,768.4	1,271.59				Average	
		point1418	1418	6,286,898.0	2,022,783.4	1,270.42				Average	
		point1419	1419	6,286,997.0	2,022,798.4	1,268.87				Average	
		point1420	1420	6,287,096.0	2,022,813.2	1,267.59				Average	
		point1421	1421	6,287,195.0	2,022,828.2	1,266.90					
Roadway24	12.0	point1422	1422	6,285,301.0	2,021,434.0	1,217.00				Average	
		point1424	1424	6,285,361.0	2,021,440.6	1,220.00				Average	
		point1425	1425	6,285,461.0	2,021,444.2	1,239.89				Average	
		point1426	1426	6,285,560.5	2,021,439.9	1,235.80				Average	
		point1427	1427	6,285,659.5	2,021,427.6	1,232.75				Average	
		point1428	1428	6,285,705.0	2,021,418.8	1,231.81					
Roadway25	12.0	point1435	1435	6,286,579.5	2,019,232.8	893.71				Average	
		point1436	1436	6,286,680.0	2,019,180.4	891.47				Average	
		point1437	1437	6,286,768.5	2,019,134.1	892.59				Average	
		point1438	1438	6,286,857.0	2,019,087.8	894.29				Average	
		point1439	1439	6,286,946.0	2,019,041.5	895.93				Average	
		point1440	1440	6,286,958.5	2,019,035.6	897.45					

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Roadway26	12.0	point1445	1445	6,286,538.5	2,023,095.8	1,279.89				Average	
		point1447	1447	6,286,571.0	2,023,008.9	1,277.21				Average	
		point1448	1448	6,286,580.0	2,022,914.6	1,274.88				Average	
		point1449	1449	6,286,592.5	2,022,816.6	1,274.62				Average	
		point1450	1450	6,286,602.5	2,022,733.8	1,272.79					
Roadway27	12.0	point1458	1458	6,287,707.5	2,023,481.9	1,275.17				Average	
		point1460	1460	6,287,686.5	2,023,481.5	1,275.06				Average	
		point1461	1461	6,287,665.5	2,023,430.5	1,274.93				Average	
		point1462	1462	6,287,611.0	2,023,347.0	1,274.72				Average	
		point1463	1463	6,287,538.0	2,023,279.5	1,273.98				Average	
		point1464	1464	6,287,450.0	2,023,232.2	1,272.93				Average	
		point1465	1465	6,287,370.0	2,023,209.4	1,271.53				Average	
		point1466	1466	6,287,280.0	2,023,187.1	1,269.99				Average	
		point1467	1467	6,287,181.0	2,023,172.5	1,269.97					
Roadway28	12.0	point1468	1468	6,286,678.0	2,023,218.4	1,280.09				Average	
		point1471	1471	6,286,720.5	2,023,178.5	1,279.89				Average	
		point1472	1472	6,286,742.5	2,023,164.9	1,279.49				Average	
		point1473	1473	6,286,767.0	2,023,157.4	1,279.08				Average	
		point1475	1475	6,286,789.5	2,023,156.2	1,278.51				Average	
		point1476	1476	6,286,875.0	2,023,167.0	1,275.76				Average	
		point1477	1477	6,286,974.0	2,023,179.8	1,274.09				Average	
		point1479	1479	6,287,098.0	2,023,195.9	1,270.00				Average	
		point1481	1481	6,287,172.0	2,023,199.5	1,269.97					
Roadway29	12.0	point1482	1482	6,284,682.0	2,022,810.4	1,459.06				Average	
		point1483	1483	6,284,706.5	2,022,805.5	1,457.94				Average	
		point1484	1484	6,284,805.0	2,022,786.2	1,454.85				Average	
		point1485	1485	6,284,903.0	2,022,767.0	1,452.89				Average	
		point1486	1486	6,285,001.0	2,022,747.8	1,450.14				Average	
		point1487	1487	6,285,085.5	2,022,734.5	1,449.84				Average	
		point1488	1488	6,285,100.0	2,022,734.1	1,449.81				Average	
		point1490	1490	6,285,193.5	2,022,733.4	1,460.00					
Roadway30	12.0	point1491	1491	6,286,615.5	2,019,689.4	911.64				Average	
		point1492	1492	6,286,661.0	2,019,664.5	910.02				Average	
		point1493	1493	6,286,750.0	2,019,618.8	906.23				Average	
		point1494	1494	6,286,839.0	2,019,573.0	904.91				Average	
		point1495	1495	6,286,928.0	2,019,527.2	904.90				Average	
		point1496	1496	6,287,013.5	2,019,483.6	907.55				Average	
		point1497	1497	6,287,102.5	2,019,438.0	912.25					
Roadway31	12.0	point1499	1499	6,285,550.5	2,021,983.8	1,266.80				Average	

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		point1500	1500	6,285,643.5	2,021,974.4	1,263.91				Average	
		point1501	1501	6,285,741.5	2,021,955.9	1,260.32				Average	
		point1502	1502	6,285,835.5	2,021,932.8	1,259.96					
Roadway32	12.0	point1503	1503	6,287,536.0	2,018,689.8	904.99				Average	
		point1504	1504	6,287,556.0	2,018,752.1	905.29				Average	
		point1505	1505	6,287,586.5	2,018,847.2	907.72				Average	
		point1506	1506	6,287,617.5	2,018,942.2	909.51					
Roadway33	12.0	point1507	1507	6,287,938.5	2,018,757.5	912.92				Average	
		point1508	1508	6,287,934.0	2,018,777.0	912.97				Average	
		point1509	1509	6,287,974.0	2,018,787.6	913.88				Average	
		point1510	1510	6,288,045.0	2,018,811.5	915.44				Average	
		point1511	1511	6,288,136.5	2,018,852.0	918.02					
Roadway34	12.0	point1512	1512	6,288,420.0	2,021,530.5	1,276.47				Average	
		point1513	1513	6,288,409.0	2,021,514.9	1,277.58				Average	
		point1514	1514	6,288,352.5	2,021,432.4	1,279.61				Average	
		point1515	1515	6,288,296.0	2,021,349.8	1,280.24				Average	
		point1516	1516	6,288,239.5	2,021,267.2	1,279.96				Average	
		point1517	1517	6,288,183.0	2,021,184.8	1,278.70				Average	
		point1518	1518	6,288,127.5	2,021,121.0	1,277.37				Average	
		point1519	1519	6,288,117.5	2,021,113.4	1,277.05					
Roadway35	12.0	point1520	1520	6,288,240.0	2,021,651.1	1,284.50				Average	
		point1521	1521	6,288,203.5	2,021,597.4	1,285.00				Average	
		point1522	1522	6,288,147.0	2,021,514.9	1,285.22				Average	
		point1523	1523	6,288,093.5	2,021,436.0	1,284.74				Average	
		point1527	1527	6,288,075.0	2,021,413.0	1,284.33				Average	
		point1529	1529	6,288,015.0	2,021,368.8	1,283.20					
Roadway36	12.0	point1533	1533	6,288,598.5	2,021,486.5	1,272.56				Average	
		point1535	1535	6,288,599.0	2,021,469.0	1,272.41				Average	
		point1536	1536	6,288,597.5	2,021,446.6	1,272.49				Average	
		point1537	1537	6,288,574.0	2,021,375.8	1,272.72				Average	
		point1538	1538	6,288,568.0	2,021,365.0	1,272.76				Average	
		point1540	1540	6,288,511.5	2,021,282.4	1,274.90				Average	
		point1541	1541	6,288,455.0	2,021,199.8	1,275.25				Average	
		point1542	1542	6,288,398.5	2,021,117.2	1,274.77				Average	
		point1543	1543	6,288,342.0	2,021,034.8	1,272.00				Average	
		point1544	1544	6,288,310.0	2,020,987.4	1,270.26				Average	
		point1545	1545	6,288,288.0	2,020,953.0	1,269.54					
Roadway37	12.0	point1546	1546	6,288,829.0	2,021,316.2	1,268.43				Average	
		point1547	1547	6,288,798.0	2,021,294.6	1,269.48				Average	

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		point1548	1548	6,288,783.0	2,021,283.0	1,269.57				Average	
		point1550	1550	6,288,720.5	2,021,205.2	1,269.98				Average	
		point1551	1551	6,288,664.0	2,021,122.8	1,270.24				Average	
		point1552	1552	6,288,607.5	2,021,040.2	1,269.56				Average	
		point1553	1553	6,288,551.0	2,020,957.6	1,266.11				Average	
		point1554	1554	6,288,539.0	2,020,940.1	1,265.28				Average	
		point1556	1556	6,288,511.0	2,020,879.1	1,265.04					
Roadway38	12.0	point1557	1557	6,288,975.0	2,021,195.4	1,268.61				Average	
		point1558	1558	6,288,950.0	2,021,157.9	1,269.57				Average	
		point1559	1559	6,288,893.5	2,021,075.4	1,270.02				Average	
		point1560	1560	6,288,837.0	2,020,992.9	1,271.41				Average	
		point1561	1561	6,288,780.5	2,020,910.2	1,270.96				Average	
		point1562	1562	6,288,740.5	2,020,835.5	1,269.91				Average	
		point1563	1563	6,288,735.0	2,020,823.1	1,269.74					
Roadway39	12.0	point1564	1564	6,289,162.0	2,021,086.2	1,269.78				Average	
		point1565	1565	6,289,099.0	2,020,993.0	1,273.72				Average	
		point1566	1566	6,289,042.5	2,020,910.5	1,275.32				Average	
		point1567	1567	6,288,986.0	2,020,828.0	1,275.00				Average	
		point1568	1568	6,288,935.0	2,020,747.0	1,275.00					
Roadway40	12.0	point1569	1569	6,286,533.0	2,018,755.5	882.46				Average	
		point1570	1570	6,286,550.5	2,018,785.4	883.47				Average	
		point1571	1571	6,286,602.0	2,018,871.4	884.94				Average	
		point1572	1572	6,286,653.0	2,018,957.2	885.45				Average	
		point1573	1573	6,286,704.0	2,019,043.2	889.34				Average	
		point1574	1574	6,286,755.0	2,019,129.1	892.08					
Roadway41	12.0	point1575	1575	6,286,836.5	2,020,131.8	919.51				Average	
		point1577	1577	6,286,842.5	2,020,097.4	917.95				Average	
		point1579	1579	6,286,861.0	2,020,026.4	915.01				Average	
		point1580	1580	6,286,887.5	2,019,929.9	911.42				Average	
		point1581	1581	6,286,913.5	2,019,833.4	908.96				Average	
		point1582	1582	6,286,940.0	2,019,736.9	905.03				Average	
		point1583	1583	6,286,944.5	2,019,715.4	905.00				Average	
		point1584	1584	6,286,944.0	2,019,690.8	904.96				Average	
		point1585	1585	6,286,937.5	2,019,667.0	904.93				Average	
		point1586	1586	6,286,924.5	2,019,641.4	904.92				Average	
		point1587	1587	6,286,881.5	2,019,554.6	904.85					
Roadway42	12.0	point1588	1588	6,286,025.0	2,022,849.0	1,287.88				Average	
		point1589	1589	6,286,092.5	2,022,843.2	1,286.58				Average	
		point1590	1590	6,286,173.0	2,022,836.0	1,285.00				Average	

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		point1592	1592	6,286,251.0	2,022,833.8	1,282.94				Average	
		point1593	1593	6,286,350.5	2,022,843.2	1,280.48				Average	
		point1594	1594	6,286,435.5	2,022,862.9	1,277.78				Average	
		point1595	1595	6,286,480.5	2,022,877.8	1,276.03				Average	
		point1596	1596	6,286,509.0	2,022,887.9	1,275.58				Average	
		point1597	1597	6,286,575.0	2,022,907.4	1,274.88					
Roadway43	12.0	point1598	1598	6,287,634.5	2,023,009.6	1,270.09				Average	
		point1599	1599	6,287,577.0	2,022,980.1	1,270.02				Average	
		point1600	1600	6,287,478.5	2,022,964.1	1,269.87				Average	
		point1601	1601	6,287,381.5	2,022,944.2	1,269.72				Average	
		point1602	1602	6,287,283.5	2,022,919.5	1,268.24				Average	
		point1603	1603	6,287,189.0	2,022,903.4	1,267.90					
Roadway44	12.0	point1604	1604	6,286,390.5	2,022,671.6	1,279.26				Average	
		point1605	1605	6,286,391.0	2,022,668.1	1,279.20				Average	
		point1607	1607	6,286,394.0	2,022,644.5	1,278.85				Average	
		point1608	1608	6,286,394.0	2,022,632.5	1,278.67				Average	
		point1610	1610	6,286,391.0	2,022,532.6	1,274.16				Average	
		point1611	1611	6,286,388.0	2,022,432.6	1,270.05				Average	
		point1612	1612	6,286,385.0	2,022,334.1	1,266.91					
Roadway45	12.0	point1613	1613	6,286,223.0	2,022,656.6	1,283.65				Average	
		point1614	1614	6,286,222.5	2,022,637.2	1,283.67				Average	
		point1615	1615	6,286,219.0	2,022,537.4	1,280.03				Average	
		point1616	1616	6,286,216.0	2,022,437.4	1,275.05				Average	
		point1617	1617	6,286,213.0	2,022,338.9	1,272.94					
Roadway47	12.0	point1629	1629	6,286,281.5	2,018,686.2	879.54				Average	
		point1630	1630	6,286,324.5	2,018,758.9	883.14				Average	
		point1631	1631	6,286,376.0	2,018,844.9	884.64					
Roadway48	12.0	point1632	1632	6,286,253.0	2,018,495.8	879.90				Average	
		point1633	1633	6,286,273.0	2,018,567.8	879.34				Average	
		point1634	1634	6,286,324.0	2,018,653.8	879.18					
Roadway49	12.0	point1636	1636	6,286,071.5	2,018,574.4	875.02				Average	
		point1637	1637	6,286,123.0	2,018,660.4	878.43				Average	
		point1638	1638	6,286,172.5	2,018,744.0	881.12					
Roadway50	12.0	point1639	1639	6,285,688.0	2,019,019.4	891.41				Average	
		point1640	1640	6,285,738.0	2,018,978.4	888.84				Average	
		point1642	1642	6,285,759.0	2,018,968.2	888.37				Average	
		point1643	1643	6,285,783.5	2,018,963.2	887.92				Average	
		point1644	1644	6,285,842.0	2,018,963.4	887.53				Average	
		point1645	1645	6,285,942.0	2,018,964.2	887.45				Average	

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		point1646	1646	6,286,039.0	2,018,965.5	886.94					
Roadway51	12.0	point1647	1647	6,285,859.5	2,019,165.4	897.36				Average	
		point1648	1648	6,285,867.0	2,019,183.8	897.60				Average	
		point1649	1649	6,285,959.5	2,019,144.8	893.79				Average	
		point1650	1650	6,286,052.0	2,019,106.0	890.95					
Roadway2-2	12.0	point1655	1655	6,293,331.0	2,016,204.8	1,008.94				Average	
		point346	346	6,293,395.0	2,016,159.6	1,008.72					
Roadway26-2	12.0	point1658	1658	6,286,603.0	2,022,731.4	1,272.79				Average	
		point1451	1451	6,286,614.0	2,022,637.5	1,270.95				Average	
		point1453	1453	6,286,615.5	2,022,616.8	1,270.13				Average	
		point1455	1455	6,286,612.5	2,022,516.9	1,268.37				Average	
		point1456	1456	6,286,609.5	2,022,416.9	1,265.60				Average	
		point1457	1457	6,286,606.5	2,022,316.9	1,262.30					
Valley	34.0	point1660	1660	6,286,805.5	2,022,076.5	1,252.33				Average	
		point350	350	6,286,797.5	2,022,037.8	1,250.01				Average	
		point351	351	6,286,782.0	2,021,978.4	1,250.00				Average	
		point352	352	6,286,764.5	2,021,922.5	1,245.70				Average	
		point353	353	6,286,730.0	2,021,850.4	1,240.19				Average	
		point354	354	6,286,671.5	2,021,769.5	1,230.18				Average	
		point355	355	6,286,598.0	2,021,701.9	1,218.28				Average	
		point356	356	6,286,530.0	2,021,656.8	1,208.46				Average	
		point357	357	6,286,514.5	2,021,646.6	1,206.21				Average	
		point360	360	6,286,442.5	2,021,577.9	1,194.29				Average	
		point365	365	6,286,392.5	2,021,491.6	1,182.35				Average	
		point366	366	6,286,369.0	2,021,394.9	1,170.29				Average	
		point368	368	6,286,369.0	2,021,294.9	1,158.30				Average	
		point369	369	6,286,371.5	2,021,195.0	1,146.22				Average	
		point372	372	6,286,357.5	2,021,096.2	1,134.30				Average	
		point374	374	6,286,327.5	2,021,000.9	1,122.36				Average	
		point377	377	6,286,312.5	2,020,902.5	1,110.20				Average	
		point380	380	6,286,325.5	2,020,803.6	1,098.28				Average	
		point383	383	6,286,366.0	2,020,712.5	1,086.27				Average	
		point386	386	6,286,430.5	2,020,636.5	1,074.31				Average	
		point389	389	6,286,513.5	2,020,581.8	1,062.29				Average	
		point391	391	6,286,609.0	2,020,551.8	1,050.32				Average	
		point392	392	6,286,706.0	2,020,529.1	1,038.33				Average	
		point393	393	6,286,803.5	2,020,506.5	1,025.10				Average	
		point394	394	6,286,836.5	2,020,498.9	1,022.29				Average	
		point395	395	6,286,914.0	2,020,470.6	1,012.31				Average	

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		point396	396	6,286,996.0	2,020,413.6	1,000.27				Average	
		point397	397	6,287,058.5	2,020,335.9	988.25				Average	
		point398	398	6,287,096.5	2,020,243.8	976.33				Average	
		point399	399	6,287,106.5	2,020,144.9	964.36				Average	
		point400	400	6,287,100.0	2,020,061.5	954.53				Average	
		point401	401	6,287,091.5	2,019,961.9	944.05				Average	
		point402	402	6,287,083.0	2,019,862.2	935.00				Average	
		point403	403	6,287,084.5	2,019,762.5	926.84				Average	
		point405	405	6,287,092.0	2,019,716.8	924.56				Average	
		point406	406	6,287,097.5	2,019,688.8	922.69				Average	
		point407	407	6,287,107.5	2,019,614.2	919.03				Average	
		point408	408	6,287,111.0	2,019,514.4	915.22				Average	
		point409	409	6,287,104.0	2,019,414.8	911.96				Average	
		point410	410	6,287,085.5	2,019,316.5	907.73				Average	
		point411	411	6,287,056.5	2,019,220.9	903.55				Average	
		point412	412	6,287,017.0	2,019,129.0	900.95				Average	
		point413	413	6,286,972.5	2,019,050.1	898.32				Average	
		point414	414	6,286,927.0	2,018,984.5	895.19				Average	
		point415	415	6,286,888.0	2,018,936.8	893.21				Average	
		point416	416	6,286,810.5	2,018,848.1	889.47				Average	
		point417	417	6,286,744.5	2,018,773.0	885.78				Average	
		point418	418	6,286,678.5	2,018,697.8	882.90				Average	
		point419	419	6,286,612.5	2,018,622.6	879.90				Average	
		point421	421	6,286,554.0	2,018,556.0	876.12				Average	
		point422	422	6,286,516.0	2,018,508.0	876.52				Average	
		point423	423	6,286,479.0	2,018,448.5	875.54				Average	
		point424	424	6,286,445.5	2,018,376.0	866.91				Average	
		point425	425	6,286,417.5	2,018,280.1	865.00					
Roadway35-2-2	12.0	point1663	1663	6,287,991.0	2,021,359.0	1,282.42				Average	
		point1531	1531	6,287,924.5	2,021,337.8	1,280.15				Average	
		point1532	1532	6,287,828.5	2,021,310.5	1,271.90					
Roadway4-2	24.0	point1664	1664	6,286,527.0	2,018,520.9	875.05				Average	
		point474	474	6,286,561.0	2,018,495.4	875.01				Average	
		point475	475	6,286,628.0	2,018,446.6	880.00				Average	
		point476	476	6,286,635.5	2,018,441.2	880.00				Average	
		point480	480	6,286,656.0	2,018,441.1	880.36				Average	
		point482	482	6,286,673.5	2,018,450.6	881.80				Average	
		point483	483	6,286,678.5	2,018,454.4	882.17				Average	
		point484	484	6,286,720.5	2,018,501.2	885.04				Average	

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		point485	485	6,286,787.5	2,018,575.9	890.48				Average	
		point486	486	6,286,854.0	2,018,650.5	892.60				Average	
		point487	487	6,286,920.5	2,018,725.1	894.98				Average	
		point488	488	6,286,987.0	2,018,799.8	895.06				Average	
		point489	489	6,287,053.5	2,018,874.4	897.02				Average	
		point490	490	6,287,100.0	2,018,926.4	898.41				Average	
		point491	491	6,287,119.0	2,018,950.0	899.03				Average	
		point493	493	6,287,132.0	2,018,969.2	899.44				Average	
		point494	494	6,287,159.5	2,019,027.6	900.59				Average	
		point496	496	6,287,165.0	2,019,038.5	900.94				Average	
		point499	499	6,287,172.0	2,019,047.1	901.19				Average	
		point500	500	6,287,186.5	2,019,056.2	901.58				Average	
		point501	501	6,287,191.5	2,019,058.1	901.70				Average	
		point502	502	6,287,208.5	2,019,059.8	902.09				Average	
		point503	503	6,287,214.0	2,019,059.0	902.21				Average	
		point504	504	6,287,255.5	2,019,046.0	903.08				Average	
		point505	505	6,287,350.5	2,019,015.1	905.40				Average	
		point506	506	6,287,445.5	2,018,984.4	907.81				Average	
		point507	507	6,287,501.0	2,018,966.6	907.95				Average	
		point508	508	6,287,598.5	2,018,945.0	909.21				Average	
		point509	509	6,287,680.0	2,018,937.0	910.61				Average	
		point510	510	6,287,780.0	2,018,939.4	912.61				Average	
		point511	511	6,287,878.5	2,018,955.0	914.48				Average	
		point512	512	6,287,974.5	2,018,983.6	915.63				Average	
		point513	513	6,288,049.0	2,019,016.2	917.14				Average	
		point514	514	6,288,120.5	2,019,048.1	919.18				Average	
		point516	516	6,288,135.5	2,019,052.4	919.47				Average	
		point517	517	6,288,162.5	2,019,058.2	919.99				Average	
		point519	519	6,288,186.0	2,019,065.0	923.26				Average	
		point520	520	6,288,207.0	2,019,077.2	926.53				Average	
		point521	521	6,288,219.5	2,019,088.6	929.03				Average	
		point522	522	6,288,225.5	2,019,095.4	930.43				Average	
		point523	523	6,288,239.0	2,019,118.4	934.63				Average	
		point524	524	6,288,245.5	2,019,144.1	938.84				Average	
		point525	525	6,288,247.0	2,019,172.8	944.70				Average	
		point526	526	6,288,251.0	2,019,272.8	964.41				Average	
		point527	527	6,288,254.0	2,019,338.2	976.69				Average	
		point528	528	6,288,257.0	2,019,372.5	983.98				Average	
		point530	530	6,288,263.0	2,019,400.5	989.08				Average	

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		point531	531	6,288,294.5	2,019,477.6	1,003.86				Average	
		point532	532	6,288,345.5	2,019,548.8	1,018.08				Average	
		point533	533	6,288,354.5	2,019,560.5	1,020.90				Average	
		point535	535	6,288,415.0	2,019,620.2	1,037.60				Average	
		point537	537	6,288,484.5	2,019,669.4	1,054.40				Average	
		point538	538	6,288,494.5	2,019,680.4	1,057.34				Average	
		point541	541	6,288,510.5	2,019,708.5	1,062.65				Average	
		point542	542	6,288,515.5	2,019,732.0	1,066.63				Average	
		point543	543	6,288,517.0	2,019,775.4	1,072.36				Average	
		point544	544	6,288,517.5	2,019,794.8	1,074.77				Average	
		point545	545	6,288,521.0	2,019,819.4	1,078.45				Average	
		point546	546	6,288,540.5	2,019,871.6	1,087.64				Average	
		point547	547	6,288,568.5	2,019,946.8	1,101.09				Average	
		point548	548	6,288,576.0	2,019,965.1	1,104.50				Average	
		point550	550	6,288,621.0	2,020,054.5	1,122.34				Average	
		point551	551	6,288,666.0	2,020,143.6	1,140.22				Average	
		point552	552	6,288,711.0	2,020,232.9	1,151.75				Average	
		point553	553	6,288,754.0	2,020,321.5	1,171.82				Average	
		point555	555	6,288,766.0	2,020,393.8	1,187.08				Average	
		point556	556	6,288,761.0	2,020,407.9	1,189.69				Average	
		point558	558	6,288,753.5	2,020,417.8	1,189.84				Average	
		point559	559	6,288,742.0	2,020,426.6	1,193.03				Average	
		point560	560	6,288,723.0	2,020,432.8	1,194.60				Average	
		point561	561	6,288,703.0	2,020,430.8	1,198.87				Average	
		point562	562	6,288,662.0	2,020,412.2	1,202.90				Average	
		point563	563	6,288,590.0	2,020,381.6	1,213.98				Average	
		point567	567	6,288,568.0	2,020,383.9	1,214.94				Average	
		point569	569	6,288,551.0	2,020,391.8	1,219.51				Average	
		point571	571	6,288,539.0	2,020,409.9	1,221.44				Average	
		point572	572	6,288,535.5	2,020,418.5	1,222.41				Average	
		point573	573	6,288,528.0	2,020,468.1	1,227.56				Average	
		point575	575	6,288,520.0	2,020,526.6	1,235.12				Average	
		point577	577	6,288,527.5	2,020,565.1	1,240.28				Average	
		point578	578	6,288,550.5	2,020,662.4	1,247.80					
Roadway25-2	12.0	point1665	1665	6,286,968.5	2,019,029.6	897.45				Average	
		point1441	1441	6,287,036.5	2,019,000.2	899.36				Average	
		point1443	1443	6,287,128.0	2,018,967.2	899.50					
Sarver Lane - Project Entrance	34.0	point1773	1773	6,286,417.5	2,018,280.1	865.00				Average	
		point1772	1772	6,286,413.5	2,018,259.2	864.16				Average	

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		point1771	1771	6,286,410.5	2,018,238.2	863.33				Average	
		point1770	1770	6,286,408.0	2,018,217.2	862.49				Average	
		point1769	1769	6,286,406.5	2,018,196.1	861.66				Average	
		point1768	1768	6,286,405.5	2,018,174.9	860.82				Average	
		point1766	1766	6,286,403.0	2,018,081.0	856.88				Average	
		point1765	1765	6,286,401.0	2,017,981.0	856.79				Average	
		point1764	1764	6,286,398.5	2,017,881.0	856.64				Average	
		point1763	1763	6,286,397.5	2,017,781.0	856.74				Average	
		point1762	1762	6,286,398.5	2,017,756.1	856.93				Average	
		point1761	1761	6,286,401.0	2,017,731.1	857.12				Average	
		point1760	1760	6,286,403.5	2,017,706.4	857.32				Average	
		point1759	1759	6,286,407.0	2,017,681.6	857.51				Average	
		point1757	1757	6,286,411.5	2,017,657.0	858.57				Average	
		point1756	1756	6,286,417.0	2,017,632.5	859.64				Average	
		point1755	1755	6,286,422.5	2,017,608.2	860.70				Average	
		point1754	1754	6,286,429.5	2,017,584.1	861.77				Average	
		point1752	1752	6,286,437.0	2,017,560.2	862.41				Average	
		point1751	1751	6,286,445.0	2,017,536.6	863.05				Average	
		point1750	1750	6,286,454.0	2,017,513.2	863.69				Average	
		point1749	1749	6,286,463.5	2,017,490.2	864.33				Average	
		point1747	1747	6,286,474.0	2,017,467.5	865.70				Average	
		point1746	1746	6,286,485.0	2,017,445.1	867.06				Average	
		point1745	1745	6,286,496.5	2,017,422.9	868.43				Average	
		point1744	1744	6,286,508.5	2,017,400.9	869.79				Average	
		point1742	1742	6,286,555.5	2,017,312.6	869.49				Average	
		point1741	1741	6,286,602.5	2,017,224.4	864.97				Average	
		point1740	1740	6,286,649.5	2,017,136.1	858.47				Average	
		point1739	1739	6,286,696.0	2,017,047.6	851.95				Average	
		point1738	1738	6,286,738.5	2,016,957.2	845.89				Average	
		point1737	1737	6,286,781.5	2,016,866.8	842.24				Average	
		point1736	1736	6,286,747.5	2,016,812.6	838.78					
Roadway62-2	12.0	point1777	1777	6,285,964.5	2,015,383.9	771.70				Average	
		point1669	1669	6,285,977.5	2,015,371.8	771.20				Average	
		point1668	1668	6,286,032.5	2,015,321.1	770.22					
Buena Creek Rd	30.0	point1788	1788	6,284,522.5	2,011,376.4	720.00				Average	
		point1789	1789	6,284,092.0	2,011,481.4	736.00				Average	
		point1790	1790	6,281,885.5	2,011,480.0	736.00					
DrSpngsRd WB- MesaRockRd to I15	40.0	point1	1	6,293,663.5	2,016,458.5	1,019.80				Average	
		point2	2	6,293,596.0	2,016,416.0	1,020.00				Average	

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		point3	3	6,293,520.5	2,016,366.6	1,016.30				Average	
		point4	4	6,293,444.0	2,016,316.9	1,014.30				Average	
		point5	5	6,293,404.0	2,016,288.1	1,012.80				Average	
		point6	6	6,293,351.0	2,016,250.4	1,010.60				Average	
		point2004	2004	6,293,271.0	2,016,183.1	1,007.00					
Twin Oaks Valley RdS. of Buena CrkRd	30.0	point1817	1817	6,284,510.0	2,011,335.0	720.00				Average	
		point1818	1818	6,284,252.0	2,010,562.1	720.00					
I-15 SB	66.0	point1833	1833	6,286,367.5	2,031,990.2	620.00				Average	
		point1834	1834	6,287,221.0	2,029,553.2	630.00				Average	
		point1835	1835	6,288,359.5	2,026,266.2	650.00				Average	
		point1838	1838	6,288,968.0	2,024,868.0	739.00				Average	
		point1847	1847	6,292,982.0	2,018,074.0	960.00				Average	
		point1848	1848	6,293,628.0	2,016,720.1	970.00				Average	
		point1849	1849	6,293,817.0	2,016,325.9	980.00				Average	
		point1850	1850	6,294,121.5	2,015,695.6	1,010.00				Average	
		point1851	1851	6,294,295.5	2,015,335.5	1,025.00				Average	
		point1852	1852	6,294,762.0	2,014,358.8	1,040.00					
I-15 NB	66.0	point1853	1853	6,294,842.0	2,014,446.6	1,040.00				Average	
		point1854	1854	6,294,356.0	2,015,460.5	1,025.00				Average	
		point1855	1855	6,294,182.0	2,015,820.8	1,010.00				Average	
		point1856	1856	6,293,921.5	2,016,361.1	980.00				Average	
		point1857	1857	6,293,693.0	2,016,832.8	970.00				Average	
		point1858	1858	6,293,070.0	2,018,113.0	960.00				Average	
		point1859	1859	6,289,081.5	2,024,927.4	739.00				Average	
		point1864	1864	6,288,516.0	2,026,264.9	650.00				Average	
		point1869	1869	6,287,343.5	2,029,608.5	630.00				Average	
		point1866	1866	6,286,512.0	2,031,996.2	620.00					
Roadway97	12.0	point1870	1870	6,285,168.5	2,011,180.4	0.00				Average	
		point1871	1871	6,285,218.5	2,011,180.4	0.00				Average	
		point1872	1872	6,285,268.5	2,011,180.4	0.00					
Roadway98	12.0	point1873	1873	6,285,066.5	2,011,051.6	0.00				Average	
		point1874	1874	6,285,066.5	2,011,101.6	0.00				Average	
		point1875	1875	6,285,066.5	2,011,149.2	0.00					
Roadway99	12.0	point1876	1876	6,285,103.0	2,011,049.8	0.00				Average	
		point1880	1880	6,285,138.5	2,011,085.9	0.00				Average	
		point1878	1878	6,285,174.0	2,011,122.0	0.00					
Roadway100	12.0	point1881	1881	6,285,137.5	2,010,975.2	0.00				Average	
		point1883	1883	6,285,184.0	2,010,994.5	0.00				Average	
		point1882	1882	6,285,230.0	2,011,013.6	0.00					

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Roadway101	12.0	point1884	1884	6,285,280.5	2,011,111.5	0.00				Average	
		point1901	1901	6,285,232.5	2,011,123.4	0.00				Average	
		point1885	1885	6,285,184.0	2,011,135.2	0.00					
Mesa to Knolls	34.0	point1892	1892	6,284,103.5	2,022,266.2	1,390.92				Average	
		point201	201	6,284,173.5	2,022,318.8	1,389.28				Average	
		point202	202	6,284,266.0	2,022,355.2	1,383.43				Average	
		point203	203	6,284,365.5	2,022,364.0	1,376.66				Average	
		point1778	1778	6,284,461.0	2,022,349.9	1,370.67				Average	
		point205	205	6,284,579.0	2,022,329.2	1,364.38				Average	
		point206	206	6,284,678.0	2,022,315.2	1,356.19				Average	
		point207	207	6,284,778.0	2,022,308.6	1,344.52				Average	
		point208	208	6,284,878.0	2,022,302.2	1,333.18				Average	
		point209	209	6,284,977.5	2,022,296.0	1,323.53				Average	
		point210	210	6,285,077.0	2,022,286.2	1,315.12				Average	
		point211	211	6,285,163.0	2,022,269.6	1,310.50				Average	
		point212	212	6,285,272.5	2,022,243.5	1,303.92				Average	
		point213	213	6,285,369.5	2,022,220.2	1,298.16				Average	
		point214	214	6,285,467.0	2,022,197.1	1,291.57				Average	
		point215	215	6,285,494.5	2,022,190.5	1,289.97				Average	
		point216	216	6,285,564.0	2,022,173.9	1,285.96				Average	
		point217	217	6,285,661.5	2,022,150.6	1,279.19				Average	
		point218	218	6,285,742.5	2,022,131.4	1,274.70				Average	
		point220	220	6,285,783.0	2,022,122.5	1,272.57				Average	
		point221	221	6,285,857.5	2,022,110.9	1,268.45				Average	
		point223	223	6,285,957.0	2,022,104.1	1,262.09				Average	
		point224	224	6,286,045.5	2,022,106.5	1,260.57				Average	
		point225	225	6,286,156.5	2,022,114.4	1,257.68				Average	
		point226	226	6,286,256.5	2,022,121.5	1,256.38				Average	
		point227	227	6,286,353.5	2,022,128.4	1,255.29				Average	
		point228	228	6,286,431.5	2,022,133.6	1,253.56				Average	
		point229	229	6,286,531.0	2,022,133.2	1,251.73				Average	
		point230	230	6,286,630.5	2,022,122.9	1,251.60				Average	
		point231	231	6,286,726.5	2,022,103.1	1,251.55				Average	
		point232	232	6,286,808.5	2,022,082.0	1,252.07					
Knolls - 2	40.0	point940	940	6,285,494.5	2,022,188.0	1,289.90				Average	
		point941	941	6,285,483.0	2,022,146.6	1,290.31				Average	
		point942	942	6,285,446.5	2,022,063.0	1,286.51				Average	
		point943	943	6,285,430.0	2,022,039.6	1,285.03				Average	
		point944	944	6,285,390.5	2,021,997.6	1,281.35				Average	

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		point945	945	6,285,370.0	2,021,980.9	1,279.72				Average	
		point947	947	6,285,328.0	2,021,940.1	1,276.19				Average	
		point948	948	6,285,295.5	2,021,893.4	1,272.85				Average	
		point951	951	6,285,259.5	2,021,786.2	1,266.11				Average	
		point953	953	6,285,256.0	2,021,701.5	1,260.92				Average	
		point954	954	6,285,270.0	2,021,602.4	1,254.74				Average	
		point955	955	6,285,287.5	2,021,502.1	1,230.80				Average	
		point1666	1666	6,285,292.0	2,021,469.1	1,223.65				Average	
		point1667	1667	6,285,297.0	2,021,436.1	1,216.49				Average	
		point956	956	6,285,301.5	2,021,403.1	1,209.34				Average	
		point957	957	6,285,309.5	2,021,342.8	1,239.56				Average	
		point958	958	6,285,316.0	2,021,279.0	1,235.35				Average	
		point959	959	6,285,315.5	2,021,179.0	1,229.21				Average	
		point960	960	6,285,303.5	2,021,084.5	1,223.79				Average	
		point962	962	6,285,280.5	2,020,987.6	1,219.24				Average	
		point963	963	6,285,251.5	2,020,913.0	1,216.72				Average	
		point964	964	6,285,199.5	2,020,827.9	1,214.49				Average	
		point965	965	6,285,132.0	2,020,754.2	1,211.19				Average	
		point966	966	6,285,059.0	2,020,685.9	1,209.15				Average	
		point967	967	6,284,980.5	2,020,624.4	1,205.88				Average	
		point968	968	6,284,895.5	2,020,571.2	1,204.11				Average	
		point969	969	6,284,807.5	2,020,524.0	1,201.25				Average	
		point970	970	6,284,719.5	2,020,477.0	1,199.16				Average	
		point971	971	6,284,631.0	2,020,430.0	1,196.37				Average	
		point972	972	6,284,630.5	2,020,429.8	1,196.35				Average	
		point975	975	6,284,549.5	2,020,372.5	1,194.12				Average	
		point978	978	6,284,484.5	2,020,296.8	1,191.23				Average	
		point981	981	6,284,440.5	2,020,207.2	1,189.09				Average	
		point984	984	6,284,420.0	2,020,109.6	1,186.15				Average	
		point986	986	6,284,424.0	2,020,009.9	1,184.95				Average	
		point989	989	6,284,457.5	2,019,916.9	1,184.36				Average	
		point991	991	6,284,532.0	2,019,851.4	1,181.82				Average	
		point993	993	6,284,618.0	2,019,829.5	1,180.38				Average	
		point994	994	6,284,715.5	2,019,827.1	1,180.01				Average	
		point997	997	6,284,741.0	2,019,828.1	1,180.07				Average	
		point998	998	6,284,833.5	2,019,862.4	1,180.70				Average	
		point999	999	6,284,898.5	2,019,936.6	1,182.41				Average	
		point1000	1000	6,284,926.5	2,020,019.8	1,184.60				Average	
		point1001	1001	6,284,955.0	2,020,115.6	1,184.97				Average	

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		point1002	1002	6,284,983.0	2,020,211.5	1,187.03				Average	
		point1003	1003	6,285,011.5	2,020,307.5	1,189.86				Average	
		point1004	1004	6,285,034.5	2,020,386.1	1,192.83				Average	
		point1007	1007	6,285,045.5	2,020,414.6	1,194.12				Average	
		point1008	1008	6,285,106.0	2,020,489.4	1,195.83				Average	
		point1010	1010	6,285,182.5	2,020,537.2	1,199.69				Average	
		point1011	1011	6,285,268.0	2,020,589.4	1,202.32				Average	
		point1012	1012	6,285,353.0	2,020,641.5	1,204.66				Average	
		point1013	1013	6,285,421.5	2,020,683.2	1,207.49				Average	
		point1016	1016	6,285,451.5	2,020,704.0	1,208.72				Average	
		point1017	1017	6,285,521.5	2,020,775.2	1,211.13				Average	
		point1018	1018	6,285,567.0	2,020,860.8	1,214.31				Average	
		point1019	1019	6,285,589.5	2,020,943.8	1,217.25				Average	
		point1020	1020	6,285,612.5	2,021,041.0	1,219.85				Average	
		point1022	1022	6,285,635.5	2,021,138.2	1,222.67				Average	
		point1023	1023	6,285,659.0	2,021,235.6	1,225.18				Average	
		point1024	1024	6,285,682.5	2,021,330.9	1,229.96				Average	
		point1661	1661	6,285,708.5	2,021,421.4	1,231.75				Average	
		point1026	1026	6,285,739.5	2,021,524.5	1,236.58				Average	
		point1027	1027	6,285,767.5	2,021,620.4	1,242.16				Average	
		point1657	1657	6,285,782.5	2,021,669.0	1,245.08				Average	
		point1028	1028	6,285,796.0	2,021,716.4	1,247.99				Average	
		point1029	1029	6,285,815.0	2,021,801.0	1,253.79				Average	
		point1030	1030	6,285,835.0	2,021,912.5	1,259.89				Average	
		point1031	1031	6,285,852.5	2,022,010.9	1,265.22				Average	
		point1032	1032	6,285,865.5	2,022,110.0	1,268.04					
Sarver Lane	40.0	point1893	1893	6,286,747.5	2,016,812.6	838.78				Average	
		point1735	1735	6,286,650.5	2,016,788.0	832.93				Average	
		point1734	1734	6,286,553.5	2,016,763.4	826.08				Average	
		point1733	1733	6,286,457.0	2,016,737.9	820.21				Average	
		point1732	1732	6,286,433.5	2,016,729.4	818.90				Average	
		point1731	1731	6,286,410.0	2,016,720.2	817.59				Average	
		point1730	1730	6,286,387.0	2,016,710.4	816.27				Average	
		point1729	1729	6,286,364.5	2,016,700.0	814.96				Average	
		point1727	1727	6,286,273.0	2,016,659.4	807.68				Average	
		point1726	1726	6,286,183.5	2,016,614.5	801.18				Average	
		point1725	1725	6,286,163.5	2,016,599.8	800.33				Average	
		point1724	1724	6,286,144.0	2,016,584.4	799.48				Average	
		point1723	1723	6,286,124.5	2,016,568.5	798.63				Average	

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		point1722	1722	6,286,105.5	2,016,552.2	797.78				Average	
		point1720	1720	6,286,028.5	2,016,488.4	795.00				Average	
		point1719	1719	6,285,951.5	2,016,424.5	793.01				Average	
		point1718	1718	6,285,875.0	2,016,360.1	790.03				Average	
		point1717	1717	6,285,863.5	2,016,348.2	789.99				Average	
		point1716	1716	6,285,852.0	2,016,335.9	789.95				Average	
		point1715	1715	6,285,841.5	2,016,323.0	789.91				Average	
		point1714	1714	6,285,831.5	2,016,309.8	789.87				Average	
		point1713	1713	6,285,822.5	2,016,295.9	789.83				Average	
		point1712	1712	6,285,813.5	2,016,281.6	789.79				Average	
		point1709	1709	6,285,806.0	2,016,267.0	789.34				Average	
		point1708	1708	6,285,798.5	2,016,252.0	788.90				Average	
		point1707	1707	6,285,792.0	2,016,236.6	788.46				Average	
		point1706	1706	6,285,786.0	2,016,221.0	788.01				Average	
		point1705	1705	6,285,781.0	2,016,205.1	787.57				Average	
		point1704	1704	6,285,777.0	2,016,189.1	787.13				Average	
		point1701	1701	6,285,755.0	2,016,091.5	784.37				Average	
		point1700	1700	6,285,753.0	2,016,071.6	783.89				Average	
		point1699	1699	6,285,751.5	2,016,051.6	783.42				Average	
		point1698	1698	6,285,751.0	2,016,031.8	782.95				Average	
		point1697	1697	6,285,750.5	2,016,011.8	782.47				Average	
		point1696	1696	6,285,751.0	2,015,991.8	782.00				Average	
		point1694	1694	6,285,752.5	2,015,891.8	780.00				Average	
		point1693	1693	6,285,754.0	2,015,791.8	777.55				Average	
		point1692	1692	6,285,757.0	2,015,691.9	775.00				Average	
		point1691	1691	6,285,759.0	2,015,675.2	775.00				Average	
		point1690	1690	6,285,762.0	2,015,658.9	775.00				Average	
		point1689	1689	6,285,766.0	2,015,642.6	775.00				Average	
		point1688	1688	6,285,770.5	2,015,626.6	775.00				Average	
		point1687	1687	6,285,775.5	2,015,610.9	775.00				Average	
		point1686	1686	6,285,782.0	2,015,595.4	775.00				Average	
		point1683	1683	6,285,788.5	2,015,580.1	774.89				Average	
		point1682	1682	6,285,796.0	2,015,565.2	774.78				Average	
		point1681	1681	6,285,804.5	2,015,550.8	774.67				Average	
		point1680	1680	6,285,813.0	2,015,536.6	774.56				Average	
		point1679	1679	6,285,822.5	2,015,523.0	774.45				Average	
		point1678	1678	6,285,833.0	2,015,509.8	774.34				Average	
		point1675	1675	6,285,846.0	2,015,494.9	774.11				Average	
		point1674	1674	6,285,860.0	2,015,480.4	773.89				Average	

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		point1673	1673	6,285,874.0	2,015,466.4	773.66				Average	
		point1672	1672	6,285,889.0	2,015,452.6	773.43				Average	
		point1774	1774	6,285,922.5	2,015,422.5	772.70				Average	
		point1776	1776	6,285,953.5	2,015,393.4	771.70					
Terraces - Summit-2	34.0	point1895	1895	6,287,809.0	2,021,352.5	1,271.82				Average	
		point251	251	6,287,842.5	2,021,258.2	1,272.11				Average	
		point252	252	6,287,877.0	2,021,164.4	1,275.00				Average	
		point253	253	6,287,921.0	2,021,074.6	1,274.86				Average	
		point254	254	6,287,975.5	2,020,991.1	1,274.47				Average	
		point255	255	6,288,040.5	2,020,915.0	1,269.44				Average	
		point256	256	6,288,114.0	2,020,847.6	1,264.18				Average	
		point257	257	6,288,196.0	2,020,790.0	1,259.43				Average	
		point258	258	6,288,284.0	2,020,742.9	1,254.71				Average	
		point259	259	6,288,377.5	2,020,707.2	1,251.92				Average	
		point261	261	6,288,474.0	2,020,682.2	1,249.86				Average	
		point262	262	6,288,551.5	2,020,663.9	1,247.72				Average	
		point264	264	6,288,668.5	2,020,635.1	1,249.92				Average	
		point265	265	6,288,763.0	2,020,603.0	1,251.88				Average	
		point266	266	6,288,854.0	2,020,561.6	1,255.29				Average	
		point267	267	6,288,940.5	2,020,511.4	1,260.36				Average	
		point268	268	6,288,998.0	2,020,471.0	1,264.62				Average	
		point269	269	6,289,021.5	2,020,452.8	1,266.42				Average	
		point271	271	6,289,099.0	2,020,389.8	1,274.55				Average	
		point272	272	6,289,177.0	2,020,326.8	1,283.97				Average	
		point273	273	6,289,256.0	2,020,265.6	1,293.66				Average	
		point274	274	6,289,340.5	2,020,212.0	1,302.19				Average	
		point275	275	6,289,426.0	2,020,160.4	1,309.78				Average	
		point276	276	6,289,482.5	2,020,126.4	1,313.72				Average	
		point277	277	6,289,530.0	2,020,101.0	1,316.76				Average	
		point278	278	6,289,605.0	2,020,073.2	1,320.22				Average	
		point279	279	6,289,703.5	2,020,056.0	1,324.71				Average	
		point281	281	6,289,803.5	2,020,051.9	1,328.29				Average	
		point282	282	6,289,903.5	2,020,048.0	1,332.33				Average	
		point283	283	6,290,003.0	2,020,044.2	1,333.57				Average	
		point284	284	6,290,004.0	2,020,044.1	1,333.59				Average	
		point285	285	6,290,082.5	2,020,034.9	1,337.30				Average	
		point286	286	6,290,159.5	2,020,013.0	1,271.77				Average	
		point287	287	6,290,249.0	2,019,969.0	1,296.99				Average	
		point288	288	6,290,328.0	2,019,908.1	1,343.38				Average	

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		point289	289	6,290,356.0	2,019,879.5	1,343.41				Average	
		point290	290	6,290,381.5	2,019,848.8	1,343.35				Average	
		point291	291	6,290,422.0	2,019,787.4	1,343.05				Average	
		point292	292	6,290,462.0	2,019,710.8	1,338.39				Average	
		point293	293	6,290,508.0	2,019,622.0	1,332.47				Average	
		point294	294	6,290,554.5	2,019,533.2	1,326.41				Average	
		point295	295	6,290,600.5	2,019,444.6	1,320.29				Average	
		point296	296	6,290,647.0	2,019,355.9	1,314.09				Average	
		point297	297	6,290,693.0	2,019,267.2	1,308.50				Average	
		point298	298	6,290,739.0	2,019,178.5	1,303.81				Average	
		point299	299	6,290,781.5	2,019,097.5	1,298.95				Average	
		point300	300	6,290,829.0	2,018,999.9	1,290.39				Average	
		point301	301	6,290,873.0	2,018,910.1	1,284.83				Average	
		point302	302	6,290,917.0	2,018,820.2	1,278.59				Average	
		point303	303	6,290,961.0	2,018,730.5	1,273.05				Average	
		point304	304	6,291,005.0	2,018,640.6	1,265.37					
Hillside to Mesa	34.0	point1896	1896	6,286,808.5	2,022,082.0	1,252.07				Average	
		point233	233	6,286,849.5	2,022,071.5	1,252.45				Average	
		point234	234	6,286,946.0	2,022,046.6	1,254.70				Average	
		point235	235	6,287,043.0	2,022,021.6	1,255.31				Average	
		point236	236	6,287,140.0	2,021,996.8	1,256.54				Average	
		point237	237	6,287,236.5	2,021,971.8	1,256.86				Average	
		point238	238	6,287,315.5	2,021,951.6	1,257.99				Average	
		point240	240	6,287,371.5	2,021,934.1	1,259.65				Average	
		point241	241	6,287,462.0	2,021,892.2	1,260.89				Average	
		point242	242	6,287,512.5	2,021,860.0	1,261.74				Average	
		point243	243	6,287,544.5	2,021,835.8	1,261.92				Average	
		point244	244	6,287,603.0	2,021,781.4	1,262.75				Average	
		point245	245	6,287,654.0	2,021,719.5	1,265.00				Average	
		point246	246	6,287,705.0	2,021,633.8	1,262.73				Average	
		point247	247	6,287,742.0	2,021,540.9	1,265.29				Average	
		point248	248	6,287,775.5	2,021,446.8	1,269.75				Average	
		point249	249	6,287,809.0	2,021,352.5	1,271.82					
Deer Springs Road- S of Sarver Ln	30.0	point1898	1898	6,285,928.5	2,015,359.1	770.46				Average	
		point88	88	6,285,864.5	2,015,282.4	767.82				Average	
		point89	89	6,285,811.0	2,015,197.9	764.65				Average	
		point90	90	6,285,769.5	2,015,107.0	761.71				Average	
		point91	91	6,285,740.5	2,015,011.4	759.22				Average	
		point92	92	6,285,724.5	2,014,912.8	755.89				Average	

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	point93	93	6,285,721.5	2,014,812.9	754.93			Average	
	point94	94	6,285,732.0	2,014,713.5	752.85			Average	
	point95	95	6,285,755.5	2,014,616.4	750.17			Average	
	point96	96	6,285,787.0	2,014,521.5	747.96			Average	
	point97	97	6,285,819.0	2,014,426.6	746.07			Average	
	point98	98	6,285,850.5	2,014,331.8	745.05			Average	
	point99	99	6,285,882.0	2,014,236.9	744.67			Average	
	point100	100	6,285,913.5	2,014,142.0	742.44			Average	
	point101	101	6,285,942.5	2,014,046.2	740.00			Average	
	point102	102	6,285,964.5	2,013,948.8	740.00			Average	
	point103	103	6,285,980.0	2,013,850.0	737.84			Average	
	point104	104	6,285,988.0	2,013,750.2	735.03			Average	
	point105	105	6,285,989.0	2,013,650.4	735.00			Average	
	point106	106	6,285,982.5	2,013,550.5	734.39			Average	
	point107	107	6,285,969.0	2,013,451.5	731.92			Average	
	point108	108	6,285,949.0	2,013,353.6	730.00			Average	
	point109	109	6,285,921.5	2,013,257.4	729.69			Average	
	point110	110	6,285,888.0	2,013,163.2	727.54			Average	
	point111	111	6,285,853.5	2,013,069.4	727.45			Average	
	point112	112	6,285,818.5	2,012,975.6	727.11			Average	
	point113	113	6,285,785.0	2,012,884.0	725.14			Average	
	point114	114	6,285,769.0	2,012,844.8	725.10			Average	
	point115	115	6,285,733.5	2,012,773.2	724.95			Average	
	point116	116	6,285,690.0	2,012,705.9	724.58			Average	
	point117	117	6,285,640.0	2,012,643.6	724.66			Average	
	point118	118	6,285,583.5	2,012,586.9	724.75			Average	
	point119	119	6,285,521.5	2,012,536.6	724.88			Average	
	point120	120	6,285,453.5	2,012,492.6	725.00			Average	
	point121	121	6,285,397.0	2,012,463.6	725.00			Average	
	point122	122	6,285,292.0	2,012,415.0	725.68			Average	
	point123	123	6,285,201.5	2,012,372.9	725.68			Average	
	point124	124	6,285,160.5	2,012,353.9	725.51			Average	
	point125	125	6,285,089.5	2,012,317.1	725.15			Average	
	point126	126	6,285,026.5	2,012,276.9	724.77			Average	
	point127	127	6,284,947.5	2,012,215.5	724.16			Average	
	point128	128	6,284,876.0	2,012,145.6	723.45			Average	
	point129	129	6,284,812.5	2,012,068.4	722.64			Average	
	point130	130	6,284,758.5	2,011,984.5	721.76			Average	
	point131	131	6,284,713.5	2,011,895.1	720.80			Average	

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		point132	132	6,284,678.0	2,011,801.6	720.07				Average	
		point1785	1785	6,284,658.5	2,011,748.1	720.00				Average	
		point1786	1786	6,284,510.0	2,011,335.0	720.00					
Roadway22-2	12.0	point1902	1902	6,285,784.5	2,021,667.8	1,245.10				Average	
		point1382	1382	6,285,905.0	2,021,631.9	1,244.01				Average	
		point1383	1383	6,285,999.0	2,021,598.9	1,241.28				Average	
		point1384	1384	6,286,091.0	2,021,559.8	1,239.54				Average	
		point1385	1385	6,286,153.0	2,021,529.2	1,237.56				Average	
		point1387	1387	6,286,162.5	2,021,523.5	1,237.23				Average	
		point1388	1388	6,286,169.0	2,021,516.1	1,237.13				Average	
		point1389	1389	6,286,174.0	2,021,507.2	1,236.91				Average	
		point1393	1393	6,286,178.0	2,021,495.6	1,236.62				Average	
		point1394	1394	6,286,179.0	2,021,482.8	1,236.17				Average	
		point1395	1395	6,286,176.5	2,021,471.4	1,236.03				Average	
		point1396	1396	6,286,149.0	2,021,414.5	1,235.00				Average	
		point1397	1397	6,286,105.0	2,021,324.6	1,233.27				Average	
		point1398	1398	6,286,082.5	2,021,279.2	1,231.98				Average	
		point1399	1399	6,286,061.0	2,021,234.9	1,230.71				Average	
		point1400	1400	6,286,024.5	2,021,181.9	1,229.99				Average	
		point1401	1401	6,285,963.0	2,021,124.6	1,229.74				Average	
		point1403	1403	6,285,910.0	2,021,089.5	1,227.78				Average	
		point1404	1404	6,285,814.0	2,021,072.1	1,224.78				Average	
		point1405	1405	6,285,727.0	2,021,089.9	1,223.93				Average	
		point1406	1406	6,285,632.0	2,021,112.0	1,221.81					
Roadway24-2	12.0	point1903	1903	6,285,710.0	2,021,417.8	1,232.57				Average	
		point1430	1430	6,285,806.0	2,021,394.2	1,234.95				Average	
		point1431	1431	6,285,901.0	2,021,362.4	1,234.90				Average	
		point1433	1433	6,285,993.0	2,021,323.1	1,232.77				Average	
		point1434	1434	6,286,077.5	2,021,281.1	1,231.97					
Roadway120	12.0	point1912	1912	6,286,436.0	2,021,476.8	0.00				Average	
		point1913	1913	6,286,446.0	2,021,476.8	0.00					
Roadway121	12.0	point1914	1914	6,287,251.5	2,022,117.9	0.00				Average	
		point1915	1915	6,287,251.5	2,022,127.9	0.00					
Roadway123	12.0	point1918	1918	6,286,293.5	2,021,423.8	0.00				Average	
		point1919	1919	6,286,303.0	2,021,426.5	0.00					
Roadway124	12.0	point1920	1920	6,287,723.5	2,021,919.0	0.00				Average	
		point1921	1921	6,287,726.5	2,021,928.4	0.00					
Roadway125	12.0	point1922	1922	6,285,666.0	2,022,319.9	0.00				Average	
		point1923	1923	6,285,673.5	2,022,313.5	0.00					

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Roadway127	12.0	point1929	1929	6,287,928.5	2,021,133.9	0.00				Average	
		point1930	1930	6,287,939.0	2,021,138.2	0.00					
Roadway128	12.0	point1931	1931	6,289,468.0	2,020,186.2	0.00				Average	
		point1932	1932	6,289,470.0	2,020,196.9	0.00					
Roadway130	12.0	point1935	1935	6,291,015.5	2,018,430.2	0.00				Average	
		point1936	1936	6,291,008.0	2,018,423.8	0.00					
DrSprngsRd EB - Mesa RckRd to Srvr	18.0	point2005	2005	6,285,939.0	2,015,364.8	771.00				Average	
		point7	7	6,286,002.5	2,015,418.4	773.60				Average	
		point8	8	6,286,084.5	2,015,475.5	776.40				Average	
		point9	9	6,286,173.0	2,015,521.2	779.60				Average	
		point10	10	6,286,267.5	2,015,554.8	782.30				Average	
		point11	11	6,286,365.0	2,015,575.5	785.70				Average	
		point12	12	6,286,444.5	2,015,582.6	787.50				Average	
		point13	13	6,286,479.5	2,015,583.1	788.40				Average	
		point14	14	6,286,564.5	2,015,582.1	792.10				Average	
		point15	15	6,286,664.5	2,015,581.1	794.10				Average	
		point16	16	6,286,764.5	2,015,580.0	797.30				Average	
		point17	17	6,286,864.5	2,015,579.0	800.10				Average	
		point18	18	6,286,964.5	2,015,577.9	804.20				Average	
		point19	19	6,287,064.5	2,015,576.9	805.00				Average	
		point20	20	6,287,164.5	2,015,575.8	807.90				Average	
		point21	21	6,287,264.5	2,015,574.8	809.70				Average	
		point22	22	6,287,364.5	2,015,573.6	806.80				Average	
		point23	23	6,287,464.5	2,015,572.6	804.90				Average	
		point24	24	6,287,564.5	2,015,572.5	804.50				Average	
		point25	25	6,287,631.5	2,015,575.0	803.10				Average	
		point26	26	6,287,678.5	2,015,578.1	802.40				Average	
		point27	27	6,287,764.5	2,015,584.9	802.40				Average	
		point28	28	6,287,864.0	2,015,591.6	802.50				Average	
		point29	29	6,287,964.0	2,015,596.4	803.90				Average	
		point30	30	6,288,064.0	2,015,599.1	804.90				Average	
		point31	31	6,288,164.0	2,015,599.9	807.00				Average	
		point32	32	6,288,264.0	2,015,598.6	807.50				Average	
		point33	33	6,288,364.0	2,015,595.4	807.70				Average	
		point34	34	6,288,463.5	2,015,591.4	811.30				Average	
		point35	35	6,288,563.5	2,015,587.2	812.50				Average	
		point36	36	6,288,663.5	2,015,583.2	812.50				Average	
		point37	37	6,288,763.5	2,015,579.2	812.40				Average	
		point38	38	6,288,863.5	2,015,575.1	810.30				Average	

INPUT: ROADWAYS
PN 7608

	point39	39	6,288,963.5	2,015,573.4	807.70				Average	
	point40	40	6,289,063.5	2,015,575.1	807.60				Average	
	point41	41	6,289,163.0	2,015,580.5	807.50				Average	
	point42	42	6,289,263.0	2,015,589.4	807.40				Average	
	point43	43	6,289,362.0	2,015,601.9	805.40				Average	
	point44	44	6,289,460.5	2,015,617.8	805.30				Average	
	point45	45	6,289,559.0	2,015,637.2	805.10				Average	
	point46	46	6,289,656.5	2,015,658.2	807.50				Average	
	point47	47	6,289,754.5	2,015,679.1	808.40				Average	
	point48	48	6,289,852.0	2,015,700.1	810.00				Average	
	point49	49	6,289,950.0	2,015,721.1	812.70				Average	
	point50	50	6,290,047.5	2,015,742.0	815.40				Average	
	point51	51	6,290,146.0	2,015,760.6	817.70				Average	
	point52	52	6,290,245.0	2,015,776.0	822.40				Average	
	point53	53	6,290,344.0	2,015,788.0	822.80				Average	
	point54	54	6,290,443.5	2,015,796.8	827.40				Average	
	point55	55	6,290,543.5	2,015,802.1	827.70				Average	
	point56	56	6,290,643.5	2,015,804.2	831.40				Average	
	point57	57	6,290,743.5	2,015,805.4	834.90				Average	
	point58	58	6,290,843.5	2,015,806.4	839.60				Average	
	point59	59	6,290,943.5	2,015,807.4	843.60				Average	
	point60	60	6,291,043.5	2,015,808.4	850.10				Average	
	point61	61	6,291,143.5	2,015,806.0	857.30				Average	
	point62	62	6,291,243.0	2,015,798.6	863.80				Average	
	point63	63	6,291,342.5	2,015,786.2	871.30				Average	
	point64	64	6,291,441.0	2,015,769.0	877.10				Average	
	point65	65	6,291,538.5	2,015,746.8	884.90				Average	
	point66	66	6,291,634.5	2,015,719.8	892.30				Average	
	point67	67	6,291,729.5	2,015,688.6	898.80				Average	
	point68	68	6,291,824.5	2,015,657.1	906.20				Average	
	point69	69	6,291,919.5	2,015,625.5	912.60				Average	
	point70	70	6,292,014.5	2,015,594.0	919.90				Average	
	point71	71	6,292,109.5	2,015,562.6	927.10				Average	
	point72	72	6,292,206.5	2,015,539.8	933.80				Average	
	point73	73	6,292,306.0	2,015,530.1	940.80				Average	
	point74	74	6,292,406.0	2,015,533.8	948.10				Average	
	point75	75	6,292,504.5	2,015,550.6	954.90				Average	
	point76	76	6,292,599.5	2,015,580.4	962.00				Average	
	point77	77	6,292,690.5	2,015,622.6	969.00				Average	

INPUT: ROADWAYS
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		point78	78	6,292,774.5	2,015,676.5	975.70				Average	
		point79	79	6,292,836.0	2,015,727.4	981.20				Average	
		point80	80	6,292,888.5	2,015,780.8	986.00				Average	
		point81	81	6,292,918.5	2,015,814.4	988.80				Average	
		point82	82	6,292,985.0	2,015,889.1	994.00				Average	
		point83	83	6,293,052.5	2,015,963.2	998.20				Average	
		point84	84	6,293,122.5	2,016,034.4	1,000.20				Average	
		point85	85	6,293,196.5	2,016,101.9	1,004.90				Average	
		point86	86	6,293,281.0	2,016,172.5	1,007.00					
Town Center to Terraces-2-2	58.0	point2006	2006	6,291,957.0	2,017,375.9	1,110.05				Average	
		point323	323	6,291,996.5	2,017,299.2	1,102.71				Average	
		point325	325	6,292,015.0	2,017,265.1	1,098.53				Average	
		point326	326	6,292,054.5	2,017,201.4	1,089.61				Average	
		point327	327	6,292,114.0	2,017,121.2	1,078.60				Average	
		point329	329	6,292,178.5	2,017,044.9	1,069.07				Average	
		point330	330	6,292,243.5	2,016,968.6	1,062.17				Average	
		point331	331	6,292,308.0	2,016,892.4	1,054.93				Average	
		point332	332	6,292,372.5	2,016,816.2	1,049.35				Average	
		point333	333	6,292,437.5	2,016,740.0	1,047.80				Average	
		point334	334	6,292,502.0	2,016,663.8	1,043.90				Average	
		point335	335	6,292,568.0	2,016,588.4	1,042.09				Average	
		point336	336	6,292,642.5	2,016,521.8	1,037.89				Average	
		point337	337	6,292,725.5	2,016,466.4	1,034.99				Average	
		point338	338	6,292,815.5	2,016,423.2	1,029.95				Average	
		point340	340	6,292,910.5	2,016,392.4	1,023.93				Average	
		point341	341	6,292,975.0	2,016,372.6	1,019.90				Average	
		point342	342	6,293,068.5	2,016,338.9	1,014.29				Average	
		point343	343	6,293,160.0	2,016,298.8	1,010.78				Average	
		point344	344	6,293,249.0	2,016,252.6	1,009.39				Average	
		point345	345	6,293,303.0	2,016,220.0	1,008.94					
Terraces-2	58.0	point1891	1891	6,291,005.0	2,018,640.6	1,265.37				Average	
		point305	305	6,291,049.0	2,018,550.9	1,259.76				Average	
		point306	306	6,291,098.0	2,018,463.6	1,252.61				Average	
		point307	307	6,291,160.5	2,018,385.8	1,243.17				Average	
		point308	308	6,291,227.0	2,018,311.2	1,231.83				Average	
		point309	309	6,291,295.0	2,018,237.9	1,219.80				Average	
		point310	310	6,291,364.5	2,018,165.9	1,208.17				Average	
		point311	311	6,291,435.0	2,018,095.2	1,198.23				Average	
		point312	312	6,291,507.5	2,018,026.1	1,189.92				Average	

INPUT: ROADWAYS
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		point1894	1894	6,291,572.0	2,017,966.2	1,182.79				Average	
		point315	315	6,291,659.0	2,017,886.5	1,172.79				Average	
		point316	316	6,291,685.5	2,017,860.0	1,168.79				Average	
		point317	317	6,291,731.0	2,017,803.5	1,160.80				Average	
		point318	318	6,291,765.0	2,017,747.8	1,152.82				Average	
		point319	319	6,291,819.0	2,017,642.4	1,138.66				Average	
		point320	320	6,291,865.0	2,017,553.6	1,127.79				Average	
		point321	321	6,291,911.0	2,017,464.8	1,118.20				Average	
		point322	322	6,291,957.0	2,017,375.9	1,110.05					
DrSprngsRd WB - Mesa RckRd to Srvr	18.0	point2007	2007	6,293,271.0	2,016,181.5	1,007.00				Average	
		point2009	2009	6,293,194.0	2,016,117.8	1,004.90				Average	
		point2010	2010	6,293,120.0	2,016,050.2	1,000.20				Average	
		point2011	2011	6,293,050.0	2,015,979.1	998.20				Average	
		point2012	2012	6,292,982.5	2,015,905.0	994.00				Average	
		point2013	2013	6,292,916.0	2,015,830.2	988.80				Average	
		point2014	2014	6,292,886.0	2,015,796.6	986.00				Average	
		point2015	2015	6,292,835.0	2,015,745.0	981.20				Average	
		point2016	2016	6,292,773.5	2,015,694.1	975.70				Average	
		point2017	2017	6,292,689.5	2,015,640.2	969.00				Average	
		point2018	2018	6,292,598.5	2,015,598.0	962.00				Average	
		point2019	2019	6,292,503.5	2,015,568.2	954.90				Average	
		point2020	2020	6,292,405.0	2,015,551.4	948.10				Average	
		point2021	2021	6,292,305.0	2,015,547.8	940.80				Average	
		point2022	2022	6,292,205.5	2,015,557.4	933.80				Average	
		point2023	2023	6,292,108.5	2,015,580.2	927.10				Average	
		point2024	2024	6,292,013.5	2,015,611.6	919.90				Average	
		point2025	2025	6,291,918.5	2,015,643.1	912.60				Average	
		point2026	2026	6,291,823.5	2,015,674.8	906.20				Average	
		point2027	2027	6,291,728.5	2,015,706.2	898.80				Average	
		point2028	2028	6,291,633.5	2,015,737.4	892.30				Average	
		point2029	2029	6,291,537.5	2,015,764.4	884.90				Average	
		point2030	2030	6,291,440.0	2,015,786.6	877.10				Average	
		point2031	2031	6,291,341.5	2,015,803.9	871.30				Average	
		point2032	2032	6,291,242.0	2,015,816.2	863.80				Average	
		point2033	2033	6,291,142.5	2,015,823.6	857.30				Average	
		point2034	2034	6,291,042.5	2,015,826.0	850.10				Average	
		point2035	2035	6,290,942.5	2,015,825.0	843.60				Average	
		point2036	2036	6,290,842.5	2,015,824.0	839.60				Average	
		point2037	2037	6,290,742.5	2,015,823.0	834.90				Average	

INPUT: ROADWAYS
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		point2038	2038	6,290,642.5	2,015,821.9	831.40				Average	
		point2039	2039	6,290,542.5	2,015,819.8	827.70				Average	
		point2040	2040	6,290,442.5	2,015,814.4	827.40				Average	
		point2041	2041	6,290,343.0	2,015,805.6	822.80				Average	
		point2042	2042	6,290,244.0	2,015,793.6	822.40				Average	
		point2043	2043	6,290,146.5	2,015,777.0	817.70				Average	
		point2044	2044	6,290,046.5	2,015,759.6	815.40				Average	
		point2045	2045	6,289,949.0	2,015,738.8	812.70				Average	
		point2046	2046	6,289,851.0	2,015,717.8	810.00				Average	
		point2047	2047	6,289,753.5	2,015,696.8	808.40				Average	
		point2048	2048	6,289,655.5	2,015,675.9	807.50				Average	
		point2049	2049	6,289,558.0	2,015,654.9	805.10				Average	
		point2050	2050	6,289,459.5	2,015,635.4	805.30				Average	
		point2051	2051	6,289,361.0	2,015,619.5	805.40				Average	
		point2052	2052	6,289,262.0	2,015,607.0	807.40				Average	
		point2053	2053	6,289,162.0	2,015,598.1	807.50				Average	
		point2054	2054	6,289,062.5	2,015,592.8	807.60				Average	
		point2055	2055	6,288,962.5	2,015,591.0	807.70				Average	
		point2056	2056	6,288,862.5	2,015,592.8	810.30				Average	
		point2057	2057	6,288,762.5	2,015,596.9	812.40				Average	
		point2058	2058	6,288,662.5	2,015,600.9	812.50				Average	
		point2059	2059	6,288,562.5	2,015,604.9	812.50				Average	
		point2060	2060	6,288,462.5	2,015,609.0	811.30				Average	
		point2061	2061	6,288,363.0	2,015,613.0	807.70				Average	
		point2062	2062	6,288,263.0	2,015,616.2	807.50				Average	
		point2063	2063	6,288,163.0	2,015,617.5	807.00				Average	
		point2064	2064	6,288,063.0	2,015,616.8	804.90				Average	
		point2065	2065	6,287,963.0	2,015,614.0	803.90				Average	
		point2066	2066	6,287,863.0	2,015,609.2	802.50				Average	
		point2067	2067	6,287,763.5	2,015,602.5	802.40				Average	
		point2068	2068	6,287,677.5	2,015,595.8	802.40				Average	
		point2069	2069	6,287,630.5	2,015,592.6	803.10				Average	
		point2070	2070	6,287,563.5	2,015,590.1	804.50				Average	
		point2071	2071	6,287,463.5	2,015,590.2	804.90				Average	
		point2072	2072	6,287,362.5	2,015,591.8	806.80				Average	
		point2073	2073	6,287,262.5	2,015,592.9	809.70				Average	
		point2074	2074	6,287,162.5	2,015,593.9	807.90				Average	
		point2075	2075	6,287,062.5	2,015,595.0	805.00				Average	
		point2076	2076	6,286,962.5	2,015,596.0	804.20				Average	

INPUT: ROADWAYS
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		point2077	2077	6,286,862.5	2,015,597.1	800.10				Average	
		point2078	2078	6,286,662.5	2,015,599.2	794.10				Average	
		point2079	2079	6,286,562.5	2,015,600.2	792.10				Average	
		point2080	2080	6,286,477.5	2,015,601.2	788.40				Average	
		point2081	2081	6,286,442.5	2,015,600.8	787.50				Average	
		point2082	2082	6,286,363.0	2,015,593.6	785.70				Average	
		point2083	2083	6,286,265.5	2,015,572.9	782.30				Average	
		point2084	2084	6,286,171.0	2,015,539.4	779.60				Average	
		point2085	2085	6,286,082.5	2,015,493.6	776.40				Average	
		point2086	2086	6,286,000.5	2,015,436.5	773.60				Average	
		point2008	2008	6,285,932.5	2,015,366.6	771.00					
DrSpngsRd EB- MesaRockRd to I15	40.0	point2087	2087	6,293,282.0	2,016,173.9	1,007.00				Average	
		point2089	2089	6,293,365.0	2,016,236.8	1,010.60				Average	
		point2090	2090	6,293,418.0	2,016,274.5	1,012.80				Average	
		point2091	2091	6,293,459.5	2,016,305.2	1,014.30				Average	
		point2092	2092	6,293,533.5	2,016,353.8	1,016.30				Average	
		point2093	2093	6,293,609.0	2,016,403.9	1,020.00				Average	
		point2088	2088	6,293,671.5	2,016,441.6	1,019.80					
Twin Oaks Valley Rd WindyWy to Borde	80.0	point2094	2094	6,283,587.0	2,001,355.8	609.00				Average	
		point2095	2095	6,283,594.0	2,000,600.0	609.00					
Twin Oaks Valley Rd Cassou to La Cien	30.0	point2096	2096	6,284,252.0	2,010,562.1	720.00				Average	
		point2097	2097	6,283,587.0	2,008,693.8	680.00					
Twin Oaks Valley Rd Borden to Mission	80.0	point2098	2098	6,283,594.0	2,000,600.0	609.00				Average	
		point2099	2099	6,283,594.0	1,997,913.1	586.00					
Twin Oaks Valley Rd La Cien to WindyW	30.0	point2100	2100	6,283,587.0	2,008,693.8	680.00				Average	
		point2101	2101	6,283,587.0	2,001,355.8	609.00					

INPUT: TRAFFIC FOR LAeq1h Percentages

PN 7608

Dudek														
M Greene														
INPUT: TRAFFIC FOR LAeq1h Percentages														
PROJECT/CONTRACT:			PN 7608											
RUN:			NwIndSrta Ex w Prj 0317 No Walls											
Roadway	Points													
Name	Name	No.	Segment	Autos		MTrucks		HTrucks		Buses		Motorcycles		
			Total											
			Volume	P	S	P	S	P	S	P	S	P	S	
			veh/hr	%	mph	%	mph	%	mph	%	mph	%	mph	
Knolls	point134	134	0	0	0	0	0	0	0	0	0	0	0	0
	point135	135	0	0	0	0	0	0	0	0	0	0	0	0
	point136	136	0	0	0	0	0	0	0	0	0	0	0	0
	point137	137	0	0	0	0	0	0	0	0	0	0	0	0
	point139	139	0	0	0	0	0	0	0	0	0	0	0	0
	point140	140	0	0	0	0	0	0	0	0	0	0	0	0
	point143	143	0	0	0	0	0	0	0	0	0	0	0	0
	point147	147	0	0	0	0	0	0	0	0	0	0	0	0
	point149	149	0	0	0	0	0	0	0	0	0	0	0	0
	point151	151	0	0	0	0	0	0	0	0	0	0	0	0
	point152	152	0	0	0	0	0	0	0	0	0	0	0	0
	point153	153	0	0	0	0	0	0	0	0	0	0	0	0
	point154	154	0	0	0	0	0	0	0	0	0	0	0	0
	point156	156	0	0	0	0	0	0	0	0	0	0	0	0
	point157	157	0	0	0	0	0	0	0	0	0	0	0	0
	point158	158	0	0	0	0	0	0	0	0	0	0	0	0
	point161	161	0	0	0	0	0	0	0	0	0	0	0	0
	point162	162	0	0	0	0	0	0	0	0	0	0	0	0
	point163	163	0	0	0	0	0	0	0	0	0	0	0	0
	point165	165	0	0	0	0	0	0	0	0	0	0	0	0
	point169	169	0	0	0	0	0	0	0	0	0	0	0	0
	point170	170	0	0	0	0	0	0	0	0	0	0	0	0
	point171	171	0	0	0	0	0	0	0	0	0	0	0	0

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	point173	173	0	0	0	0	0	0	0	0	0	0	0
	point176	176	0	0	0	0	0	0	0	0	0	0	0
	point177	177	0	0	0	0	0	0	0	0	0	0	0
	point178	178	0	0	0	0	0	0	0	0	0	0	0
	point180	180	0	0	0	0	0	0	0	0	0	0	0
	point181	181	0	0	0	0	0	0	0	0	0	0	0
	point182	182	0	0	0	0	0	0	0	0	0	0	0
	point183	183	0	0	0	0	0	0	0	0	0	0	0
	point184	184	0	0	0	0	0	0	0	0	0	0	0
	point185	185	0	0	0	0	0	0	0	0	0	0	0
	point186	186	0	0	0	0	0	0	0	0	0	0	0
	point187	187	0	0	0	0	0	0	0	0	0	0	0
	point189	189	0	0	0	0	0	0	0	0	0	0	0
	point193	193	0	0	0	0	0	0	0	0	0	0	0
	point196	196	0	0	0	0	0	0	0	0	0	0	0
	point198	198	0	0	0	0	0	0	0	0	0	0	0
	point200	200											
Mesa - Entrance	point347	347	0	0	0	0	0	0	0	0	0	0	0
	point348	348	0	0	0	0	0	0	0	0	0	0	0
	point349	349	0	0	0	0	0	0	0	0	0	0	0
	point1659	1659											
Roadway4	point426	426	0	0	0	0	0	0	0	0	0	0	0
	point427	427	0	0	0	0	0	0	0	0	0	0	0
	point428	428	0	0	0	0	0	0	0	0	0	0	0
	point429	429	0	0	0	0	0	0	0	0	0	0	0
	point430	430	0	0	0	0	0	0	0	0	0	0	0
	point431	431	0	0	0	0	0	0	0	0	0	0	0
	point432	432	0	0	0	0	0	0	0	0	0	0	0
	point433	433	0	0	0	0	0	0	0	0	0	0	0
	point435	435	0	0	0	0	0	0	0	0	0	0	0
	point436	436	0	0	0	0	0	0	0	0	0	0	0
	point437	437	0	0	0	0	0	0	0	0	0	0	0
	point438	438	0	0	0	0	0	0	0	0	0	0	0
	point439	439	0	0	0	0	0	0	0	0	0	0	0
	point440	440	0	0	0	0	0	0	0	0	0	0	0
	point441	441	0	0	0	0	0	0	0	0	0	0	0

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	point442	442	0	0	0	0	0	0	0	0	0	0	0
	point443	443	0	0	0	0	0	0	0	0	0	0	0
	point444	444	0	0	0	0	0	0	0	0	0	0	0
	point446	446	0	0	0	0	0	0	0	0	0	0	0
	point447	447	0	0	0	0	0	0	0	0	0	0	0
	point449	449	0	0	0	0	0	0	0	0	0	0	0
	point453	453	0	0	0	0	0	0	0	0	0	0	0
	point454	454	0	0	0	0	0	0	0	0	0	0	0
	point456	456	0	0	0	0	0	0	0	0	0	0	0
	point457	457	0	0	0	0	0	0	0	0	0	0	0
	point458	458	0	0	0	0	0	0	0	0	0	0	0
	point459	459	0	0	0	0	0	0	0	0	0	0	0
	point460	460	0	0	0	0	0	0	0	0	0	0	0
	point462	462	0	0	0	0	0	0	0	0	0	0	0
	point463	463	0	0	0	0	0	0	0	0	0	0	0
	point464	464	0	0	0	0	0	0	0	0	0	0	0
	point465	465	0	0	0	0	0	0	0	0	0	0	0
	point466	466	0	0	0	0	0	0	0	0	0	0	0
	point467	467	0	0	0	0	0	0	0	0	0	0	0
	point468	468	0	0	0	0	0	0	0	0	0	0	0
	point469	469	0	0	0	0	0	0	0	0	0	0	0
	point470	470	0	0	0	0	0	0	0	0	0	0	0
	point471	471	0	0	0	0	0	0	0	0	0	0	0
	point472	472	0	0	0	0	0	0	0	0	0	0	0
	point473	473											
Summit	point580	580	120	97	40	2	40	1	40	0	0	0	0
	point581	581	120	97	40	2	40	1	40	0	0	0	0
	point582	582	120	97	40	2	40	1	40	0	0	0	0
	point583	583	120	97	40	2	40	1	40	0	0	0	0
	point584	584	120	97	40	2	40	1	40	0	0	0	0
	point585	585	120	97	40	2	40	1	40	0	0	0	0
	point586	586	120	97	40	2	40	1	40	0	0	0	0
	point587	587	120	97	40	2	40	1	40	0	0	0	0
	point588	588	120	97	40	2	40	1	40	0	0	0	0
	point589	589	120	97	40	2	40	0	40	0	0	0	0
	point590	590	120	97	40	2	40	1	40	0	0	0	0

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	point591	591	120	97	40	2	40	1	40	0	0	0	0
	point592	592	120	97	40	2	40	1	40	0	0	0	0
	point593	593	120	97	40	2	40	1	40	0	0	0	0
	point594	594	120	97	40	2	40	1	40	0	0	0	0
	point595	595	120	97	40	2	40	1	40	0	0	0	0
	point596	596	120	97	40	2	40	1	40	0	0	0	0
	point597	597	120	97	40	2	40	1	40	0	0	0	0
	point598	598	120	97	40	2	40	1	40	0	0	0	0
	point599	599	120	97	40	2	40	1	40	0	0	0	0
	point600	600	120	97	40	2	40	1	40	0	0	0	0
	point602	602	120	97	40	2	40	1	40	0	0	0	0
	point603	603	120	97	40	2	40	1	40	0	0	0	0
	point604	604	120	97	40	2	40	1	40	0	0	0	0
	point605	605	120	97	40	2	40	1	40	0	0	0	0
	point606	606	120	97	40	2	40	1	40	0	0	0	0
	point607	607	120	97	40	2	40	1	40	0	0	0	0
	point610	610	120	97	40	2	40	1	40	0	0	0	0
	point611	611	120	97	40	2	40	1	40	0	0	0	0
	point612	612	120	97	40	2	40	1	40	0	0	0	0
	point614	614	120	97	40	2	40	1	40	0	0	0	0
	point615	615	120	97	40	2	40	1	40	0	0	0	0
	point616	616	120	97	40	2	40	1	40	0	0	0	0
	point617	617	120	97	40	2	40	1	40	0	0	0	0
	point618	618	120	97	40	2	40	1	40	0	0	0	0
	point619	619	120	97	40	2	40	1	40	0	0	0	0
	point620	620	120	97	40	2	40	1	40	0	0	0	0
	point621	621	120	97	40	2	40	1	40	0	0	0	0
	point622	622	120	97	40	2	40	1	40	0	0	0	0
	point623	623	120	97	40	2	40	1	40	0	0	0	0
	point624	624	120	97	40	2	40	1	40	0	0	0	0
	point625	625	120	97	40	2	40	1	40	0	0	0	0
	point626	626	120	97	40	2	40	1	40	0	0	0	0
	point627	627	120	97	40	2	40	1	40	0	0	0	0
	point628	628	120	97	40	2	40	1	40	0	0	0	0
	point629	629	120	97	40	2	40	1	40	0	0	0	0
	point630	630	120	97	40	2	40	1	40	0	0	0	0

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	point631	631	120	97	40	2	40	1	40	0	0	0	0
	point632	632	120	97	40	2	40	1	40	0	0	0	0
	point633	633	120	97	40	2	40	1	40	0	0	0	0
	point634	634	120	97	40	2	40	1	40	0	0	0	0
	point635	635	120	97	40	2	40	1	40	0	0	0	0
	point636	636	120	97	40	2	40	1	40	0	0	0	0
	point637	637	120	97	40	2	40	1	40	0	0	0	0
	point638	638	120	97	40	2	40	1	40	0	0	0	0
	point639	639	120	97	40	2	40	1	40	0	0	0	0
	point640	640	120	97	40	2	40	1	40	0	0	0	0
	point641	641											
Camino Mayor	point642	642	44	97	40	2	40	1	40	0	0	0	0
	point643	643	44	97	40	2	40	1	40	0	0	0	0
	point644	644	44	97	40	2	40	1	40	0	0	0	0
	point645	645	44	97	40	2	40	1	40	0	0	0	0
	point646	646	44	97	40	2	40	1	40	0	0	0	0
	point648	648	44	97	40	2	40	1	40	0	0	0	0
	point649	649	44	97	40	2	40	1	40	0	0	0	0
	point650	650	44	97	40	2	40	1	40	0	0	0	0
	point651	651	44	97	40	2	40	1	40	0	0	0	0
	point652	652	44	97	40	2	40	1	40	0	0	0	0
	point653	653	44	97	40	2	40	1	40	0	0	0	0
	point655	655	44	97	40	2	40	1	40	0	0	0	0
	point656	656	44	97	40	2	40	1	40	0	0	0	0
	point657	657	44	97	40	2	40	1	40	0	0	0	0
	point659	659	44	97	40	2	40	1	40	0	0	0	0
	point660	660	44	97	40	2	40	1	40	0	0	0	0
	point661	661	44	97	40	2	40	1	40	0	0	0	0
	point662	662	44	97	40	2	40	1	40	0	0	0	0
	point663	663	44	97	40	2	40	1	40	0	0	0	0
	point665	665	44	97	40	2	40	1	40	0	0	0	0
	point666	666	44	97	40	2	40	1	40	0	0	0	0
	point668	668	44	97	40	2	40	1	40	0	0	0	0
	point669	669	44	97	40	2	40	1	40	0	0	0	0
	point671	671	44	97	40	2	40	1	40	0	0	0	0
	point672	672	44	97	40	2	40	1	40	0	0	0	0

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	point673	673	44	97	40	2	40	1	40	0	0	0	0
	point674	674	44	97	40	2	40	1	40	0	0	0	0
	point677	677	44	97	40	2	40	1	40	0	0	0	0
	point678	678	44	97	40	2	40	1	40	0	0	0	0
	point679	679	44	97	40	2	40	1	40	0	0	0	0
	point680	680	44	97	40	2	40	1	40	0	0	0	0
	point681	681	44	97	40	2	40	1	40	0	0	0	0
	point682	682	44	97	40	2	40	1	40	0	0	0	0
	point683	683	44	97	40	2	40	1	40	0	0	0	0
	point684	684	44	97	40	2	40	1	40	0	0	0	0
	point685	685	44	97	40	2	40	1	40	0	0	0	0
	point688	688	44	97	40	2	40	1	40	0	0	0	0
	point689	689	44	97	40	2	40	1	40	0	0	0	0
	point691	691	44	97	40	2	40	1	40	0	0	0	0
	point692	692	44	97	40	2	40	1	40	0	0	0	0
	point695	695	44	97	40	2	40	1	40	0	0	0	0
	point696	696	44	97	40	2	40	1	40	0	0	0	0
	point697	697	44	97	40	2	40	1	40	0	0	0	0
	point698	698	44	97	40	2	40	1	40	0	0	0	0
	point699	699	44	97	40	2	40	1	40	0	0	0	0
	point700	700	44	97	40	2	40	1	40	0	0	0	0
	point701	701	44	97	40	2	40	1	40	0	0	0	0
	point702	702	44	97	40	2	40	1	40	0	0	0	0
	point703	703	44	97	40	2	40	1	40	0	0	0	0
	point704	704	44	97	40	2	40	1	40	0	0	0	0
	point705	705	44	97	40	2	40	1	40	0	0	0	0
	point706	706	44	97	40	2	40	1	40	0	0	0	0
	point707	707	44	97	40	2	40	1	40	0	0	0	0
	point708	708	44	97	40	2	40	1	40	0	0	0	0
	point712	712	44	97	40	2	40	1	40	0	0	0	0
	point713	713	44	97	40	2	40	1	40	0	0	0	0
	point714	714	44	97	40	2	40	1	40	0	0	0	0
	point716	716	44	97	40	2	40	1	40	0	0	0	0
	point718	718	44	97	40	2	40	1	40	0	0	0	0
	point719	719	44	97	40	2	40	1	40	0	0	0	0
	point720	720	44	97	40	2	40	1	40	0	0	0	0

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	point722	722	44	97	40	2	40	1	40	0	0	0	0
	point723	723	44	97	40	2	40	1	40	0	0	0	0
	point726	726	44	97	40	2	40	1	40	0	0	0	0
	point727	727	44	97	40	2	40	1	40	0	0	0	0
	point728	728	44	97	40	2	40	1	40	0	0	0	0
	point729	729	44	97	40	2	40	1	40	0	0	0	0
	point730	730	44	97	40	2	40	1	40	0	0	0	0
	point731	731	44	97	40	2	40	1	40	0	0	0	0
	point734	734	44	97	40	2	40	1	40	0	0	0	0
	point736	736											
Mesa	point737	737	0	0	0	0	0	0	0	0	0	0	0
	point739	739	0	0	0	0	0	0	0	0	0	0	0
	point740	740	0	0	0	0	0	0	0	0	0	0	0
	point741	741	0	0	0	0	0	0	0	0	0	0	0
	point742	742	0	0	0	0	0	0	0	0	0	0	0
	point743	743	0	0	0	0	0	0	0	0	0	0	0
	point744	744	0	0	0	0	0	0	0	0	0	0	0
	point745	745	0	0	0	0	0	0	0	0	0	0	0
	point747	747	0	0	0	0	0	0	0	0	0	0	0
	point749	749	0	0	0	0	0	0	0	0	0	0	0
	point751	751	0	0	0	0	0	0	0	0	0	0	0
	point752	752	0	0	0	0	0	0	0	0	0	0	0
	point754	754	0	0	0	0	0	0	0	0	0	0	0
	point755	755	0	0	0	0	0	0	0	0	0	0	0
	point759	759	0	0	0	0	0	0	0	0	0	0	0
	point761	761	0	0	0	0	0	0	0	0	0	0	0
	point762	762	0	0	0	0	0	0	0	0	0	0	0
	point764	764	0	0	0	0	0	0	0	0	0	0	0
	point766	766	0	0	0	0	0	0	0	0	0	0	0
	point768	768	0	0	0	0	0	0	0	0	0	0	0
	point769	769	0	0	0	0	0	0	0	0	0	0	0
	point770	770	0	0	0	0	0	0	0	0	0	0	0
	point771	771	0	0	0	0	0	0	0	0	0	0	0
	point772	772	0	0	0	0	0	0	0	0	0	0	0
	point774	774	0	0	0	0	0	0	0	0	0	0	0
	point777	777	0	0	0	0	0	0	0	0	0	0	0

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	point778	778	0	0	0	0	0	0	0	0	0	0	0
	point779	779	0	0	0	0	0	0	0	0	0	0	0
	point780	780	0	0	0	0	0	0	0	0	0	0	0
	point781	781	0	0	0	0	0	0	0	0	0	0	0
	point782	782	0	0	0	0	0	0	0	0	0	0	0
	point783	783	0	0	0	0	0	0	0	0	0	0	0
	point784	784	0	0	0	0	0	0	0	0	0	0	0
	point785	785	0	0	0	0	0	0	0	0	0	0	0
	point787	787	0	0	0	0	0	0	0	0	0	0	0
	point788	788	0	0	0	0	0	0	0	0	0	0	0
	point790	790	0	0	0	0	0	0	0	0	0	0	0
	point791	791	0	0	0	0	0	0	0	0	0	0	0
	point793	793	0	0	0	0	0	0	0	0	0	0	0
	point795	795	0	0	0	0	0	0	0	0	0	0	0
	point796	796	0	0	0	0	0	0	0	0	0	0	0
	point797	797	0	0	0	0	0	0	0	0	0	0	0
	point798	798	0	0	0	0	0	0	0	0	0	0	0
	point799	799	0	0	0	0	0	0	0	0	0	0	0
	point800	800	0	0	0	0	0	0	0	0	0	0	0
	point801	801	0	0	0	0	0	0	0	0	0	0	0
	point804	804	0	0	0	0	0	0	0	0	0	0	0
	point808	808	0	0	0	0	0	0	0	0	0	0	0
	point809	809	0	0	0	0	0	0	0	0	0	0	0
	point810	810	0	0	0	0	0	0	0	0	0	0	0
	point811	811	0	0	0	0	0	0	0	0	0	0	0
	point814	814	0	0	0	0	0	0	0	0	0	0	0
	point816	816	0	0	0	0	0	0	0	0	0	0	0
	point817	817	0	0	0	0	0	0	0	0	0	0	0
	point821	821	0	0	0	0	0	0	0	0	0	0	0
	point823	823	0	0	0	0	0	0	0	0	0	0	0
	point825	825	0	0	0	0	0	0	0	0	0	0	0
	point827	827	0	0	0	0	0	0	0	0	0	0	0
	point828	828	0	0	0	0	0	0	0	0	0	0	0
	point829	829	0	0	0	0	0	0	0	0	0	0	0
	point830	830	0	0	0	0	0	0	0	0	0	0	0
	point832	832	0	0	0	0	0	0	0	0	0	0	0

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	point833	833	0	0	0	0	0	0	0	0	0	0	0
	point834	834	0	0	0	0	0	0	0	0	0	0	0
	point835	835	0	0	0	0	0	0	0	0	0	0	0
	point836	836	0	0	0	0	0	0	0	0	0	0	0
	point837	837	0	0	0	0	0	0	0	0	0	0	0
	point840	840	0	0	0	0	0	0	0	0	0	0	0
	point842	842	0	0	0	0	0	0	0	0	0	0	0
	point843	843	0	0	0	0	0	0	0	0	0	0	0
	point846	846	0	0	0	0	0	0	0	0	0	0	0
	point849	849	0	0	0	0	0	0	0	0	0	0	0
	point852	852	0	0	0	0	0	0	0	0	0	0	0
	point853	853	0	0	0	0	0	0	0	0	0	0	0
	point855	855	0	0	0	0	0	0	0	0	0	0	0
	point857	857	0	0	0	0	0	0	0	0	0	0	0
	point858	858	0	0	0	0	0	0	0	0	0	0	0
	point860	860	0	0	0	0	0	0	0	0	0	0	0
	point861	861	0	0	0	0	0	0	0	0	0	0	0
	point862	862	0	0	0	0	0	0	0	0	0	0	0
	point863	863	0	0	0	0	0	0	0	0	0	0	0
	point864	864	0	0	0	0	0	0	0	0	0	0	0
	point865	865	0	0	0	0	0	0	0	0	0	0	0
	point866	866	0	0	0	0	0	0	0	0	0	0	0
	point867	867											
Hillside	point868	868	0	0	0	0	0	0	0	0	0	0	0
	point869	869	0	0	0	0	0	0	0	0	0	0	0
	point871	871	0	0	0	0	0	0	0	0	0	0	0
	point873	873	0	0	0	0	0	0	0	0	0	0	0
	point874	874	0	0	0	0	0	0	0	0	0	0	0
	point875	875	0	0	0	0	0	0	0	0	0	0	0
	point877	877	0	0	0	0	0	0	0	0	0	0	0
	point878	878	0	0	0	0	0	0	0	0	0	0	0
	point879	879	0	0	0	0	0	0	0	0	0	0	0
	point880	880	0	0	0	0	0	0	0	0	0	0	0
	point881	881	0	0	0	0	0	0	0	0	0	0	0
	point882	882	0	0	0	0	0	0	0	0	0	0	0
	point883	883	0	0	0	0	0	0	0	0	0	0	0

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	point884	884	0	0	0	0	0	0	0	0	0	0	0
	point885	885	0	0	0	0	0	0	0	0	0	0	0
	point887	887	0	0	0	0	0	0	0	0	0	0	0
	point888	888	0	0	0	0	0	0	0	0	0	0	0
	point889	889	0	0	0	0	0	0	0	0	0	0	0
	point890	890	0	0	0	0	0	0	0	0	0	0	0
	point891	891	0	0	0	0	0	0	0	0	0	0	0
	point894	894	0	0	0	0	0	0	0	0	0	0	0
	point896	896	0	0	0	0	0	0	0	0	0	0	0
	point898	898	0	0	0	0	0	0	0	0	0	0	0
	point899	899	0	0	0	0	0	0	0	0	0	0	0
	point900	900	0	0	0	0	0	0	0	0	0	0	0
	point901	901	0	0	0	0	0	0	0	0	0	0	0
	point902	902	0	0	0	0	0	0	0	0	0	0	0
	point903	903	0	0	0	0	0	0	0	0	0	0	0
	point906	906	0	0	0	0	0	0	0	0	0	0	0
	point907	907	0	0	0	0	0	0	0	0	0	0	0
	point908	908	0	0	0	0	0	0	0	0	0	0	0
	point909	909	0	0	0	0	0	0	0	0	0	0	0
	point910	910	0	0	0	0	0	0	0	0	0	0	0
	point911	911	0	0	0	0	0	0	0	0	0	0	0
	point912	912	0	0	0	0	0	0	0	0	0	0	0
	point913	913	0	0	0	0	0	0	0	0	0	0	0
	point915	915	0	0	0	0	0	0	0	0	0	0	0
	point917	917	0	0	0	0	0	0	0	0	0	0	0
	point919	919	0	0	0	0	0	0	0	0	0	0	0
	point920	920	0	0	0	0	0	0	0	0	0	0	0
	point921	921	0	0	0	0	0	0	0	0	0	0	0
	point922	922	0	0	0	0	0	0	0	0	0	0	0
	point923	923	0	0	0	0	0	0	0	0	0	0	0
	point924	924	0	0	0	0	0	0	0	0	0	0	0
	point926	926	0	0	0	0	0	0	0	0	0	0	0
	point927	927	0	0	0	0	0	0	0	0	0	0	0
	point929	929	0	0	0	0	0	0	0	0	0	0	0
	point932	932	0	0	0	0	0	0	0	0	0	0	0
	point933	933	0	0	0	0	0	0	0	0	0	0	0

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	point934	934	0	0	0	0	0	0	0	0	0	0	0
	point935	935	0	0	0	0	0	0	0	0	0	0	0
	point936	936	0	0	0	0	0	0	0	0	0	0	0
	point937	937	0	0	0	0	0	0	0	0	0	0	0
	point938	938	0	0	0	0	0	0	0	0	0	0	0
	point939	939											
Terraces	point1033	1033	0	0	0	0	0	0	0	0	0	0	0
	point1034	1034	0	0	0	0	0	0	0	0	0	0	0
	point1036	1036	0	0	0	0	0	0	0	0	0	0	0
	point1037	1037	0	0	0	0	0	0	0	0	0	0	0
	point1038	1038	0	0	0	0	0	0	0	0	0	0	0
	point1039	1039	0	0	0	0	0	0	0	0	0	0	0
	point1040	1040	0	0	0	0	0	0	0	0	0	0	0
	point1041	1041	0	0	0	0	0	0	0	0	0	0	0
	point1043	1043	0	0	0	0	0	0	0	0	0	0	0
	point1044	1044	0	0	0	0	0	0	0	0	0	0	0
	point1046	1046	0	0	0	0	0	0	0	0	0	0	0
	point1048	1048	0	0	0	0	0	0	0	0	0	0	0
	point1049	1049	0	0	0	0	0	0	0	0	0	0	0
	point1051	1051	0	0	0	0	0	0	0	0	0	0	0
	point1052	1052	0	0	0	0	0	0	0	0	0	0	0
	point1054	1054	0	0	0	0	0	0	0	0	0	0	0
	point1055	1055	0	0	0	0	0	0	0	0	0	0	0
	point1057	1057	0	0	0	0	0	0	0	0	0	0	0
	point1059	1059	0	0	0	0	0	0	0	0	0	0	0
	point1060	1060	0	0	0	0	0	0	0	0	0	0	0
	point1061	1061	0	0	0	0	0	0	0	0	0	0	0
	point1062	1062	0	0	0	0	0	0	0	0	0	0	0
	point1063	1063	0	0	0	0	0	0	0	0	0	0	0
	point1064	1064	0	0	0	0	0	0	0	0	0	0	0
	point1065	1065											
Roadway11	point1066	1066	0	0	0	0	0	0	0	0	0	0	0
	point1067	1067	0	0	0	0	0	0	0	0	0	0	0
	point1069	1069	0	0	0	0	0	0	0	0	0	0	0
	point1070	1070	0	0	0	0	0	0	0	0	0	0	0
	point1071	1071	0	0	0	0	0	0	0	0	0	0	0

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	point1072	1072	0	0	0	0	0	0	0	0	0	0	0
	point1073	1073	0	0	0	0	0	0	0	0	0	0	0
	point1076	1076	0	0	0	0	0	0	0	0	0	0	0
	point1077	1077	0	0	0	0	0	0	0	0	0	0	0
	point1078	1078	0	0	0	0	0	0	0	0	0	0	0
	point1080	1080	0	0	0	0	0	0	0	0	0	0	0
	point1081	1081	0	0	0	0	0	0	0	0	0	0	0
	point1082	1082	0	0	0	0	0	0	0	0	0	0	0
	point1083	1083	0	0	0	0	0	0	0	0	0	0	0
	point1085	1085	0	0	0	0	0	0	0	0	0	0	0
	point1087	1087	0	0	0	0	0	0	0	0	0	0	0
	point1088	1088	0	0	0	0	0	0	0	0	0	0	0
	point1089	1089	0	0	0	0	0	0	0	0	0	0	0
	point1090	1090	0	0	0	0	0	0	0	0	0	0	0
	point1091	1091	0	0	0	0	0	0	0	0	0	0	0
	point1092	1092	0	0	0	0	0	0	0	0	0	0	0
	point1093	1093	0	0	0	0	0	0	0	0	0	0	0
	point1095	1095	0	0	0	0	0	0	0	0	0	0	0
	point1096	1096	0	0	0	0	0	0	0	0	0	0	0
	point1097	1097	0	0	0	0	0	0	0	0	0	0	0
	point1098	1098	0	0	0	0	0	0	0	0	0	0	0
	point1099	1099	0	0	0	0	0	0	0	0	0	0	0
	point1100	1100	0	0	0	0	0	0	0	0	0	0	0
	point1101	1101	0	0	0	0	0	0	0	0	0	0	0
	point1102	1102	0	0	0	0	0	0	0	0	0	0	0
	point1103	1103	0	0	0	0	0	0	0	0	0	0	0
	point1104	1104	0	0	0	0	0	0	0	0	0	0	0
	point1105	1105											
Roadway12	point1106	1106	0	0	0	0	0	0	0	0	0	0	0
	point1107	1107	0	0	0	0	0	0	0	0	0	0	0
	point1110	1110	0	0	0	0	0	0	0	0	0	0	0
	point1111	1111	0	0	0	0	0	0	0	0	0	0	0
	point1112	1112	0	0	0	0	0	0	0	0	0	0	0
	point1113	1113	0	0	0	0	0	0	0	0	0	0	0
	point1114	1114	0	0	0	0	0	0	0	0	0	0	0
	point1115	1115	0	0	0	0	0	0	0	0	0	0	0

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	point1116	1116	0	0	0	0	0	0	0	0	0	0	0
	point1118	1118	0	0	0	0	0	0	0	0	0	0	0
	point1119	1119	0	0	0	0	0	0	0	0	0	0	0
	point1120	1120											
Roadway13	point1121	1121	0	0	0	0	0	0	0	0	0	0	0
	point1122	1122	0	0	0	0	0	0	0	0	0	0	0
	point1124	1124	0	0	0	0	0	0	0	0	0	0	0
	point1125	1125	0	0	0	0	0	0	0	0	0	0	0
	point1127	1127	0	0	0	0	0	0	0	0	0	0	0
	point1128	1128	0	0	0	0	0	0	0	0	0	0	0
	point1129	1129	0	0	0	0	0	0	0	0	0	0	0
	point1130	1130	0	0	0	0	0	0	0	0	0	0	0
	point1131	1131	0	0	0	0	0	0	0	0	0	0	0
	point1132	1132	0	0	0	0	0	0	0	0	0	0	0
	point1135	1135	0	0	0	0	0	0	0	0	0	0	0
	point1136	1136	0	0	0	0	0	0	0	0	0	0	0
	point1137	1137											
Roadway14	point1138	1138	0	0	0	0	0	0	0	0	0	0	0
	point1139	1139	0	0	0	0	0	0	0	0	0	0	0
	point1140	1140	0	0	0	0	0	0	0	0	0	0	0
	point1141	1141	0	0	0	0	0	0	0	0	0	0	0
	point1142	1142	0	0	0	0	0	0	0	0	0	0	0
	point1143	1143	0	0	0	0	0	0	0	0	0	0	0
	point1145	1145	0	0	0	0	0	0	0	0	0	0	0
	point1146	1146	0	0	0	0	0	0	0	0	0	0	0
	point1147	1147	0	0	0	0	0	0	0	0	0	0	0
	point1148	1148	0	0	0	0	0	0	0	0	0	0	0
	point1151	1151	0	0	0	0	0	0	0	0	0	0	0
	point1152	1152	0	0	0	0	0	0	0	0	0	0	0
	point1153	1153	0	0	0	0	0	0	0	0	0	0	0
	point1154	1154	0	0	0	0	0	0	0	0	0	0	0
	point1155	1155	0	0	0	0	0	0	0	0	0	0	0
	point1156	1156	0	0	0	0	0	0	0	0	0	0	0
	point1157	1157	0	0	0	0	0	0	0	0	0	0	0
	point1158	1158	0	0	0	0	0	0	0	0	0	0	0
	point1159	1159	0	0	0	0	0	0	0	0	0	0	0

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	point1160	1160	0	0	0	0	0	0	0	0	0	0	0
	point1162	1162	0	0	0	0	0	0	0	0	0	0	0
	point1163	1163	0	0	0	0	0	0	0	0	0	0	0
	point1164	1164	0	0	0	0	0	0	0	0	0	0	0
	point1165	1165											
Roadway15	point1166	1166	0	0	0	0	0	0	0	0	0	0	0
	point1167	1167	0	0	0	0	0	0	0	0	0	0	0
	point1168	1168	0	0	0	0	0	0	0	0	0	0	0
	point1169	1169	0	0	0	0	0	0	0	0	0	0	0
	point1171	1171	0	0	0	0	0	0	0	0	0	0	0
	point1174	1174	0	0	0	0	0	0	0	0	0	0	0
	point1175	1175	0	0	0	0	0	0	0	0	0	0	0
	point1176	1176	0	0	0	0	0	0	0	0	0	0	0
	point1177	1177	0	0	0	0	0	0	0	0	0	0	0
	point1178	1178	0	0	0	0	0	0	0	0	0	0	0
	point1179	1179	0	0	0	0	0	0	0	0	0	0	0
	point1180	1180	0	0	0	0	0	0	0	0	0	0	0
	point1181	1181											
Roadway16	point1182	1182	0	0	0	0	0	0	0	0	0	0	0
	point1183	1183	0	0	0	0	0	0	0	0	0	0	0
	point1184	1184	0	0	0	0	0	0	0	0	0	0	0
	point1185	1185	0	0	0	0	0	0	0	0	0	0	0
	point1186	1186	0	0	0	0	0	0	0	0	0	0	0
	point1187	1187	0	0	0	0	0	0	0	0	0	0	0
	point1188	1188	0	0	0	0	0	0	0	0	0	0	0
	point1190	1190	0	0	0	0	0	0	0	0	0	0	0
	point1191	1191	0	0	0	0	0	0	0	0	0	0	0
	point1192	1192	0	0	0	0	0	0	0	0	0	0	0
	point1193	1193	0	0	0	0	0	0	0	0	0	0	0
	point1194	1194	0	0	0	0	0	0	0	0	0	0	0
	point1198	1198	0	0	0	0	0	0	0	0	0	0	0
	point1199	1199	0	0	0	0	0	0	0	0	0	0	0
	point1200	1200	0	0	0	0	0	0	0	0	0	0	0
	point1201	1201	0	0	0	0	0	0	0	0	0	0	0
	point1202	1202	0	0	0	0	0	0	0	0	0	0	0
	point1203	1203	0	0	0	0	0	0	0	0	0	0	0

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	point1204	1204	0	0	0	0	0	0	0	0	0	0	0
	point1205	1205	0	0	0	0	0	0	0	0	0	0	0
	point1207	1207	0	0	0	0	0	0	0	0	0	0	0
	point1208	1208	0	0	0	0	0	0	0	0	0	0	0
	point1209	1209	0	0	0	0	0	0	0	0	0	0	0
	point1210	1210	0	0	0	0	0	0	0	0	0	0	0
	point1211	1211	0	0	0	0	0	0	0	0	0	0	0
	point1212	1212	0	0	0	0	0	0	0	0	0	0	0
	point1213	1213	0	0	0	0	0	0	0	0	0	0	0
	point1214	1214											
Roadway17	point1215	1215	0	0	0	0	0	0	0	0	0	0	0
	point1217	1217	0	0	0	0	0	0	0	0	0	0	0
	point1218	1218	0	0	0	0	0	0	0	0	0	0	0
	point1220	1220	0	0	0	0	0	0	0	0	0	0	0
	point1221	1221	0	0	0	0	0	0	0	0	0	0	0
	point1222	1222	0	0	0	0	0	0	0	0	0	0	0
	point1224	1224	0	0	0	0	0	0	0	0	0	0	0
	point1225	1225	0	0	0	0	0	0	0	0	0	0	0
	point1228	1228	0	0	0	0	0	0	0	0	0	0	0
	point1230	1230	0	0	0	0	0	0	0	0	0	0	0
	point1231	1231	0	0	0	0	0	0	0	0	0	0	0
	point1232	1232	0	0	0	0	0	0	0	0	0	0	0
	point1233	1233	0	0	0	0	0	0	0	0	0	0	0
	point1234	1234	0	0	0	0	0	0	0	0	0	0	0
	point1235	1235	0	0	0	0	0	0	0	0	0	0	0
	point1236	1236	0	0	0	0	0	0	0	0	0	0	0
	point1238	1238											
Roadway18	point1239	1239	0	0	0	0	0	0	0	0	0	0	0
	point1240	1240	0	0	0	0	0	0	0	0	0	0	0
	point1241	1241	0	0	0	0	0	0	0	0	0	0	0
	point1242	1242	0	0	0	0	0	0	0	0	0	0	0
	point1243	1243	0	0	0	0	0	0	0	0	0	0	0
	point1244	1244	0	0	0	0	0	0	0	0	0	0	0
	point1245	1245	0	0	0	0	0	0	0	0	0	0	0
	point1246	1246											
Roadway19	point1247	1247	0	0	0	0	0	0	0	0	0	0	0

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	point1248	1248	0	0	0	0	0	0	0	0	0	0	0
	point1250	1250	0	0	0	0	0	0	0	0	0	0	0
	point1251	1251	0	0	0	0	0	0	0	0	0	0	0
	point1252	1252	0	0	0	0	0	0	0	0	0	0	0
	point1253	1253	0	0	0	0	0	0	0	0	0	0	0
	point1254	1254	0	0	0	0	0	0	0	0	0	0	0
	point1255	1255	0	0	0	0	0	0	0	0	0	0	0
	point1256	1256	0	0	0	0	0	0	0	0	0	0	0
	point1257	1257	0	0	0	0	0	0	0	0	0	0	0
	point1259	1259	0	0	0	0	0	0	0	0	0	0	0
	point1260	1260	0	0	0	0	0	0	0	0	0	0	0
	point1261	1261	0	0	0	0	0	0	0	0	0	0	0
	point1262	1262	0	0	0	0	0	0	0	0	0	0	0
	point1263	1263	0	0	0	0	0	0	0	0	0	0	0
	point1264	1264	0	0	0	0	0	0	0	0	0	0	0
	point1265	1265	0	0	0	0	0	0	0	0	0	0	0
	point1266	1266	0	0	0	0	0	0	0	0	0	0	0
	point1267	1267	0	0	0	0	0	0	0	0	0	0	0
	point1268	1268	0	0	0	0	0	0	0	0	0	0	0
	point1269	1269	0	0	0	0	0	0	0	0	0	0	0
	point1270	1270	0	0	0	0	0	0	0	0	0	0	0
	point1271	1271	0	0	0	0	0	0	0	0	0	0	0
	point1272	1272	0	0	0	0	0	0	0	0	0	0	0
	point1273	1273	0	0	0	0	0	0	0	0	0	0	0
	point1274	1274	0	0	0	0	0	0	0	0	0	0	0
	point1275	1275	0	0	0	0	0	0	0	0	0	0	0
	point1279	1279	0	0	0	0	0	0	0	0	0	0	0
	point1281	1281	0	0	0	0	0	0	0	0	0	0	0
	point1282	1282	0	0	0	0	0	0	0	0	0	0	0
	point1284	1284	0	0	0	0	0	0	0	0	0	0	0
	point1285	1285	0	0	0	0	0	0	0	0	0	0	0
	point1287	1287	0	0	0	0	0	0	0	0	0	0	0
	point1288	1288	0	0	0	0	0	0	0	0	0	0	0
	point1290	1290	0	0	0	0	0	0	0	0	0	0	0
	point1292	1292	0	0	0	0	0	0	0	0	0	0	0
	point1293	1293	0	0	0	0	0	0	0	0	0	0	0

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	point1295	1295	0	0	0	0	0	0	0	0	0	0	0
	point1297	1297	0	0	0	0	0	0	0	0	0	0	0
	point1299	1299	0	0	0	0	0	0	0	0	0	0	0
	point1301	1301	0	0	0	0	0	0	0	0	0	0	0
	point1303	1303	0	0	0	0	0	0	0	0	0	0	0
	point1304	1304	0	0	0	0	0	0	0	0	0	0	0
	point1305	1305	0	0	0	0	0	0	0	0	0	0	0
	point1307	1307	0	0	0	0	0	0	0	0	0	0	0
	point1308	1308	0	0	0	0	0	0	0	0	0	0	0
	point1309	1309	0	0	0	0	0	0	0	0	0	0	0
	point1311	1311	0	0	0	0	0	0	0	0	0	0	0
	point1312	1312	0	0	0	0	0	0	0	0	0	0	0
	point1314	1314	0	0	0	0	0	0	0	0	0	0	0
	point1317	1317	0	0	0	0	0	0	0	0	0	0	0
	point1319	1319											
Roadway20	point1320	1320	0	0	0	0	0	0	0	0	0	0	0
	point1321	1321	0	0	0	0	0	0	0	0	0	0	0
	point1323	1323	0	0	0	0	0	0	0	0	0	0	0
	point1324	1324	0	0	0	0	0	0	0	0	0	0	0
	point1326	1326	0	0	0	0	0	0	0	0	0	0	0
	point1327	1327	0	0	0	0	0	0	0	0	0	0	0
	point1328	1328	0	0	0	0	0	0	0	0	0	0	0
	point1329	1329	0	0	0	0	0	0	0	0	0	0	0
	point1330	1330	0	0	0	0	0	0	0	0	0	0	0
	point1333	1333	0	0	0	0	0	0	0	0	0	0	0
	point1334	1334	0	0	0	0	0	0	0	0	0	0	0
	point1335	1335	0	0	0	0	0	0	0	0	0	0	0
	point1336	1336	0	0	0	0	0	0	0	0	0	0	0
	point1340	1340	0	0	0	0	0	0	0	0	0	0	0
	point1341	1341	0	0	0	0	0	0	0	0	0	0	0
	point1344	1344	0	0	0	0	0	0	0	0	0	0	0
	point1345	1345	0	0	0	0	0	0	0	0	0	0	0
	point1347	1347	0	0	0	0	0	0	0	0	0	0	0
	point1348	1348	0	0	0	0	0	0	0	0	0	0	0
	point1350	1350	0	0	0	0	0	0	0	0	0	0	0
	point1351	1351	0	0	0	0	0	0	0	0	0	0	0

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	point1352	1352	0	0	0	0	0	0	0	0	0	0	0
	point1353	1353	0	0	0	0	0	0	0	0	0	0	0
	point1354	1354	0	0	0	0	0	0	0	0	0	0	0
	point1355	1355	0	0	0	0	0	0	0	0	0	0	0
	point1356	1356	0	0	0	0	0	0	0	0	0	0	0
	point1357	1357	0	0	0	0	0	0	0	0	0	0	0
	point1359	1359	0	0	0	0	0	0	0	0	0	0	0
	point1360	1360											
Roadway21	point1361	1361	0	0	0	0	0	0	0	0	0	0	0
	point1362	1362	0	0	0	0	0	0	0	0	0	0	0
	point1363	1363	0	0	0	0	0	0	0	0	0	0	0
	point1364	1364	0	0	0	0	0	0	0	0	0	0	0
	point1365	1365	0	0	0	0	0	0	0	0	0	0	0
	point1366	1366	0	0	0	0	0	0	0	0	0	0	0
	point1367	1367	0	0	0	0	0	0	0	0	0	0	0
	point1368	1368	0	0	0	0	0	0	0	0	0	0	0
	point1371	1371											
Roadway22	point1372	1372	0	0	0	0	0	0	0	0	0	0	0
	point1373	1373	0	0	0	0	0	0	0	0	0	0	0
	point1374	1374	0	0	0	0	0	0	0	0	0	0	0
	point1376	1376	0	0	0	0	0	0	0	0	0	0	0
	point1377	1377	0	0	0	0	0	0	0	0	0	0	0
	point1378	1378	0	0	0	0	0	0	0	0	0	0	0
	point1379	1379	0	0	0	0	0	0	0	0	0	0	0
	point1381	1381											
Roadway23	point1407	1407	0	0	0	0	0	0	0	0	0	0	0
	point1408	1408	0	0	0	0	0	0	0	0	0	0	0
	point1409	1409	0	0	0	0	0	0	0	0	0	0	0
	point1411	1411	0	0	0	0	0	0	0	0	0	0	0
	point1412	1412	0	0	0	0	0	0	0	0	0	0	0
	point1413	1413	0	0	0	0	0	0	0	0	0	0	0
	point1414	1414	0	0	0	0	0	0	0	0	0	0	0
	point1416	1416	0	0	0	0	0	0	0	0	0	0	0
	point1417	1417	0	0	0	0	0	0	0	0	0	0	0
	point1418	1418	0	0	0	0	0	0	0	0	0	0	0
	point1419	1419	0	0	0	0	0	0	0	0	0	0	0

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	point1420	1420	0	0	0	0	0	0	0	0	0	0	0
	point1421	1421											
Roadway24	point1422	1422	0	0	0	0	0	0	0	0	0	0	0
	point1424	1424	0	0	0	0	0	0	0	0	0	0	0
	point1425	1425	0	0	0	0	0	0	0	0	0	0	0
	point1426	1426	0	0	0	0	0	0	0	0	0	0	0
	point1427	1427	0	0	0	0	0	0	0	0	0	0	0
	point1428	1428											
Roadway25	point1435	1435	0	0	0	0	0	0	0	0	0	0	0
	point1436	1436	0	0	0	0	0	0	0	0	0	0	0
	point1437	1437	0	0	0	0	0	0	0	0	0	0	0
	point1438	1438	0	0	0	0	0	0	0	0	0	0	0
	point1439	1439	0	0	0	0	0	0	0	0	0	0	0
	point1440	1440											
Roadway26	point1445	1445	0	0	0	0	0	0	0	0	0	0	0
	point1447	1447	0	0	0	0	0	0	0	0	0	0	0
	point1448	1448	0	0	0	0	0	0	0	0	0	0	0
	point1449	1449	0	0	0	0	0	0	0	0	0	0	0
	point1450	1450											
Roadway27	point1458	1458	0	0	0	0	0	0	0	0	0	0	0
	point1460	1460	0	0	0	0	0	0	0	0	0	0	0
	point1461	1461	0	0	0	0	0	0	0	0	0	0	0
	point1462	1462	0	0	0	0	0	0	0	0	0	0	0
	point1463	1463	0	0	0	0	0	0	0	0	0	0	0
	point1464	1464	0	0	0	0	0	0	0	0	0	0	0
	point1465	1465	0	0	0	0	0	0	0	0	0	0	0
	point1466	1466	0	0	0	0	0	0	0	0	0	0	0
	point1467	1467											
Roadway28	point1468	1468	0	0	0	0	0	0	0	0	0	0	0
	point1471	1471	0	0	0	0	0	0	0	0	0	0	0
	point1472	1472	0	0	0	0	0	0	0	0	0	0	0
	point1473	1473	0	0	0	0	0	0	0	0	0	0	0
	point1475	1475	0	0	0	0	0	0	0	0	0	0	0
	point1476	1476	0	0	0	0	0	0	0	0	0	0	0
	point1477	1477	0	0	0	0	0	0	0	0	0	0	0
	point1479	1479	0	0	0	0	0	0	0	0	0	0	0

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	point1481	1481											
Roadway29	point1482	1482	0	0	0	0	0	0	0	0	0	0	0
	point1483	1483	0	0	0	0	0	0	0	0	0	0	0
	point1484	1484	0	0	0	0	0	0	0	0	0	0	0
	point1485	1485	0	0	0	0	0	0	0	0	0	0	0
	point1486	1486	0	0	0	0	0	0	0	0	0	0	0
	point1487	1487	0	0	0	0	0	0	0	0	0	0	0
	point1488	1488	0	0	0	0	0	0	0	0	0	0	0
	point1490	1490											
Roadway30	point1491	1491	0	0	0	0	0	0	0	0	0	0	0
	point1492	1492	0	0	0	0	0	0	0	0	0	0	0
	point1493	1493	0	0	0	0	0	0	0	0	0	0	0
	point1494	1494	0	0	0	0	0	0	0	0	0	0	0
	point1495	1495	0	0	0	0	0	0	0	0	0	0	0
	point1496	1496	0	0	0	0	0	0	0	0	0	0	0
	point1497	1497											
Roadway31	point1499	1499	0	0	0	0	0	0	0	0	0	0	0
	point1500	1500	0	0	0	0	0	0	0	0	0	0	0
	point1501	1501	0	0	0	0	0	0	0	0	0	0	0
	point1502	1502											
Roadway32	point1503	1503	0	0	0	0	0	0	0	0	0	0	0
	point1504	1504	0	0	0	0	0	0	0	0	0	0	0
	point1505	1505	0	0	0	0	0	0	0	0	0	0	0
	point1506	1506											
Roadway33	point1507	1507	0	0	0	0	0	0	0	0	0	0	0
	point1508	1508	0	0	0	0	0	0	0	0	0	0	0
	point1509	1509	0	0	0	0	0	0	0	0	0	0	0
	point1510	1510	0	0	0	0	0	0	0	0	0	0	0
	point1511	1511											
Roadway34	point1512	1512	0	0	0	0	0	0	0	0	0	0	0
	point1513	1513	0	0	0	0	0	0	0	0	0	0	0
	point1514	1514	0	0	0	0	0	0	0	0	0	0	0
	point1515	1515	0	0	0	0	0	0	0	0	0	0	0
	point1516	1516	0	0	0	0	0	0	0	0	0	0	0
	point1517	1517	0	0	0	0	0	0	0	0	0	0	0
	point1518	1518	0	0	0	0	0	0	0	0	0	0	0

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	point1519	1519											
Roadway35	point1520	1520	0	0	0	0	0	0	0	0	0	0	0
	point1521	1521	0	0	0	0	0	0	0	0	0	0	0
	point1522	1522	0	0	0	0	0	0	0	0	0	0	0
	point1523	1523	0	0	0	0	0	0	0	0	0	0	0
	point1527	1527	0	0	0	0	0	0	0	0	0	0	0
	point1529	1529											
Roadway36	point1533	1533	0	0	0	0	0	0	0	0	0	0	0
	point1535	1535	0	0	0	0	0	0	0	0	0	0	0
	point1536	1536	0	0	0	0	0	0	0	0	0	0	0
	point1537	1537	0	0	0	0	0	0	0	0	0	0	0
	point1538	1538	0	0	0	0	0	0	0	0	0	0	0
	point1540	1540	0	0	0	0	0	0	0	0	0	0	0
	point1541	1541	0	0	0	0	0	0	0	0	0	0	0
	point1542	1542	0	0	0	0	0	0	0	0	0	0	0
	point1543	1543	0	0	0	0	0	0	0	0	0	0	0
	point1544	1544	0	0	0	0	0	0	0	0	0	0	0
	point1545	1545											
Roadway37	point1546	1546	0	0	0	0	0	0	0	0	0	0	0
	point1547	1547	0	0	0	0	0	0	0	0	0	0	0
	point1548	1548	0	0	0	0	0	0	0	0	0	0	0
	point1550	1550	0	0	0	0	0	0	0	0	0	0	0
	point1551	1551	0	0	0	0	0	0	0	0	0	0	0
	point1552	1552	0	0	0	0	0	0	0	0	0	0	0
	point1553	1553	0	0	0	0	0	0	0	0	0	0	0
	point1554	1554	0	0	0	0	0	0	0	0	0	0	0
	point1556	1556											
Roadway38	point1557	1557	0	0	0	0	0	0	0	0	0	0	0
	point1558	1558	0	0	0	0	0	0	0	0	0	0	0
	point1559	1559	0	0	0	0	0	0	0	0	0	0	0
	point1560	1560	0	0	0	0	0	0	0	0	0	0	0
	point1561	1561	0	0	0	0	0	0	0	0	0	0	0
	point1562	1562	0	0	0	0	0	0	0	0	0	0	0
	point1563	1563											
Roadway39	point1564	1564	0	0	0	0	0	0	0	0	0	0	0
	point1565	1565	0	0	0	0	0	0	0	0	0	0	0

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	point1566	1566	0	0	0	0	0	0	0	0	0	0	0
	point1567	1567	0	0	0	0	0	0	0	0	0	0	0
	point1568	1568											
Roadway40	point1569	1569	0	0	0	0	0	0	0	0	0	0	0
	point1570	1570	0	0	0	0	0	0	0	0	0	0	0
	point1571	1571	0	0	0	0	0	0	0	0	0	0	0
	point1572	1572	0	0	0	0	0	0	0	0	0	0	0
	point1573	1573	0	0	0	0	0	0	0	0	0	0	0
	point1574	1574											
Roadway41	point1575	1575	0	0	0	0	0	0	0	0	0	0	0
	point1577	1577	0	0	0	0	0	0	0	0	0	0	0
	point1579	1579	0	0	0	0	0	0	0	0	0	0	0
	point1580	1580	0	0	0	0	0	0	0	0	0	0	0
	point1581	1581	0	0	0	0	0	0	0	0	0	0	0
	point1582	1582	0	0	0	0	0	0	0	0	0	0	0
	point1583	1583	0	0	0	0	0	0	0	0	0	0	0
	point1584	1584	0	0	0	0	0	0	0	0	0	0	0
	point1585	1585	0	0	0	0	0	0	0	0	0	0	0
	point1586	1586	0	0	0	0	0	0	0	0	0	0	0
	point1587	1587											
Roadway42	point1588	1588	0	0	0	0	0	0	0	0	0	0	0
	point1589	1589	0	0	0	0	0	0	0	0	0	0	0
	point1590	1590	0	0	0	0	0	0	0	0	0	0	0
	point1592	1592	0	0	0	0	0	0	0	0	0	0	0
	point1593	1593	0	0	0	0	0	0	0	0	0	0	0
	point1594	1594	0	0	0	0	0	0	0	0	0	0	0
	point1595	1595	0	0	0	0	0	0	0	0	0	0	0
	point1596	1596	0	0	0	0	0	0	0	0	0	0	0
	point1597	1597											
Roadway43	point1598	1598	0	0	0	0	0	0	0	0	0	0	0
	point1599	1599	0	0	0	0	0	0	0	0	0	0	0
	point1600	1600	0	0	0	0	0	0	0	0	0	0	0
	point1601	1601	0	0	0	0	0	0	0	0	0	0	0
	point1602	1602	0	0	0	0	0	0	0	0	0	0	0
	point1603	1603											
Roadway44	point1604	1604	0	0	0	0	0	0	0	0	0	0	0

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	point1605	1605	0	0	0	0	0	0	0	0	0	0	0
	point1607	1607	0	0	0	0	0	0	0	0	0	0	0
	point1608	1608	0	0	0	0	0	0	0	0	0	0	0
	point1610	1610	0	0	0	0	0	0	0	0	0	0	0
	point1611	1611	0	0	0	0	0	0	0	0	0	0	0
	point1612	1612											
Roadway45	point1613	1613	0	0	0	0	0	0	0	0	0	0	0
	point1614	1614	0	0	0	0	0	0	0	0	0	0	0
	point1615	1615	0	0	0	0	0	0	0	0	0	0	0
	point1616	1616	0	0	0	0	0	0	0	0	0	0	0
	point1617	1617											
Roadway47	point1629	1629	0	0	0	0	0	0	0	0	0	0	0
	point1630	1630	0	0	0	0	0	0	0	0	0	0	0
	point1631	1631											
Roadway48	point1632	1632	0	0	0	0	0	0	0	0	0	0	0
	point1633	1633	0	0	0	0	0	0	0	0	0	0	0
	point1634	1634											
Roadway49	point1636	1636	0	0	0	0	0	0	0	0	0	0	0
	point1637	1637	0	0	0	0	0	0	0	0	0	0	0
	point1638	1638											
Roadway50	point1639	1639	0	0	0	0	0	0	0	0	0	0	0
	point1640	1640	0	0	0	0	0	0	0	0	0	0	0
	point1642	1642	0	0	0	0	0	0	0	0	0	0	0
	point1643	1643	0	0	0	0	0	0	0	0	0	0	0
	point1644	1644	0	0	0	0	0	0	0	0	0	0	0
	point1645	1645	0	0	0	0	0	0	0	0	0	0	0
	point1646	1646											
Roadway51	point1647	1647	0	0	0	0	0	0	0	0	0	0	0
	point1648	1648	0	0	0	0	0	0	0	0	0	0	0
	point1649	1649	0	0	0	0	0	0	0	0	0	0	0
	point1650	1650											
Roadway2-2	point1655	1655	0	0	0	0	0	0	0	0	0	0	0
	point346	346											
Roadway26-2	point1658	1658	0	0	0	0	0	0	0	0	0	0	0
	point1451	1451	0	0	0	0	0	0	0	0	0	0	0
	point1453	1453	0	0	0	0	0	0	0	0	0	0	0

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	point1455	1455	0	0	0	0	0	0	0	0	0	0	0
	point1456	1456	0	0	0	0	0	0	0	0	0	0	0
	point1457	1457											
Valley	point1660	1660	460	97	40	2	40	1	40	0	0	0	0
	point350	350	460	97	40	2	40	1	40	0	0	0	0
	point351	351	460	97	40	2	40	1	40	0	0	0	0
	point352	352	460	97	40	2	40	1	40	0	0	0	0
	point353	353	460	97	40	2	40	1	40	0	0	0	0
	point354	354	460	97	40	2	40	1	40	0	0	0	0
	point355	355	460	97	40	2	40	1	40	0	0	0	0
	point356	356	460	97	40	2	40	1	40	0	0	0	0
	point357	357	460	97	40	2	40	1	40	0	0	0	0
	point360	360	460	97	40	2	40	1	40	0	0	0	0
	point365	365	460	97	40	2	40	1	40	0	0	0	0
	point366	366	460	97	40	2	40	1	40	0	0	0	0
	point368	368	460	97	40	2	40	1	40	0	0	0	0
	point369	369	460	97	40	2	40	1	40	0	0	0	0
	point372	372	460	97	40	2	40	1	40	0	0	0	0
	point374	374	460	97	40	2	40	1	40	0	0	0	0
	point377	377	460	97	40	2	40	1	40	0	0	0	0
	point380	380	460	97	40	2	40	1	40	0	0	0	0
	point383	383	460	97	40	2	40	1	40	0	0	0	0
	point386	386	460	97	40	2	40	1	40	0	0	0	0
	point389	389	460	97	40	2	40	1	40	0	0	0	0
	point391	391	460	97	40	2	40	1	40	0	0	0	0
	point392	392	460	97	40	2	40	1	40	0	0	0	0
	point393	393	460	97	40	2	40	1	40	0	0	0	0
	point394	394	460	97	40	2	40	1	40	0	0	0	0
	point395	395	460	97	40	2	40	1	40	0	0	0	0
	point396	396	460	97	40	2	40	1	40	0	0	0	0
	point397	397	460	97	40	2	40	1	40	0	0	0	0
	point398	398	460	97	40	2	40	1	40	0	0	0	0
	point399	399	460	97	40	2	40	1	40	0	0	0	0
	point400	400	460	97	40	2	40	1	40	0	0	0	0
	point401	401	460	97	40	2	40	1	40	0	0	0	0
	point402	402	460	97	40	2	40	1	40	0	0	0	0

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	point403	403	460	97	40	2	40	1	40	0	0	0	0
	point405	405	460	97	40	2	40	1	40	0	0	0	0
	point406	406	460	97	40	2	40	1	40	0	0	0	0
	point407	407	460	97	40	2	40	1	40	0	0	0	0
	point408	408	460	97	40	2	40	1	40	0	0	0	0
	point409	409	460	97	40	2	40	1	40	0	0	0	0
	point410	410	460	97	40	2	40	1	40	0	0	0	0
	point411	411	460	97	40	2	40	1	40	0	0	0	0
	point412	412	460	97	40	2	40	1	40	0	0	0	0
	point413	413	460	97	40	2	40	1	40	0	0	0	0
	point414	414	460	97	40	2	40	1	40	0	0	0	0
	point415	415	460	97	40	2	40	1	40	0	0	0	0
	point416	416	460	97	40	2	40	1	40	0	0	0	0
	point417	417	460	97	40	2	40	1	40	0	0	0	0
	point418	418	460	97	40	2	40	1	40	0	0	0	0
	point419	419	460	97	40	2	40	1	40	0	0	0	0
	point421	421	460	97	40	2	40	1	40	0	0	0	0
	point422	422	460	97	40	2	40	1	40	0	0	0	0
	point423	423	460	97	40	2	40	1	40	0	0	0	0
	point424	424	460	97	40	2	40	1	40	0	0	0	0
	point425	425											
Roadway35-2-2	point1663	1663	0	0	0	0	0	0	0	0	0	0	0
	point1531	1531	0	0	0	0	0	0	0	0	0	0	0
	point1532	1532											
Roadway4-2	point1664	1664	0	0	0	0	0	0	0	0	0	0	0
	point474	474	0	0	0	0	0	0	0	0	0	0	0
	point475	475	0	0	0	0	0	0	0	0	0	0	0
	point476	476	0	0	0	0	0	0	0	0	0	0	0
	point480	480	0	0	0	0	0	0	0	0	0	0	0
	point482	482	0	0	0	0	0	0	0	0	0	0	0
	point483	483	0	0	0	0	0	0	0	0	0	0	0
	point484	484	0	0	0	0	0	0	0	0	0	0	0
	point485	485	0	0	0	0	0	0	0	0	0	0	0
	point486	486	0	0	0	0	0	0	0	0	0	0	0
	point487	487	0	0	0	0	0	0	0	0	0	0	0
	point488	488	0	0	0	0	0	0	0	0	0	0	0

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	point489	489	0	0	0	0	0	0	0	0	0	0	0
	point490	490	0	0	0	0	0	0	0	0	0	0	0
	point491	491	0	0	0	0	0	0	0	0	0	0	0
	point493	493	0	0	0	0	0	0	0	0	0	0	0
	point494	494	0	0	0	0	0	0	0	0	0	0	0
	point496	496	0	0	0	0	0	0	0	0	0	0	0
	point499	499	0	0	0	0	0	0	0	0	0	0	0
	point500	500	0	0	0	0	0	0	0	0	0	0	0
	point501	501	0	0	0	0	0	0	0	0	0	0	0
	point502	502	0	0	0	0	0	0	0	0	0	0	0
	point503	503	0	0	0	0	0	0	0	0	0	0	0
	point504	504	0	0	0	0	0	0	0	0	0	0	0
	point505	505	0	0	0	0	0	0	0	0	0	0	0
	point506	506	0	0	0	0	0	0	0	0	0	0	0
	point507	507	0	0	0	0	0	0	0	0	0	0	0
	point508	508	0	0	0	0	0	0	0	0	0	0	0
	point509	509	0	0	0	0	0	0	0	0	0	0	0
	point510	510	0	0	0	0	0	0	0	0	0	0	0
	point511	511	0	0	0	0	0	0	0	0	0	0	0
	point512	512	0	0	0	0	0	0	0	0	0	0	0
	point513	513	0	0	0	0	0	0	0	0	0	0	0
	point514	514	0	0	0	0	0	0	0	0	0	0	0
	point516	516	0	0	0	0	0	0	0	0	0	0	0
	point517	517	0	0	0	0	0	0	0	0	0	0	0
	point519	519	0	0	0	0	0	0	0	0	0	0	0
	point520	520	0	0	0	0	0	0	0	0	0	0	0
	point521	521	0	0	0	0	0	0	0	0	0	0	0
	point522	522	0	0	0	0	0	0	0	0	0	0	0
	point523	523	0	0	0	0	0	0	0	0	0	0	0
	point524	524	0	0	0	0	0	0	0	0	0	0	0
	point525	525	0	0	0	0	0	0	0	0	0	0	0
	point526	526	0	0	0	0	0	0	0	0	0	0	0
	point527	527	0	0	0	0	0	0	0	0	0	0	0
	point528	528	0	0	0	0	0	0	0	0	0	0	0
	point530	530	0	0	0	0	0	0	0	0	0	0	0
	point531	531	0	0	0	0	0	0	0	0	0	0	0

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	point532	532	0	0	0	0	0	0	0	0	0	0	0
	point533	533	0	0	0	0	0	0	0	0	0	0	0
	point535	535	0	0	0	0	0	0	0	0	0	0	0
	point537	537	0	0	0	0	0	0	0	0	0	0	0
	point538	538	0	0	0	0	0	0	0	0	0	0	0
	point541	541	0	0	0	0	0	0	0	0	0	0	0
	point542	542	0	0	0	0	0	0	0	0	0	0	0
	point543	543	0	0	0	0	0	0	0	0	0	0	0
	point544	544	0	0	0	0	0	0	0	0	0	0	0
	point545	545	0	0	0	0	0	0	0	0	0	0	0
	point546	546	0	0	0	0	0	0	0	0	0	0	0
	point547	547	0	0	0	0	0	0	0	0	0	0	0
	point548	548	0	0	0	0	0	0	0	0	0	0	0
	point550	550	0	0	0	0	0	0	0	0	0	0	0
	point551	551	0	0	0	0	0	0	0	0	0	0	0
	point552	552	0	0	0	0	0	0	0	0	0	0	0
	point553	553	0	0	0	0	0	0	0	0	0	0	0
	point555	555	0	0	0	0	0	0	0	0	0	0	0
	point556	556	0	0	0	0	0	0	0	0	0	0	0
	point558	558	0	0	0	0	0	0	0	0	0	0	0
	point559	559	0	0	0	0	0	0	0	0	0	0	0
	point560	560	0	0	0	0	0	0	0	0	0	0	0
	point561	561	0	0	0	0	0	0	0	0	0	0	0
	point562	562	0	0	0	0	0	0	0	0	0	0	0
	point563	563	0	0	0	0	0	0	0	0	0	0	0
	point567	567	0	0	0	0	0	0	0	0	0	0	0
	point569	569	0	0	0	0	0	0	0	0	0	0	0
	point571	571	0	0	0	0	0	0	0	0	0	0	0
	point572	572	0	0	0	0	0	0	0	0	0	0	0
	point573	573	0	0	0	0	0	0	0	0	0	0	0
	point575	575	0	0	0	0	0	0	0	0	0	0	0
	point577	577	0	0	0	0	0	0	0	0	0	0	0
	point578	578											
Roadway25-2	point1665	1665	0	0	0	0	0	0	0	0	0	0	0
	point1441	1441	0	0	0	0	0	0	0	0	0	0	0
	point1443	1443											

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Sarver Lane - Project Entrance	point1773	1773	630	97	40	2	40	1	40	0	0	0	0
	point1772	1772	630	97	40	2	40	1	40	0	0	0	0
	point1771	1771	630	97	40	2	40	1	40	0	0	0	0
	point1770	1770	630	97	40	2	40	1	40	0	0	0	0
	point1769	1769	630	97	40	2	40	1	40	0	0	0	0
	point1768	1768	630	97	40	2	40	1	40	0	0	0	0
	point1766	1766	630	97	40	2	40	1	40	0	0	0	0
	point1765	1765	630	97	40	2	40	1	40	0	0	0	0
	point1764	1764	630	97	40	2	40	1	40	0	0	0	0
	point1763	1763	630	97	40	2	40	1	40	0	0	0	0
	point1762	1762	630	97	40	2	40	1	40	0	0	0	0
	point1761	1761	630	97	40	2	40	1	40	0	0	0	0
	point1760	1760	630	97	40	2	40	1	40	0	0	0	0
	point1759	1759	630	97	40	2	40	1	40	0	0	0	0
	point1757	1757	630	97	40	2	40	1	40	0	0	0	0
	point1756	1756	630	97	40	2	40	1	40	0	0	0	0
	point1755	1755	630	97	40	2	40	1	40	0	0	0	0
	point1754	1754	630	97	40	2	40	1	40	0	0	0	0
	point1752	1752	630	97	40	2	40	1	40	0	0	0	0
	point1751	1751	630	97	40	2	40	1	40	0	0	0	0
	point1750	1750	630	97	40	2	40	1	40	0	0	0	0
	point1749	1749	630	97	40	2	40	1	40	0	0	0	0
	point1747	1747	630	97	40	2	40	1	40	0	0	0	0
	point1746	1746	630	97	40	2	40	1	40	0	0	0	0
	point1745	1745	630	97	40	2	40	1	40	0	0	0	0
	point1744	1744	630	97	40	2	40	1	40	0	0	0	0
	point1742	1742	630	97	40	2	40	1	40	0	0	0	0
	point1741	1741	630	97	40	2	40	1	40	0	0	0	0
	point1740	1740	630	97	40	2	40	1	40	0	0	0	0
	point1739	1739	630	97	40	2	40	1	40	0	0	0	0
	point1738	1738	630	97	40	2	40	1	40	0	0	0	0
	point1737	1737	630	97	40	2	40	1	40	0	0	0	0
	point1736	1736											
Roadway62-2	point1777	1777	0	0	0	0	0	0	0	0	0	0	0
	point1669	1669	0	0	0	0	0	0	0	0	0	0	0
	point1668	1668											

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Buena Creek Rd	point1788	1788	1436	96	50	1	50	3	50	0	0	0	0
	point1789	1789	1436	96	50	1	50	3	50	0	0	0	0
	point1790	1790											
DrSpngsRd WB- MesaRockRd to I15	point1	1	1797	96	55	1	55	3	55	0	0	0	0
	point2	2	1797	96	55	1	55	3	55	0	0	0	0
	point3	3	1797	96	55	1	55	3	55	0	0	0	0
	point4	4	1797	96	55	1	55	3	55	0	0	0	0
	point5	5	1797	96	55	1	55	3	55	0	0	0	0
	point6	6	1797	96	55	1	55	3	55	0	0	0	0
	point2004	2004											
Twin Oaks Valley RdS. of Buena CrkRd	point1817	1817	2276	96	45	1	45	3	45	0	0	0	0
	point1818	1818											
I-15 SB	point1833	1833	8980	87	65	4	65	9	65	0	0	0	0
	point1834	1834	8980	87	65	4	65	9	65	0	0	0	0
	point1835	1835	8980	87	65	4	65	9	65	0	0	0	0
	point1838	1838	8980	87	65	4	65	9	65	0	0	0	0
	point1847	1847	8980	87	65	4	65	9	65	0	0	0	0
	point1848	1848	8980	87	65	4	65	9	65	0	0	0	0
	point1849	1849	8980	87	65	4	65	9	65	0	0	0	0
	point1850	1850	8980	87	65	4	65	9	65	0	0	0	0
	point1851	1851	8980	87	65	4	65	9	65	0	0	0	0
	point1852	1852											
I-15 NB	point1853	1853	8980	87	65	4	65	9	65	0	0	0	0
	point1854	1854	8980	87	65	4	65	9	65	0	0	0	0
	point1855	1855	8980	87	65	4	65	9	65	0	0	0	0
	point1856	1856	8980	87	65	4	65	9	65	0	0	0	0
	point1857	1857	8980	87	65	4	65	9	65	0	0	0	0
	point1858	1858	8980	87	65	4	65	9	65	0	0	0	0
	point1859	1859	8980	87	65	4	65	9	65	0	0	0	0
	point1864	1864	8980	87	65	4	65	9	65	0	0	0	0
	point1869	1869	8980	87	65	4	65	9	65	0	0	0	0
	point1866	1866											
Roadway97	point1870	1870	0	0	0	0	0	0	0	0	0	0	0
	point1871	1871	0	0	0	0	0	0	0	0	0	0	0
	point1872	1872											
Roadway98	point1873	1873	0	0	0	0	0	0	0	0	0	0	0

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	point1874	1874	0	0	0	0	0	0	0	0	0	0	0
	point1875	1875											
Roadway99	point1876	1876	0	0	0	0	0	0	0	0	0	0	0
	point1880	1880	0	0	0	0	0	0	0	0	0	0	0
	point1878	1878											
Roadway100	point1881	1881	0	0	0	0	0	0	0	0	0	0	0
	point1883	1883	0	0	0	0	0	0	0	0	0	0	0
	point1882	1882											
Roadway101	point1884	1884	0	0	0	0	0	0	0	0	0	0	0
	point1901	1901	0	0	0	0	0	0	0	0	0	0	0
	point1885	1885											
Mesa to Knolls	point1892	1892	490	97	40	2	40	1	40	0	0	0	0
	point201	201	490	97	40	2	40	1	40	0	0	0	0
	point202	202	490	97	40	2	40	1	40	0	0	0	0
	point203	203	490	97	40	2	40	1	40	0	0	0	0
	point1778	1778	490	97	40	2	40	1	40	0	0	0	0
	point205	205	490	97	40	2	40	1	40	0	0	0	0
	point206	206	490	97	40	2	40	1	40	0	0	0	0
	point207	207	490	97	40	2	40	1	40	0	0	0	0
	point208	208	490	97	40	2	40	1	40	0	0	0	0
	point209	209	490	97	40	2	40	1	40	0	0	0	0
	point210	210	490	97	40	2	40	1	40	0	0	0	0
	point211	211	490	97	40	2	40	1	40	0	0	0	0
	point212	212	490	97	40	2	40	1	40	0	0	0	0
	point213	213	490	97	40	2	40	1	40	0	0	0	0
	point214	214	490	97	40	2	40	1	40	0	0	0	0
	point215	215	490	97	40	2	40	1	40	0	0	0	0
	point216	216	490	97	40	2	40	1	40	0	0	0	0
	point217	217	490	97	40	2	40	1	40	0	0	0	0
	point218	218	490	97	40	2	40	1	40	0	0	0	0
	point220	220	490	97	40	2	40	1	40	0	0	0	0
	point221	221	490	97	40	2	40	1	40	0	0	0	0
	point223	223	490	97	40	2	40	1	40	0	0	0	0
	point224	224	490	97	40	2	40	1	40	0	0	0	0
	point225	225	490	97	40	2	40	1	40	0	0	0	0
	point226	226	490	97	40	2	40	1	40	0	0	0	0

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	point227	227	490	97	40	2	40	1	40	0	0	0	0
	point228	228	490	97	40	2	40	1	40	0	0	0	0
	point229	229	490	97	40	2	40	1	40	0	0	0	0
	point230	230	490	97	40	2	40	1	40	0	0	0	0
	point231	231	490	97	40	2	40	1	40	0	0	0	0
	point232	232											
Knolls - 2	point940	940	0	0	0	0	0	0	0	0	0	0	0
	point941	941	0	0	0	0	0	0	0	0	0	0	0
	point942	942	0	0	0	0	0	0	0	0	0	0	0
	point943	943	0	0	0	0	0	0	0	0	0	0	0
	point944	944	0	0	0	0	0	0	0	0	0	0	0
	point945	945	0	0	0	0	0	0	0	0	0	0	0
	point947	947	0	0	0	0	0	0	0	0	0	0	0
	point948	948	0	0	0	0	0	0	0	0	0	0	0
	point951	951	0	0	0	0	0	0	0	0	0	0	0
	point953	953	0	0	0	0	0	0	0	0	0	0	0
	point954	954	0	0	0	0	0	0	0	0	0	0	0
	point955	955	0	0	0	0	0	0	0	0	0	0	0
	point1666	1666	0	0	0	0	0	0	0	0	0	0	0
	point1667	1667	0	0	0	0	0	0	0	0	0	0	0
	point956	956	0	0	0	0	0	0	0	0	0	0	0
	point957	957	0	0	0	0	0	0	0	0	0	0	0
	point958	958	0	0	0	0	0	0	0	0	0	0	0
	point959	959	0	0	0	0	0	0	0	0	0	0	0
	point960	960	0	0	0	0	0	0	0	0	0	0	0
	point962	962	0	0	0	0	0	0	0	0	0	0	0
	point963	963	0	0	0	0	0	0	0	0	0	0	0
	point964	964	0	0	0	0	0	0	0	0	0	0	0
	point965	965	0	0	0	0	0	0	0	0	0	0	0
	point966	966	0	0	0	0	0	0	0	0	0	0	0
	point967	967	0	0	0	0	0	0	0	0	0	0	0
	point968	968	0	0	0	0	0	0	0	0	0	0	0
	point969	969	0	0	0	0	0	0	0	0	0	0	0
	point970	970	0	0	0	0	0	0	0	0	0	0	0
	point971	971	0	0	0	0	0	0	0	0	0	0	0
	point972	972	0	0	0	0	0	0	0	0	0	0	0

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	point975	975	0	0	0	0	0	0	0	0	0	0	0
	point978	978	0	0	0	0	0	0	0	0	0	0	0
	point981	981	0	0	0	0	0	0	0	0	0	0	0
	point984	984	0	0	0	0	0	0	0	0	0	0	0
	point986	986	0	0	0	0	0	0	0	0	0	0	0
	point989	989	0	0	0	0	0	0	0	0	0	0	0
	point991	991	0	0	0	0	0	0	0	0	0	0	0
	point993	993	0	0	0	0	0	0	0	0	0	0	0
	point994	994	0	0	0	0	0	0	0	0	0	0	0
	point997	997	0	0	0	0	0	0	0	0	0	0	0
	point998	998	0	0	0	0	0	0	0	0	0	0	0
	point999	999	0	0	0	0	0	0	0	0	0	0	0
	point1000	1000	0	0	0	0	0	0	0	0	0	0	0
	point1001	1001	0	0	0	0	0	0	0	0	0	0	0
	point1002	1002	0	0	0	0	0	0	0	0	0	0	0
	point1003	1003	0	0	0	0	0	0	0	0	0	0	0
	point1004	1004	0	0	0	0	0	0	0	0	0	0	0
	point1007	1007	0	0	0	0	0	0	0	0	0	0	0
	point1008	1008	0	0	0	0	0	0	0	0	0	0	0
	point1010	1010	0	0	0	0	0	0	0	0	0	0	0
	point1011	1011	0	0	0	0	0	0	0	0	0	0	0
	point1012	1012	0	0	0	0	0	0	0	0	0	0	0
	point1013	1013	0	0	0	0	0	0	0	0	0	0	0
	point1016	1016	0	0	0	0	0	0	0	0	0	0	0
	point1017	1017	0	0	0	0	0	0	0	0	0	0	0
	point1018	1018	0	0	0	0	0	0	0	0	0	0	0
	point1019	1019	0	0	0	0	0	0	0	0	0	0	0
	point1020	1020	0	0	0	0	0	0	0	0	0	0	0
	point1022	1022	0	0	0	0	0	0	0	0	0	0	0
	point1023	1023	0	0	0	0	0	0	0	0	0	0	0
	point1024	1024	0	0	0	0	0	0	0	0	0	0	0
	point1661	1661	0	0	0	0	0	0	0	0	0	0	0
	point1026	1026	0	0	0	0	0	0	0	0	0	0	0
	point1027	1027	0	0	0	0	0	0	0	0	0	0	0
	point1657	1657	0	0	0	0	0	0	0	0	0	0	0
	point1028	1028	0	0	0	0	0	0	0	0	0	0	0

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	point1029	1029	0	0	0	0	0	0	0	0	0	0	0
	point1030	1030	0	0	0	0	0	0	0	0	0	0	0
	point1031	1031	0	0	0	0	0	0	0	0	0	0	0
	point1032	1032											
Sarver Lane	point1893	1893	436	97	40	2	40	1	40	0	0	0	0
	point1735	1735	436	97	40	2	40	1	40	0	0	0	0
	point1734	1734	436	97	40	2	40	1	40	0	0	0	0
	point1733	1733	436	97	40	2	40	1	40	0	0	0	0
	point1732	1732	436	97	40	2	40	1	40	0	0	0	0
	point1731	1731	436	97	40	2	40	1	40	0	0	0	0
	point1730	1730	436	97	40	2	40	1	40	0	0	0	0
	point1729	1729	436	97	40	2	40	1	40	0	0	0	0
	point1727	1727	436	97	40	2	40	1	40	0	0	0	0
	point1726	1726	436	97	40	2	40	1	40	0	0	0	0
	point1725	1725	436	97	40	2	40	1	40	0	0	0	0
	point1724	1724	436	97	40	2	40	1	40	0	0	0	0
	point1723	1723	436	97	40	2	40	1	40	0	0	0	0
	point1722	1722	436	97	40	2	40	1	40	0	0	0	0
	point1720	1720	436	97	40	2	40	1	40	0	0	0	0
	point1719	1719	436	97	40	2	40	1	40	0	0	0	0
	point1718	1718	436	97	40	2	40	1	40	0	0	0	0
	point1717	1717	436	97	40	2	40	1	40	0	0	0	0
	point1716	1716	436	97	40	2	40	1	40	0	0	0	0
	point1715	1715	436	97	40	2	40	1	40	0	0	0	0
	point1714	1714	436	97	40	2	40	1	40	0	0	0	0
	point1713	1713	436	97	40	2	40	1	40	0	0	0	0
	point1712	1712	436	97	40	2	40	1	40	0	0	0	0
	point1709	1709	436	97	40	2	40	1	40	0	0	0	0
	point1708	1708	436	97	40	2	40	1	40	0	0	0	0
	point1707	1707	436	97	40	2	40	1	40	0	0	0	0
	point1706	1706	436	97	40	2	40	1	40	0	0	0	0
	point1705	1705	436	97	40	2	40	1	40	0	0	0	0
	point1704	1704	436	97	40	2	40	1	40	0	0	0	0
	point1701	1701	436	97	40	2	40	1	40	0	0	0	0
	point1700	1700	436	97	40	2	40	1	40	0	0	0	0
	point1699	1699	436	97	40	2	40	1	40	0	0	0	0

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	point1698	1698	436	97	40	2	40	1	40	0	0	0	0
	point1697	1697	436	97	40	2	40	1	40	0	0	0	0
	point1696	1696	436	97	40	2	40	1	40	0	0	0	0
	point1694	1694	436	97	40	2	40	1	40	0	0	0	0
	point1693	1693	436	97	40	2	40	1	40	0	0	0	0
	point1692	1692	436	97	40	2	40	1	40	0	0	0	0
	point1691	1691	436	97	40	2	40	1	40	0	0	0	0
	point1690	1690	436	97	40	2	40	1	40	0	0	0	0
	point1689	1689	436	97	40	2	40	1	40	0	0	0	0
	point1688	1688	436	97	40	2	40	1	40	0	0	0	0
	point1687	1687	436	97	40	2	40	1	40	0	0	0	0
	point1686	1686	436	97	40	2	40	1	40	0	0	0	0
	point1683	1683	436	97	40	2	40	1	40	0	0	0	0
	point1682	1682	436	97	40	2	40	1	40	0	0	0	0
	point1681	1681	436	97	40	2	40	1	40	0	0	0	0
	point1680	1680	436	97	40	2	40	1	40	0	0	0	0
	point1679	1679	436	97	40	2	40	1	40	0	0	0	0
	point1678	1678	436	97	40	2	40	1	40	0	0	0	0
	point1675	1675	436	97	40	2	40	1	40	0	0	0	0
	point1674	1674	436	97	40	2	40	1	40	0	0	0	0
	point1673	1673	436	97	40	2	40	1	40	0	0	0	0
	point1672	1672	436	97	40	2	40	1	40	0	0	0	0
	point1774	1774	436	97	40	2	40	1	40	0	0	0	0
	point1776	1776											
Terraces - Summit-2	point1895	1895	660	97	40	2	40	1	40	0	0	0	0
	point251	251	660	97	40	2	40	1	40	0	0	0	0
	point252	252	660	97	40	2	40	1	40	0	0	0	0
	point253	253	660	97	40	2	40	1	40	0	0	0	0
	point254	254	660	97	40	2	40	1	40	0	0	0	0
	point255	255	660	97	40	2	40	1	40	0	0	0	0
	point256	256	660	97	40	2	40	1	40	0	0	0	0
	point257	257	660	97	40	2	40	1	40	0	0	0	0
	point258	258	660	97	40	2	40	1	40	0	0	0	0
	point259	259	660	97	40	2	40	1	40	0	0	0	0
	point261	261	660	97	40	2	40	1	40	0	0	0	0
	point262	262	660	97	40	2	40	1	40	0	0	0	0

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	point264	264	660	97	40	2	40	1	40	0	0	0	0
	point265	265	660	97	40	2	40	1	40	0	0	0	0
	point266	266	660	97	40	2	40	1	40	0	0	0	0
	point267	267	660	97	40	2	40	1	40	0	0	0	0
	point268	268	660	97	40	2	40	1	40	0	0	0	0
	point269	269	660	97	40	2	40	1	40	0	0	0	0
	point271	271	660	97	40	2	40	1	40	0	0	0	0
	point272	272	660	97	40	2	40	1	40	0	0	0	0
	point273	273	660	97	40	2	40	1	40	0	0	0	0
	point274	274	660	97	40	2	40	1	40	0	0	0	0
	point275	275	660	97	40	2	40	1	40	0	0	0	0
	point276	276	660	97	40	2	40	1	40	0	0	0	0
	point277	277	660	97	40	2	40	1	40	0	0	0	0
	point278	278	660	97	40	2	40	1	40	0	0	0	0
	point279	279	660	97	40	2	40	1	40	0	0	0	0
	point281	281	660	97	40	2	40	1	40	0	0	0	0
	point282	282	660	97	40	2	40	1	40	0	0	0	0
	point283	283	660	97	40	2	40	1	40	0	0	0	0
	point284	284	660	97	40	2	40	1	40	0	0	0	0
	point285	285	660	97	40	2	40	1	40	0	0	0	0
	point286	286	660	97	40	2	40	1	40	0	0	0	0
	point287	287	660	97	40	2	40	1	40	0	0	0	0
	point288	288	660	97	40	2	40	1	40	0	0	0	0
	point289	289	660	97	40	2	40	1	40	0	0	0	0
	point290	290	660	97	40	2	40	1	40	0	0	0	0
	point291	291	660	97	40	2	40	1	40	0	0	0	0
	point292	292	660	97	40	2	40	1	40	0	0	0	0
	point293	293	660	97	40	2	40	1	40	0	0	0	0
	point294	294	660	97	40	2	40	1	40	0	0	0	0
	point295	295	660	97	40	2	40	1	40	0	0	0	0
	point296	296	660	97	40	2	40	1	40	0	0	0	0
	point297	297	660	97	40	2	40	1	40	0	0	0	0
	point298	298	660	97	40	2	40	1	40	0	0	0	0
	point299	299	660	97	40	2	40	1	40	0	0	0	0
	point300	300	660	97	40	2	40	1	40	0	0	0	0
	point301	301	660	97	40	2	40	1	40	0	0	0	0

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	point302	302	660	97	40	2	40	1	40	0	0	0	0
	point303	303	660	97	40	2	40	1	40	0	0	0	0
	point304	304											
Hillside to Mesa	point1896	1896	590	97	40	2	40	1	40	0	0	0	0
	point233	233	590	97	40	2	40	1	40	0	0	0	0
	point234	234	590	97	40	2	40	1	40	0	0	0	0
	point235	235	590	97	40	2	40	1	40	0	0	0	0
	point236	236	590	97	40	2	40	1	40	0	0	0	0
	point237	237	590	97	40	2	40	1	40	0	0	0	0
	point238	238	590	97	40	2	40	1	40	0	0	0	0
	point240	240	590	97	40	2	40	1	40	0	0	0	0
	point241	241	590	97	40	2	40	1	40	0	0	0	0
	point242	242	590	97	40	2	40	1	40	0	0	0	0
	point243	243	590	97	40	2	40	1	40	0	0	0	0
	point244	244	590	97	40	2	40	1	40	0	0	0	0
	point245	245	590	97	40	2	40	1	40	0	0	0	0
	point246	246	590	97	40	2	40	1	40	0	0	0	0
	point247	247	590	97	40	2	40	1	40	0	0	0	0
	point248	248	590	97	40	2	40	1	40	0	0	0	0
	point249	249											
Deer Springs Road- S of Sarver Ln	point1898	1898	2870	96	55	1	55	3	55	0	0	0	0
	point88	88	2870	96	55	1	55	3	55	0	0	0	0
	point89	89	2870	96	55	1	55	3	55	0	0	0	0
	point90	90	2870	96	55	1	55	3	55	0	0	0	0
	point91	91	2870	96	55	1	55	3	55	0	0	0	0
	point92	92	2870	96	55	1	55	3	55	0	0	0	0
	point93	93	2870	96	55	1	55	3	55	0	0	0	0
	point94	94	2870	96	55	1	55	3	55	0	0	0	0
	point95	95	2870	96	55	1	55	3	55	0	0	0	0
	point96	96	2870	96	55	1	55	3	55	0	0	0	0
	point97	97	2870	96	55	1	55	3	55	0	0	0	0
	point98	98	2870	96	55	1	55	3	55	0	0	0	0
	point99	99	2870	96	55	1	55	3	55	0	0	0	0
	point100	100	2870	96	55	1	55	3	55	0	0	0	0
	point101	101	2870	96	55	1	55	3	55	0	0	0	0
	point102	102	2870	96	55	1	55	3	55	0	0	0	0

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	point103	103	2870	96	55	1	55	3	55	0	0	0	0
	point104	104	2870	96	55	1	55	3	55	0	0	0	0
	point105	105	2870	96	55	1	55	3	55	0	0	0	0
	point106	106	2870	96	55	1	55	3	55	0	0	0	0
	point107	107	2870	96	55	1	55	3	55	0	0	0	0
	point108	108	2870	96	55	1	55	3	55	0	0	0	0
	point109	109	2870	96	55	1	55	3	55	0	0	0	0
	point110	110	2870	96	55	1	55	3	55	0	0	0	0
	point111	111	2870	96	55	1	55	3	55	0	0	0	0
	point112	112	2870	96	55	1	55	3	55	0	0	0	0
	point113	113	2870	96	55	1	55	3	55	0	0	0	0
	point114	114	2870	96	55	1	55	3	55	0	0	0	0
	point115	115	2870	96	55	1	55	3	55	0	0	0	0
	point116	116	2870	96	55	1	55	3	55	0	0	0	0
	point117	117	2870	96	55	1	55	3	55	0	0	0	0
	point118	118	2870	96	55	1	55	3	55	0	0	0	0
	point119	119	2870	96	55	1	55	3	55	0	0	0	0
	point120	120	2870	96	55	1	55	3	55	0	0	0	0
	point121	121	2870	96	55	1	55	3	55	0	0	0	0
	point122	122	2870	96	55	1	55	3	55	0	0	0	0
	point123	123	2870	96	55	1	55	3	55	0	0	0	0
	point124	124	2870	96	55	1	55	3	55	0	0	0	0
	point125	125	2870	96	55	1	55	3	55	0	0	0	0
	point126	126	2870	96	55	1	55	3	55	0	0	0	0
	point127	127	2870	96	55	1	55	3	55	0	0	0	0
	point128	128	2870	96	55	1	55	3	55	0	0	0	0
	point129	129	2870	96	55	1	55	3	55	0	0	0	0
	point130	130	2870	96	55	1	55	3	55	0	0	0	0
	point131	131	2870	96	55	1	55	3	55	0	0	0	0
	point132	132	2870	96	55	1	55	3	55	0	0	0	0
	point1785	1785	2870	96	55	1	55	3	55	0	0	0	0
	point1786	1786											
Roadway22-2	point1902	1902	0	0	0	0	0	0	0	0	0	0	0
	point1382	1382	0	0	0	0	0	0	0	0	0	0	0
	point1383	1383	0	0	0	0	0	0	0	0	0	0	0
	point1384	1384	0	0	0	0	0	0	0	0	0	0	0

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	point1385	1385	0	0	0	0	0	0	0	0	0	0	0
	point1387	1387	0	0	0	0	0	0	0	0	0	0	0
	point1388	1388	0	0	0	0	0	0	0	0	0	0	0
	point1389	1389	0	0	0	0	0	0	0	0	0	0	0
	point1393	1393	0	0	0	0	0	0	0	0	0	0	0
	point1394	1394	0	0	0	0	0	0	0	0	0	0	0
	point1395	1395	0	0	0	0	0	0	0	0	0	0	0
	point1396	1396	0	0	0	0	0	0	0	0	0	0	0
	point1397	1397	0	0	0	0	0	0	0	0	0	0	0
	point1398	1398	0	0	0	0	0	0	0	0	0	0	0
	point1399	1399	0	0	0	0	0	0	0	0	0	0	0
	point1400	1400	0	0	0	0	0	0	0	0	0	0	0
	point1401	1401	0	0	0	0	0	0	0	0	0	0	0
	point1403	1403	0	0	0	0	0	0	0	0	0	0	0
	point1404	1404	0	0	0	0	0	0	0	0	0	0	0
	point1405	1405	0	0	0	0	0	0	0	0	0	0	0
	point1406	1406											
Roadway24-2	point1903	1903	0	0	0	0	0	0	0	0	0	0	0
	point1430	1430	0	0	0	0	0	0	0	0	0	0	0
	point1431	1431	0	0	0	0	0	0	0	0	0	0	0
	point1433	1433	0	0	0	0	0	0	0	0	0	0	0
	point1434	1434											
Roadway120	point1912	1912	0	0	0	0	0	0	0	0	0	0	0
	point1913	1913											
Roadway121	point1914	1914	0	0	0	0	0	0	0	0	0	0	0
	point1915	1915											
Roadway123	point1918	1918	0	0	0	0	0	0	0	0	0	0	0
	point1919	1919											
Roadway124	point1920	1920	0	0	0	0	0	0	0	0	0	0	0
	point1921	1921											
Roadway125	point1922	1922	0	0	0	0	0	0	0	0	0	0	0
	point1923	1923											
Roadway127	point1929	1929	0	0	0	0	0	0	0	0	0	0	0
	point1930	1930											
Roadway128	point1931	1931	0	0	0	0	0	0	0	0	0	0	0
	point1932	1932											

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Roadway130	point1935	1935	0	0	0	0	0	0	0	0	0	0
	point1936	1936										
DrSprngsRd EB - Mesa RckRd to Srvr	point2005	2005	1250	96	55	1	55	3	55	0	0	0
	point7	7	1250	96	55	1	55	3	55	0	0	0
	point8	8	1250	96	55	1	55	3	55	0	0	0
	point9	9	1250	96	55	1	55	3	55	0	0	0
	point10	10	1250	96	55	1	55	3	55	0	0	0
	point11	11	1250	96	55	1	55	3	55	0	0	0
	point12	12	1250	96	55	1	55	3	55	0	0	0
	point13	13	1250	96	55	1	55	3	55	0	0	0
	point14	14	1250	96	55	1	55	3	55	0	0	0
	point15	15	1250	96	55	1	55	3	55	0	0	0
	point16	16	1250	96	55	1	55	3	55	0	0	0
	point17	17	1250	96	55	1	55	3	55	0	0	0
	point18	18	1250	96	55	1	55	3	55	0	0	0
	point19	19	1250	96	55	1	55	3	55	0	0	0
	point20	20	1250	96	55	1	55	3	55	0	0	0
	point21	21	1250	96	55	1	55	3	55	0	0	0
	point22	22	1250	96	55	1	55	3	55	0	0	0
	point23	23	1250	96	55	1	55	3	55	0	0	0
	point24	24	1250	96	55	1	55	3	55	0	0	0
	point25	25	1250	96	55	1	55	3	55	0	0	0
	point26	26	1250	96	55	1	55	3	55	0	0	0
	point27	27	1250	96	55	1	55	3	55	0	0	0
	point28	28	1250	96	55	1	55	3	55	0	0	0
	point29	29	1250	96	55	1	55	3	55	0	0	0
	point30	30	1250	96	55	1	55	3	55	0	0	0
	point31	31	1250	96	55	1	55	3	55	0	0	0
	point32	32	1250	96	55	1	55	3	55	0	0	0
	point33	33	1250	96	55	1	55	3	55	0	0	0
	point34	34	1250	96	55	1	55	3	55	0	0	0
	point35	35	1250	96	55	1	55	3	55	0	0	0
	point36	36	1250	96	55	1	55	3	55	0	0	0
	point37	37	1250	96	55	1	55	3	55	0	0	0
	point38	38	1250	96	55	1	55	3	55	0	0	0
	point39	39	1250	96	55	1	55	3	55	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages
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	point40	40	1250	96	55	1	55	3	55	0	0	0	0
	point41	41	1250	96	55	1	55	3	55	0	0	0	0
	point42	42	1250	96	55	1	55	3	55	0	0	0	0
	point43	43	1250	96	55	1	55	3	55	0	0	0	0
	point44	44	1250	96	55	1	55	3	55	0	0	0	0
	point45	45	1250	96	55	1	55	3	55	0	0	0	0
	point46	46	1250	96	55	1	55	3	55	0	0	0	0
	point47	47	1250	96	55	1	55	3	55	0	0	0	0
	point48	48	1250	96	55	1	55	3	55	0	0	0	0
	point49	49	1250	96	55	1	55	3	55	0	0	0	0
	point50	50	1250	96	55	1	55	3	55	0	0	0	0
	point51	51	1250	96	55	1	55	3	55	0	0	0	0
	point52	52	1250	96	55	1	55	3	55	0	0	0	0
	point53	53	1250	96	55	1	55	3	55	0	0	0	0
	point54	54	1250	96	55	1	55	3	55	0	0	0	0
	point55	55	1250	96	55	1	55	3	55	0	0	0	0
	point56	56	1250	96	55	1	55	3	55	0	0	0	0
	point57	57	1250	96	55	1	55	3	55	0	0	0	0
	point58	58	1250	96	55	1	55	3	55	0	0	0	0
	point59	59	1250	96	55	1	55	3	55	0	0	0	0
	point60	60	1250	96	55	1	55	3	55	0	0	0	0
	point61	61	1250	96	55	1	55	3	55	0	0	0	0
	point62	62	1250	96	55	1	55	3	55	0	0	0	0
	point63	63	1250	96	55	1	55	3	55	0	0	0	0
	point64	64	1250	96	55	1	55	3	55	0	0	0	0
	point65	65	1250	96	55	1	55	3	55	0	0	0	0
	point66	66	1250	96	55	1	55	3	55	0	0	0	0
	point67	67	1250	96	55	1	55	3	55	0	0	0	0
	point68	68	1250	96	55	1	55	3	55	0	0	0	0
	point69	69	1250	96	55	1	55	3	55	0	0	0	0
	point70	70	1250	96	55	1	55	3	55	0	0	0	0
	point71	71	1250	96	55	1	55	3	55	0	0	0	0
	point72	72	1250	96	55	1	55	3	55	0	0	0	0
	point73	73	1250	96	55	1	55	3	55	0	0	0	0
	point74	74	1250	96	55	1	55	3	55	0	0	0	0
	point75	75	1250	96	55	1	55	3	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages
PN 7608

	point76	76	1250	96	55	1	55	3	55	0	0	0	0
	point77	77	1250	96	55	1	55	3	55	0	0	0	0
	point78	78	1250	96	55	1	55	3	55	0	0	0	0
	point79	79	1250	96	55	1	55	3	55	0	0	0	0
	point80	80	1250	96	55	1	55	3	55	0	0	0	0
	point81	81	1250	96	55	1	55	3	55	0	0	0	0
	point82	82	1250	96	55	1	55	3	55	0	0	0	0
	point83	83	1250	96	55	1	55	3	55	0	0	0	0
	point84	84	1250	96	55	1	55	3	55	0	0	0	0
	point85	85	1250	96	55	1	55	3	55	0	0	0	0
	point86	86											
Town Center to Terraces-2-2	point2006	2006	1930	97	40	2	40	1	40	0	0	0	0
	point323	323	1930	97	40	2	40	1	40	0	0	0	0
	point325	325	1930	97	40	2	40	1	40	0	0	0	0
	point326	326	1930	97	40	2	40	1	40	0	0	0	0
	point327	327	1930	97	40	2	40	1	40	0	0	0	0
	point329	329	1930	97	40	2	40	1	40	0	0	0	0
	point330	330	1930	97	40	2	40	1	40	0	0	0	0
	point331	331	1930	97	40	2	40	1	40	0	0	0	0
	point332	332	1930	97	40	2	40	1	40	0	0	0	0
	point333	333	1930	97	40	2	40	1	40	0	0	0	0
	point334	334	1930	97	40	2	40	1	40	0	0	0	0
	point335	335	1930	97	40	2	40	1	40	0	0	0	0
	point336	336	1930	97	40	2	40	1	40	0	0	0	0
	point337	337	1930	97	40	2	40	1	40	0	0	0	0
	point338	338	1930	97	40	2	40	1	40	0	0	0	0
	point340	340	1930	97	40	2	40	1	40	0	0	0	0
	point341	341	1930	97	40	2	40	1	40	0	0	0	0
	point342	342	1930	97	40	2	40	1	40	0	0	0	0
	point343	343	1930	97	40	2	40	1	40	0	0	0	0
	point344	344	1930	97	40	2	40	1	40	0	0	0	0
	point345	345											
Terraces-2	point1891	1891	1030	97	40	2	40	1	40	0	0	0	0
	point305	305	1030	97	40	2	40	1	40	0	0	0	0
	point306	306	1030	97	40	2	40	1	40	0	0	0	0
	point307	307	1030	97	40	2	40	1	40	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages
PN 7608

	point308	308	1030	97	40	2	40	1	40	0	0	0	0
	point309	309	1030	97	40	2	40	1	40	0	0	0	0
	point310	310	1030	97	40	2	40	1	40	0	0	0	0
	point311	311	1030	97	40	2	40	1	40	0	0	0	0
	point312	312	1030	97	40	2	40	1	40	0	0	0	0
	point1894	1894	1030	97	40	2	40	1	40	0	0	0	0
	point315	315	1030	97	40	2	40	1	40	0	0	0	0
	point316	316	1030	97	40	2	40	1	40	0	0	0	0
	point317	317	1030	97	40	2	40	1	40	0	0	0	0
	point318	318	1030	97	40	2	40	1	40	0	0	0	0
	point319	319	1030	97	40	2	40	1	40	0	0	0	0
	point320	320	1030	97	40	2	40	1	40	0	0	0	0
	point321	321	1030	97	40	2	40	1	40	0	0	0	0
	point322	322											
DrSprngsRd WB - Mesa RckRd to Srvr	point2007	2007	1250	96	55	1	55	3	55	0	0	0	0
	point2009	2009	1250	96	55	1	55	3	55	0	0	0	0
	point2010	2010	1250	96	55	1	55	3	55	0	0	0	0
	point2011	2011	1250	96	55	1	55	3	55	0	0	0	0
	point2012	2012	1250	96	55	1	55	3	55	0	0	0	0
	point2013	2013	1250	96	55	1	55	3	55	0	0	0	0
	point2014	2014	1250	96	55	1	55	3	55	0	0	0	0
	point2015	2015	1250	96	55	1	55	3	55	0	0	0	0
	point2016	2016	1250	96	55	1	55	3	55	0	0	0	0
	point2017	2017	1250	96	55	1	55	3	55	0	0	0	0
	point2018	2018	1250	96	55	1	55	3	55	0	0	0	0
	point2019	2019	1250	96	55	1	55	3	55	0	0	0	0
	point2020	2020	1250	96	55	1	55	3	55	0	0	0	0
	point2021	2021	1250	96	55	1	55	3	55	0	0	0	0
	point2022	2022	1250	96	55	1	55	3	55	0	0	0	0
	point2023	2023	1250	96	55	1	55	3	55	0	0	0	0
	point2024	2024	1250	96	55	1	55	3	55	0	0	0	0
	point2025	2025	1250	96	55	1	55	3	55	0	0	0	0
	point2026	2026	1250	96	55	1	55	3	55	0	0	0	0
	point2027	2027	1250	96	55	1	55	3	55	0	0	0	0
	point2028	2028	1250	96	55	1	55	3	55	0	0	0	0
	point2029	2029	1250	96	55	1	55	3	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages
PN 7608

	point2030	2030	1250	96	55	1	55	3	55	0	0	0	0
	point2031	2031	1250	96	55	1	55	3	55	0	0	0	0
	point2032	2032	1250	96	55	1	55	3	55	0	0	0	0
	point2033	2033	1250	96	55	1	55	3	55	0	0	0	0
	point2034	2034	1250	96	55	1	55	3	55	0	0	0	0
	point2035	2035	1250	96	55	1	55	3	55	0	0	0	0
	point2036	2036	1250	96	55	1	55	3	55	0	0	0	0
	point2037	2037	1250	96	55	1	55	3	55	0	0	0	0
	point2038	2038	1250	96	55	1	55	3	55	0	0	0	0
	point2039	2039	1250	96	55	1	55	3	55	0	0	0	0
	point2040	2040	1250	96	55	1	55	3	55	0	0	0	0
	point2041	2041	1250	96	55	1	55	3	55	0	0	0	0
	point2042	2042	1250	96	55	1	55	3	55	0	0	0	0
	point2043	2043	1250	96	55	1	55	3	55	0	0	0	0
	point2044	2044	1250	96	55	1	55	3	55	0	0	0	0
	point2045	2045	1250	96	55	1	55	3	55	0	0	0	0
	point2046	2046	1250	96	55	1	55	3	55	0	0	0	0
	point2047	2047	1250	96	55	1	55	3	55	0	0	0	0
	point2048	2048	1250	96	55	1	55	3	55	0	0	0	0
	point2049	2049	1250	96	55	1	55	3	55	0	0	0	0
	point2050	2050	1250	96	55	1	55	3	55	0	0	0	0
	point2051	2051	1250	96	55	1	55	3	55	0	0	0	0
	point2052	2052	1250	96	55	1	55	3	55	0	0	0	0
	point2053	2053	1250	96	55	1	55	3	55	0	0	0	0
	point2054	2054	1250	96	55	1	55	3	55	0	0	0	0
	point2055	2055	1250	96	55	1	55	3	55	0	0	0	0
	point2056	2056	1250	96	55	1	55	3	55	0	0	0	0
	point2057	2057	1250	96	55	1	55	3	55	0	0	0	0
	point2058	2058	1250	96	55	1	55	3	55	0	0	0	0
	point2059	2059	1250	96	55	1	55	3	55	0	0	0	0
	point2060	2060	1250	96	55	1	55	3	55	0	0	0	0
	point2061	2061	1250	96	55	1	55	3	55	0	0	0	0
	point2062	2062	1250	96	55	1	55	3	55	0	0	0	0
	point2063	2063	1250	96	55	1	55	3	55	0	0	0	0
	point2064	2064	1250	96	55	1	55	3	55	0	0	0	0
	point2065	2065	1250	96	55	1	55	3	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages
PN 7608

	point2066	2066	1250	96	55	1	55	3	55	0	0	0	0
	point2067	2067	1250	96	55	1	55	3	55	0	0	0	0
	point2068	2068	1250	96	55	1	55	3	55	0	0	0	0
	point2069	2069	1250	96	55	1	55	3	55	0	0	0	0
	point2070	2070	1250	96	55	1	55	3	55	0	0	0	0
	point2071	2071	1250	96	55	1	55	3	55	0	0	0	0
	point2072	2072	1250	96	55	1	55	3	55	0	0	0	0
	point2073	2073	1250	96	55	1	55	3	55	0	0	0	0
	point2074	2074	1250	96	55	1	55	3	55	0	0	0	0
	point2075	2075	1250	96	55	1	55	3	55	0	0	0	0
	point2076	2076	1250	96	55	1	55	3	55	0	0	0	0
	point2077	2077	1250	96	55	1	55	3	55	0	0	0	0
	point2078	2078	1250	96	55	1	55	3	55	0	0	0	0
	point2079	2079	1250	96	55	1	55	3	55	0	0	0	0
	point2080	2080	1250	96	55	1	55	3	55	0	0	0	0
	point2081	2081	1250	96	55	1	55	3	55	0	0	0	0
	point2082	2082	1250	96	55	1	55	3	55	0	0	0	0
	point2083	2083	1250	96	55	1	55	3	55	0	0	0	0
	point2084	2084	1250	96	55	1	55	3	55	0	0	0	0
	point2085	2085	1250	96	55	1	55	3	55	0	0	0	0
	point2086	2086	1250	96	55	1	55	3	55	0	0	0	0
	point2008	2008											
DrSpngsRd EB- MesaRockRd to I15	point2087	2087	1798	96	55	1	55	3	55	0	0	0	0
	point2089	2089	1798	96	55	1	55	3	55	0	0	0	0
	point2090	2090	1798	96	55	1	55	3	55	0	0	0	0
	point2091	2091	1798	96	55	1	55	3	55	0	0	0	0
	point2092	2092	1798	96	55	1	55	3	55	0	0	0	0
	point2093	2093	1798	96	55	1	55	3	55	0	0	0	0
	point2088	2088											
Twin Oaks Valley Rd WindyWy to Borde	point2094	2094	2439	96	45	1	45	3	45	0	0	0	0
	point2095	2095											
Twin Oaks Valley Rd Cassou to La Cien	point2096	2096	2173	96	45	1	45	3	45	0	0	0	0
	point2097	2097											
Twin Oaks Valley Rd Borden to Mission	point2098	2098	3214	96	45	1	45	3	45	0	0	0	0
	point2099	2099											
Twin Oaks Valley Rd La Cien to WindyW	point2100	2100	2366	96	45	1	45	3	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages

PN 7608

	point2101	2101											
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INPUT: RECEIVERS
PN 7608

Dudek											
M Greene											
INPUT: RECEIVERS											
PROJECT/CONTRACT:			PN 7608								
RUN:			NwIndSrra Ex w Prj 0317 No Walls								
Receiver											
Name	No.	#DUs	Coordinates (ground)			Height	Input Sound Levels and Criteria				Active
			X	Y	Z	above	Existing	Impact Criteria		NR	in
						Ground	LAeq1h	LAeq1h	Sub'l	Goal	Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
Town Center P1	1	1	6,292,930.5	2,016,117.1	1,008.00	5.00	0.00	60	10.0	8.0	Y
P14	3	1	6,286,757.0	2,016,686.4	838.00	5.00	0.00	60	10.0	8.0	
U3	4	1	6,286,681.0	2,016,603.2	835.00	5.00	0.00	60	10.0	8.0	
Hillside - P5	6	1	6,289,555.5	2,021,071.2	1,278.00	5.00	0.00	60	10.0	8.0	
Hillside - Lot 37	8	1	6,288,947.0	2,020,607.5	1,273.00	5.00	0.00	60	10.0	8.0	
Hillside - Lot 43	12	1	6,288,608.0	2,020,736.9	1,268.00	5.00	0.00	60	10.0	8.0	
Hillside - Lot 49	13	1	6,288,175.5	2,020,895.5	1,273.00	5.00	0.00	60	10.0	8.0	
Hillside - Lot 54	14	1	6,287,959.5	2,021,145.5	1,281.00	5.00	0.00	60	10.0	8.0	
Hillside - Lot 59	16	1	6,287,863.0	2,021,463.8	1,288.00	5.00	0.00	60	10.0	8.0	
Hillside - Lot 62	17	1	6,287,816.5	2,021,629.2	1,294.00	5.00	0.00	60	10.0	8.0	
Hillside - Lot 64	18	1	6,287,770.5	2,021,736.8	1,296.00	5.00	0.00	60	10.0	8.0	
Hillside - Lot 65	19	1	6,287,915.5	2,021,854.5	1,301.00	5.00	0.00	60	10.0	8.0	
Hillside - Lot 68	21	1	6,288,099.5	2,021,991.0	1,293.00	5.00	0.00	60	10.0	8.0	
Hillside - Lot 76	22	1	6,288,484.5	2,021,626.6	1,281.00	5.00	0.00	60	10.0	8.0	
Hillside - Lot 80	24	1	6,288,773.5	2,021,559.0	1,270.00	5.00	0.00	60	10.0	8.0	
Hillside - Lot 91	27	1	6,289,351.5	2,021,129.4	1,278.00	5.00	0.00	60	10.0	8.0	
Hillside - Lot 94	28	1	6,289,709.0	2,021,074.5	1,288.00	5.00	0.00	60	10.0	8.0	
Hillside - Lot 97	29	1	6,289,847.0	2,020,966.9	1,292.00	5.00	0.00	60	10.0	8.0	
Hillside - Lot 100	30	1	6,290,046.5	2,020,965.1	1,296.00	5.00	0.00	60	10.0	8.0	
Hillside - Lot 101	31	1	6,290,112.0	2,020,924.1	1,298.00	5.00	0.00	60	10.0	8.0	
Hillside - Lot 103	32	1	6,290,177.5	2,020,780.8	1,300.00	5.00	0.00	60	10.0	8.0	
Hillside - Lot 108	33	1	6,290,177.5	2,020,437.9	1,307.00	5.00	0.00	60	10.0	8.0	

INPUT: RECEIVERS**PN 7608**

Hillside - Lot 110	34	1	6,290,191.5	2,020,323.2	1,310.00	5.00	0.00	60	10.0	8.0	
Hillside - P4	35	1	6,290,174.5	2,020,158.0	1,312.00	5.00	0.00	60	10.0	8.0	
Hillside - Lot 114	36	1	6,289,995.0	2,020,136.2	1,310.00	5.00	0.00	60	10.0	8.0	
Hillside - Lot 116	37	1	6,289,882.5	2,020,146.2	1,305.00	5.00	0.00	60	10.0	8.0	
Hillside - Lot 119	38	1	6,289,707.0	2,020,150.5	1,300.00	5.00	0.00	60	10.0	8.0	
Hillside - Lot 28	39	1	6,289,493.5	2,020,209.8	1,297.00	5.00	0.00	60	10.0	8.0	
Hillside - Lot 32	40	1	6,289,188.5	2,020,402.5	1,284.00	5.00	0.00	60	10.0	8.0	
Knoll - P11	41	1	6,286,364.5	2,022,050.9	1,257.00	5.00	0.00	60	10.0	8.0	
Knoll - Lot 876	46	1	6,285,356.0	2,022,149.6	1,295.00	5.00	0.00	60	10.0	8.0	
Knoll - Lot 824	47	1	6,285,173.0	2,020,248.2	1,203.00	5.00	0.00	60	10.0	8.0	
Knoll - Lot 821	48	1	6,285,485.0	2,020,587.8	1,209.00	5.00	0.00	60	10.0	8.0	
Knoll - Lot 817	49	1	6,285,697.0	2,020,876.5	1,220.00	5.00	0.00	60	10.0	8.0	
Knoll - Lot 809	50	1	6,286,015.0	2,021,030.8	1,230.00	5.00	0.00	60	10.0	8.0	
Knoll - Lot 805	51	1	6,286,170.5	2,021,211.8	1,232.00	5.00	0.00	60	10.0	8.0	
Knoll - Lot 798	52	1	6,286,272.5	2,021,482.2	1,235.00	5.00	0.00	60	10.0	8.0	
Knoll - Lot 973	53	1	6,285,791.0	2,022,082.6	1,273.00	5.00	0.00	60	10.0	8.0	
Knoll - Lot 971	55	1	6,285,684.0	2,022,102.1	1,277.00	5.00	0.00	60	10.0	8.0	
Knoll (Open Space?) - 100'	56	1	6,284,618.5	2,022,225.5	1,367.00	5.00	0.00	60	10.0	8.0	
Mesa - Lot 269	57	1	6,286,677.0	2,022,193.0	1,258.00	5.00	0.00	60	10.0	8.0	
Mesa - Lot 273	59	1	6,286,475.5	2,022,225.8	1,262.00	5.00	0.00	60	10.0	8.0	
Mesa - Lot 280	69	1	6,286,211.5	2,022,233.5	1,270.00	5.00	0.00	60	10.0	8.0	
Mesa - Lot 283	74	1	6,286,023.5	2,022,238.2	1,276.00	5.00	0.00	60	10.0	8.0	
Mesa - Lot 285	75	1	6,285,802.0	2,022,259.2	1,281.00	5.00	0.00	60	10.0	8.0	
Mesa - Lot 288	76	1	6,285,826.0	2,022,388.6	1,289.00	5.00	0.00	60	10.0	8.0	
Mesa - Lot 331	78	1	6,287,511.0	2,023,818.6	1,289.00	5.00	0.00	60	10.0	8.0	
Mesa - Lot 333	79	1	6,287,797.0	2,023,846.1	1,285.00	5.00	0.00	60	10.0	8.0	
Mesa - Lot 336	80	1	6,288,025.5	2,023,804.2	1,281.00	5.00	0.00	60	10.0	8.0	
Mesa - Lot 340	81	1	6,288,145.5	2,023,613.1	1,278.00	5.00	0.00	60	10.0	8.0	
Mesa - Lot 343	82	1	6,288,040.0	2,023,410.8	1,272.00	5.00	0.00	60	10.0	8.0	
Mesa - Lot 347	83	1	6,287,985.5	2,023,074.8	1,270.00	5.00	0.00	60	10.0	8.0	
Mesa - Lot 349	84	1	6,287,956.0	2,022,829.5	1,272.00	5.00	0.00	60	10.0	8.0	
Mesa - Lot 353	85	1	6,287,774.0	2,022,674.5	1,273.00	5.00	0.00	60	10.0	8.0	
Mesa - Lot 364	87	1	6,287,197.0	2,022,223.9	1,264.00	5.00	0.00	60	10.0	8.0	
Mesa - P6	88	1	6,287,163.0	2,022,058.0	1,263.00	5.00	0.00	60	10.0	8.0	
Mesa - Lot 369	89	1	6,286,899.5	2,022,125.0	1,260.00	5.00	0.00	60	10.0	8.0	
Summit - Lot 548	90	1	6,283,519.0	2,022,453.8	1,294.00	5.00	0.00	60	10.0	8.0	

INPUT: RECEIVERS**PN 7608**

Summit - Lot 554	91	1	6,283,364.0	2,022,906.8	1,436.00	5.00	0.00	60	10.0	8.0	
Summit - Lot 558	94	1	6,285,105.0	2,023,998.4	1,465.00	5.00	0.00	60	10.0	8.0	
Summit - Lot 559	95	1	6,285,326.0	2,023,591.1	1,455.00	5.00	0.00	60	10.0	8.0	
Summit - Lot 561	96	1	6,285,245.0	2,022,589.9	1,450.00	5.00	0.00	60	10.0	8.0	
Summit - Lot 649	97	1	6,284,997.0	2,022,635.9	1,452.00	5.00	0.00	60	10.0	8.0	
Summit - Lot 646	98	1	6,284,756.5	2,022,681.8	1,461.00	5.00	0.00	60	10.0	8.0	
Summit - Lot 633	100	1	6,285,134.5	2,022,819.9	1,451.00	5.00	0.00	60	10.0	8.0	
Summit - Lot 618	102	1	6,285,064.5	2,023,159.8	1,498.00	5.00	0.00	60	10.0	8.0	
Summit - Lot 588	103	1	6,284,457.0	2,023,633.2	1,496.00	5.00	0.00	60	10.0	8.0	
Summit - Lot 582	105	1	6,284,023.0	2,023,496.9	1,482.00	5.00	0.00	60	10.0	8.0	
Summit - Lot 578	118	1	6,283,729.5	2,023,395.5	1,468.00	5.00	0.00	60	10.0	8.0	
Summit - Lot 573	126	1	6,283,507.0	2,023,166.4	1,451.00	5.00	0.00	60	10.0	8.0	
Summit - Lot 570	131	1	6,283,455.5	2,022,780.0	1,428.00	5.00	0.00	60	10.0	8.0	
Summit - Lot 567	132	1	6,283,727.5	2,022,632.8	1,420.00	5.00	0.00	60	10.0	8.0	
Summit - Lot 565	133	1	6,283,842.0	2,022,360.4	1,402.00	5.00	0.00	60	10.0	8.0	
Summit - Lot 562	134	1	6,284,007.0	2,022,339.5	1,393.00	5.00	0.00	60	10.0	8.0	
Summit - Lot 562 Rear	135	1	6,284,022.0	2,022,434.1	1,392.00	5.00	0.00	60	10.0	8.0	
Town Center Lot 2	140	1	6,292,796.0	2,016,337.5	1,025.00	5.00	0.00	60	10.0	8.0	
Town Center Lot 4	141	1	6,292,941.0	2,016,477.8	1,025.00	5.00	0.00	60	10.0	8.0	
Town Center Lot 7	142	1	6,292,499.5	2,016,819.9	1,043.00	5.00	0.00	60	10.0	8.0	
Town Center P2	143	1	6,292,697.5	2,016,657.1	1,035.00	5.00	0.00	60	10.0	8.0	Y
Town Center Lot 10	144	1	6,292,324.5	2,017,076.8	1,065.00	5.00	0.00	60	10.0	8.0	
Town Center Lot 11	145	1	6,292,178.5	2,017,296.0	1,065.00	5.00	0.00	60	10.0	8.0	
Town Center - Lot 12	146	1	6,292,680.5	2,017,536.2	1,065.00	5.00	0.00	60	10.0	8.0	
Town Center - Lot 13	147	1	6,292,798.0	2,017,248.9	1,065.00	5.00	0.00	60	10.0	8.0	
Town Center P3	148	1	6,292,024.5	2,017,626.6	1,083.00	5.00	0.00	60	10.0	8.0	
Town Center Lot 14-1	149	1	6,292,350.5	2,017,651.6	1,082.00	5.00	0.00	60	10.0	8.0	
Town Center Lot 14-2	150	1	6,292,577.0	2,017,909.2	1,080.00	5.00	0.00	60	10.0	8.0	
Terraces Lot 16	151	1	6,291,628.0	2,017,793.9	1,168.00	5.00	0.00	60	10.0	8.0	
Terraces Lot 25 - South	152	1	6,291,220.0	2,018,199.8	1,256.00	5.00	0.00	60	10.0	8.0	
Terraces Lot 25 - North	153	1	6,291,020.5	2,018,493.9	1,262.00	5.00	0.00	60	10.0	8.0	
Terraces Lot 25 - Northwest	154	1	6,290,842.0	2,018,407.8	1,275.00	5.00	0.00	60	10.0	8.0	
Terraces Lot 24 - South	155	1	6,291,407.5	2,017,961.6	1,242.00	5.00	0.00	60	10.0	8.0	
Terraces Lot 24 - Southwest	156	1	6,291,039.5	2,017,776.8	1,224.00	5.00	0.00	60	10.0	8.0	
Valley - Lot 1066	157	1	6,286,317.5	2,018,418.8	870.00	5.00	0.00	60	10.0	8.0	
Valley - Lot 1060	158	1	6,286,267.5	2,018,651.8	881.00	5.00	0.00	60	10.0	8.0	

INPUT: RECEIVERS**PN 7608**

Valley - Lot 1009	160	1	6,286,851.5	2,020,215.6	922.00	5.00	0.00	60	10.0	8.0	
Valley - Lot 1008	161	1	6,286,957.0	2,020,233.5	924.00	5.00	0.00	60	10.0	8.0	
Valley - Lot 1004	174	1	6,286,970.0	2,019,923.6	914.00	5.00	0.00	60	10.0	8.0	
Valley - Lot 1001	175	1	6,287,015.5	2,019,741.4	905.00	5.00	0.00	60	10.0	8.0	
Valley - Lot 998	177	1	6,286,981.0	2,019,586.8	905.00	5.00	0.00	60	10.0	8.0	
Valley - Lot 1096 - Condo	178	1	6,287,047.5	2,019,374.4	911.00	5.00	0.00	60	10.0	8.0	
Valley - Lot 1070	180	1	6,286,518.5	2,018,583.2	877.00	5.00	0.00	60	10.0	8.0	
Valley - Lot 1097	181	1	6,287,097.5	2,019,019.6	900.00	5.00	0.00	60	10.0	8.0	
Valley - Lot 1099	183	1	6,287,085.5	2,019,150.5	903.00	5.00	0.00	60	10.0	8.0	
Valley - Lot 1103	184	1	6,287,277.5	2,019,069.5	904.00	5.00	0.00	60	10.0	8.0	
Valley - Lot 1131	186	1	6,287,105.5	2,018,791.1	897.00	5.00	0.00	60	10.0	8.0	
Valley - Lot 1203	187	1	6,286,822.5	2,018,564.8	891.00	5.00	0.00	60	10.0	8.0	
Valley - Lot 1198	189	1	6,286,631.5	2,018,526.2	884.00	5.00	0.00	60	10.0	8.0	
Valley - Lot 1193	190	1	6,286,824.5	2,018,743.0	892.00	5.00	0.00	60	10.0	8.0	
Valley - Lot 1193 - Ft Yard	192	1	6,286,886.5	2,018,736.6	896.00	5.00	0.00	60	10.0	8.0	
Valley - Lot 1188	193	1	6,287,010.5	2,018,946.9	900.00	5.00	0.00	60	10.0	8.0	
Mobile Home Park S of Project	195	1	6,293,074.5	2,015,906.5	992.00	5.00	0.00	60	10.0	8.0	
Resi E of Deer Springs Rd	196	1	6,284,527.5	2,011,139.1	718.00	5.00	0.00	60	10.0	8.0	
Resi N of Buena Crk Rd	198	1	6,283,984.5	2,011,600.5	740.00	5.00	0.00	60	10.0	8.0	
Resi N of Buena Crk Rd - 2	199	1	6,283,006.0	2,011,550.4	739.00	5.00	0.00	60	10.0	8.0	
Resi NE of Golden Door	201	1	6,288,844.5	2,015,823.8	838.00	5.00	0.00	60	10.0	8.0	
Resi S of Project	203	1	6,291,423.5	2,015,846.9	890.00	5.00	0.00	60	10.0	8.0	
Resi SE of Deer Springs Rd & Sarver Ln	205	1	6,286,227.0	2,015,491.9	781.00	5.00	0.00	60	10.0	8.0	
Resi N of Camino Mayor	206	1	6,279,917.5	2,023,623.1	980.00	5.00	0.00	60	10.0	8.0	
Golden Door Nearest Facade	208	1	6,288,412.5	2,015,529.8	804.00	5.00	0.00	60	10.0	8.0	
Sarver Ln Church	209	1	6,285,992.5	2,015,986.9	789.00	5.00	0.00	60	10.0	8.0	
TwinOaksVllyRdS. of BunaCrkRd - 100'	211	1	6,284,452.0	2,010,850.0	720.00	5.00	0.00	60	10.0	8.0	
TwinOaksVllyRdS. of BunaCrkRd - 50'	212	1	6,284,404.0	2,010,861.9	720.00	5.00	0.00	60	10.0	8.0	
Buena Creek Rd - 100'	214	1	6,283,068.0	2,011,383.8	736.00	5.00	0.00	66	10.0	8.0	
Buena Creek Rd - 50'	215	1	6,283,068.0	2,011,433.8	736.00	5.00	0.00	66	10.0	8.0	
Camino Mayor - 100'	217	1	6,283,170.0	2,024,316.4	1,515.00	5.00	0.00	66	10.0	8.0	
Camino Mayor - 50'	218	1	6,283,188.0	2,024,362.2	1,515.00	5.00	0.00	66	10.0	8.0	
Deer Springs Road - 100'	219	1	6,292,917.5	2,015,672.4	981.00	5.00	0.00	66	10.0	8.0	
Deer Springs Road - 50'	220	1	6,292,879.5	2,015,707.4	981.00	5.00	0.00	66	10.0	8.0	
Deer Sprngs Rd S of Sarver - 100'	221	1	6,286,080.0	2,013,851.2	738.00	5.00	0.00	66	10.0	8.0	
Deer Sprngs Rd S of Sarver - 50'	222	1	6,286,030.0	2,013,851.2	738.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS**PN 7608**

Town Cntr - 100'	223	1	6,292,064.5	2,017,385.9	1,108.00	5.00	0.00	66	10.0	8.0
Town Cntr - 50'	224	1	6,292,019.5	2,017,366.0	1,108.00	5.00	0.00	66	10.0	8.0
Valley - 100'	225	1	6,287,207.0	2,019,650.2	921.00	5.00	0.00	66	10.0	8.0
Valley - 50'	227	1	6,287,156.5	2,019,647.8	921.00	5.00	0.00	66	10.0	8.0
Sarver Lane - 100'	229	1	6,286,005.0	2,016,338.5	792.00	5.00	0.00	66	10.0	8.0
Sarver Lane - 50'	230	1	6,285,967.0	2,016,373.5	792.00	5.00	0.00	66	10.0	8.0
Sarver Ln - Entrance - 100'	231	1	6,286,698.5	2,017,256.1	865.00	5.00	0.00	66	10.0	8.0
Sarver Ln - Entrance - 50'	232	1	6,286,652.5	2,017,237.0	865.00	5.00	0.00	66	10.0	8.0
Twn Cntr to Terraces - 100'	233	1	6,291,527.0	2,018,148.8	1,195.00	5.00	0.00	66	10.0	8.0
Twn Cntr to Terraces - 50'	235	1	6,291,491.5	2,018,112.6	1,195.00	5.00	0.00	66	10.0	8.0
Summit - 100'	236	1	6,283,732.0	2,022,252.1	1,398.00	5.00	0.00	66	10.0	8.0
Summit - 50'	237	1	6,283,750.0	2,022,298.0	1,398.00	5.00	0.00	66	10.0	8.0
Terraces to Summit - 100'	238	1	6,290,929.5	2,019,024.4	1,289.00	5.00	0.00	66	10.0	8.0
Terraces to Summit - 50'	239	1	6,290,883.5	2,019,005.2	1,289.00	5.00	0.00	66	10.0	8.0
Hillside to Mesa - 100'	241	1	6,287,505.5	2,021,736.2	1,262.00	5.00	0.00	66	10.0	8.0
Hillside to Mesa - 50'	242	1	6,287,541.0	2,021,772.4	1,262.00	5.00	0.00	66	10.0	8.0
Mesa to Knolls - 100'	244	1	6,285,959.5	2,022,013.8	1,258.00	5.00	0.00	66	10.0	8.0
Mesa to Knolls - 50'	248	1	6,285,955.0	2,022,055.2	1,258.00	5.00	0.00	66	10.0	8.0
I-15 - 200'	250	1	6,291,965.0	2,020,299.6	900.00	5.00	0.00	66	10.0	8.0
I-15 - 400'	255	1	6,292,134.5	2,020,406.2	900.00	5.00	0.00	66	10.0	8.0
I-15 - 600'	257	1	6,292,304.0	2,020,513.0	900.00	5.00	0.00	66	10.0	8.0
I-15 - 800'	259	1	6,292,473.5	2,020,619.8	900.00	5.00	0.00	66	10.0	8.0
I-15 - 1000'	260	1	6,292,643.0	2,020,726.5	900.00	5.00	0.00	66	10.0	8.0
I-15 - 1200'	262	1	6,292,812.5	2,020,833.1	900.00	5.00	0.00	66	10.0	8.0
I-15 - 1400'	263	1	6,292,982.0	2,020,939.9	900.00	5.00	0.00	66	10.0	8.0
I-15 - 1600'	265	1	6,293,151.5	2,021,046.6	900.00	5.00	0.00	66	10.0	8.0
I-15 - 1800'	271	1	6,293,321.0	2,021,153.2	900.00	5.00	0.00	66	10.0	8.0
I-15 - 2000'	273	1	6,293,490.5	2,021,260.0	900.00	5.00	0.00	66	10.0	8.0
Twin Oaks Vly Rd Cass-LaCnga - Sch	275	1	6,284,180.5	2,010,019.6	712.00	5.00	0.00	66	10.0	8.0
Twin Oaks Vly Rd LaCng-Windy - Resi	276	1	6,283,477.0	2,004,707.5	645.00	5.00	0.00	66	10.0	8.0
Twin Oaks Vly Rd Windy-Borden - Resi	277	1	6,283,650.5	2,000,827.5	609.00	5.00	0.00	66	10.0	8.0
Twin Oaks Vly Rd Borden-Missn - Resi	278	1	6,284,197.0	1,999,345.8	760.00	5.00	0.00	66	10.0	8.0

INPUT: BARRIERS

PN 7608

Dudek					29 March 2017														
M Greene					TNM 2.5														
INPUT: BARRIERS																			
PROJECT/CONTRACT:				PN 7608															
RUN:				NwIndSrra Ex w Prj 0317 No Walls															
Barrier										Points									
Name	Type	Height		If Wall	If Berm			Add'tnl		Name	No.	Coordinates (bottom)			Height	Segment			
		Min	Max	\$ per Unit	\$ per Unit	Top Width	Run:Rise	\$ per Unit				X	Y	Z	at Point	Seg Ht	Perturbs	On	Important
				Area	Vol.			Length								Incre-	#Up	#Dn	Reflec-
		ft	ft	\$/sq ft	\$/cu yd	ft	ft:ft	\$/ft				ft	ft	ft	ft	ft			tions?
Adjacent Buildings	W	0.00	99.99	0.00				0.00		point262	262	6,292,663.0	2,016,863.2	1,040.00	15.00	0.00	0	0	
										point263	263	6,292,928.0	2,016,593.4	1,040.00	15.00				

INPUT: TERRAIN LINES
PN 7608

Dudek			29 March 2017	
M Greene			TNM 2.5	
INPUT: TERRAIN LINES				
PROJECT/CONTRACT:	PN 7608			
RUN:	NwIndSrta Ex w Prj 0317 No Walls			
Terrain Line	Points			
Name	No.	Coordinates (ground)		
		X	Y	Z
		ft	ft	ft
Terrain Line10	24	6,290,167.5	2,020,890.4	1,288.33
	25	6,290,209.0	2,020,823.8	1,285.00
	26	6,290,276.5	2,020,667.4	1,260.00
	27	6,290,188.0	2,020,565.0	1,303.27
	28	6,290,261.0	2,020,388.5	1,280.00
Terrain Line11	29	6,290,219.5	2,020,202.5	1,310.00
	30	6,290,261.0	2,020,388.5	1,280.00
Terrain Line13	34	6,290,219.5	2,020,202.5	1,310.00
	35	6,290,396.5	2,020,085.4	1,266.18
	36	6,290,894.0	2,019,277.8	1,377.03
Terrain Line14	37	6,290,988.5	2,018,558.9	1,265.38
	38	6,291,045.0	2,018,480.0	1,260.00
	39	6,291,167.5	2,018,286.6	1,255.00
	483	6,291,253.5	2,018,176.8	1,250.00
	484	6,291,339.5	2,018,067.0	1,245.01
	40	6,291,425.5	2,017,957.1	1,240.01
	41	6,291,346.5	2,017,834.6	1,235.00
Terrain Line15	42	6,290,894.0	2,019,277.8	1,377.03
	43	6,291,073.5	2,018,844.5	1,340.00
	44	6,291,317.0	2,018,579.5	1,365.00
	45	6,291,439.5	2,018,440.4	1,325.00
Terrain Line25	74	6,292,396.5	2,016,919.5	1,045.00
	75	6,292,571.5	2,016,659.9	1,040.39
	76	6,292,701.5	2,016,541.0	1,035.07

INPUT: TERRAIN LINES**PN 7608**

Terrain Line26	77	6,292,963.0	2,017,209.4	1,075.00
	78	6,292,953.5	2,017,148.2	1,055.00
	79	6,293,026.5	2,016,960.1	1,035.00
	80	6,293,192.5	2,016,609.8	1,025.00
	81	6,293,236.0	2,016,498.6	1,015.00
Terrain Line5	15	6,289,013.0	2,020,543.6	1,275.03
	13	6,288,842.0	2,020,640.4	1,270.00
	11	6,288,693.0	2,020,705.1	1,270.00
	9	6,288,454.0	2,020,753.9	1,263.88
	7	6,288,315.5	2,020,797.9	1,265.04
	5	6,288,198.0	2,020,856.2	1,270.00
	3	6,288,040.5	2,020,992.4	1,275.05
	1	6,287,960.0	2,021,106.5	1,280.00
	2	6,287,888.5	2,021,283.8	1,280.00
Terrain Line19	59	6,292,012.5	2,018,239.8	1,128.44
	60	6,292,161.0	2,018,167.5	1,073.60
	63	6,292,161.0	2,018,075.0	1,061.43
	62	6,292,292.5	2,018,136.6	1,030.00
	67	6,292,471.0	2,018,123.1	1,030.00
	68	6,292,695.0	2,018,006.8	1,030.00
	69	6,292,712.0	2,018,052.0	1,025.00
	71	6,292,817.0	2,017,789.8	1,005.00
	72	6,292,811.5	2,017,476.9	1,064.50
	73	6,292,963.0	2,017,209.4	1,075.00
Terrain Line16	46	6,291,438.0	2,018,438.8	1,325.00
	47	6,291,434.0	2,018,352.0	1,285.00
	48	6,291,431.0	2,018,245.9	1,241.63
	49	6,291,443.0	2,018,234.1	1,238.62
	50	6,291,556.0	2,018,203.0	1,255.00
	52	6,291,624.5	2,018,061.4	1,210.00
	53	6,291,676.5	2,018,046.6	1,205.00
	54	6,291,807.5	2,017,825.8	1,155.27
	55	6,291,939.0	2,017,759.1	1,085.00
	56	6,291,949.5	2,017,740.6	1,080.00
	57	6,292,011.0	2,017,499.9	1,085.00
	58	6,292,452.0	2,017,662.6	1,080.00

INPUT: TERRAIN LINES**PN 7608**

Terrain Line47	108	6,283,595.5	2,023,678.4	1,483.08
	109	6,283,530.5	2,023,673.9	1,524.61
	110	6,283,387.0	2,023,865.4	1,567.32
	111	6,283,343.0	2,024,013.0	1,603.96
	112	6,283,228.5	2,024,204.4	1,605.00
	113	6,283,222.0	2,024,252.1	1,598.59
	114	6,283,096.0	2,024,263.9	1,604.62
	115	6,282,956.5	2,024,029.0	1,682.72
	116	6,283,121.5	2,023,975.1	1,641.34
	117	6,283,253.5	2,023,981.1	1,603.86
	118	6,283,481.0	2,023,697.2	1,545.41
	119	6,283,519.5	2,023,486.2	1,510.83
	120	6,283,403.5	2,023,244.5	1,467.50
	121	6,283,360.5	2,023,073.2	1,447.32
	122	6,283,284.0	2,023,040.9	1,439.83
	123	6,283,270.5	2,022,873.6	1,430.42
	124	6,283,283.0	2,022,684.2	1,420.95
	125	6,283,347.5	2,022,511.8	1,415.23
	126	6,283,398.0	2,022,434.1	1,410.41
	127	6,283,543.0	2,022,294.1	1,405.07
	128	6,283,708.0	2,022,211.4	1,399.96
	129	6,283,797.5	2,022,188.5	1,394.96
	131	6,283,804.5	2,022,000.1	1,384.39
	132	6,283,809.0	2,021,731.9	1,384.96
	133	6,283,825.0	2,021,284.6	1,395.01
	134	6,283,871.5	2,021,104.8	1,399.47
	135	6,283,959.0	2,020,987.0	1,399.90
	136	6,284,097.5	2,020,898.0	1,395.58
	137	6,284,241.0	2,020,867.6	1,389.62
	138	6,284,559.5	2,020,949.1	1,373.84
	139	6,284,774.5	2,021,031.6	1,360.75
	140	6,284,936.5	2,021,177.0	1,350.10
	141	6,284,972.5	2,021,240.9	1,350.02
	142	6,285,010.0	2,021,381.9	1,344.93
	143	6,285,009.0	2,021,512.4	1,336.11
	144	6,285,005.0	2,021,632.2	1,330.06

INPUT: TERRAIN LINES**PN 7608**

	145	6,285,026.0	2,021,750.6	1,320.08
	147	6,285,055.5	2,021,803.1	1,312.87
Terrain Line48	148	6,285,350.5	2,022,159.2	1,294.11
	149	6,285,298.5	2,022,090.2	1,284.97
	150	6,285,198.5	2,021,984.0	1,279.68
	151	6,285,130.5	2,021,801.6	1,269.92
	152	6,285,146.0	2,021,576.2	1,259.36
	153	6,285,180.5	2,021,328.6	1,244.44
	154	6,285,185.0	2,021,178.8	1,232.01
	155	6,285,169.5	2,021,080.0	1,224.95
	156	6,285,090.0	2,020,898.4	1,218.54
	157	6,284,983.5	2,020,792.5	1,214.29
	158	6,284,775.5	2,020,654.2	1,204.99
	159	6,284,562.5	2,020,540.8	1,199.78
	160	6,284,381.5	2,020,376.5	1,194.95
	161	6,284,305.5	2,020,209.0	1,193.48
	162	6,284,289.0	2,020,087.0	1,189.91
	163	6,284,308.0	2,019,930.4	1,189.36
	164	6,284,340.5	2,019,776.9	1,184.46
	165	6,284,427.0	2,019,696.4	1,182.80
	166	6,284,803.0	2,019,618.0	1,177.33
	167	6,284,901.5	2,019,611.9	1,175.41
	168	6,285,010.0	2,019,698.8	1,183.81
	169	6,285,075.5	2,019,828.2	1,185.10
	170	6,285,113.0	2,019,878.0	1,188.37
	171	6,285,122.5	2,020,083.9	1,189.71
	172	6,285,211.0	2,020,242.1	1,189.13
	173	6,285,151.5	2,020,322.5	1,194.60
	174	6,285,055.5	2,020,350.8	1,192.05
Terrain Line50	176	6,285,059.5	2,020,365.1	1,192.60
	177	6,285,190.0	2,020,389.2	1,200.00
	487	6,285,269.0	2,020,437.8	1,202.63
	178	6,285,348.0	2,020,486.1	1,205.27
	179	6,285,574.5	2,020,638.6	1,214.76
	180	6,285,616.5	2,020,685.6	1,214.93
	181	6,285,701.5	2,020,853.6	1,219.88

INPUT: TERRAIN LINES**PN 7608**

	182	6,285,714.0	2,020,905.8	1,219.99
	183	6,285,620.0	2,020,927.6	1,216.39
Terrain Line51	184	6,285,754.0	2,020,962.2	1,227.02
	185	6,285,864.0	2,020,955.8	1,229.82
	186	6,285,932.0	2,020,971.2	1,229.89
	187	6,286,043.0	2,021,037.9	1,230.05
	188	6,286,166.0	2,021,181.0	1,230.00
	189	6,286,254.0	2,021,360.6	1,233.17
	190	6,286,292.5	2,021,510.9	1,235.20
	191	6,286,332.5	2,021,591.5	1,235.57
	192	6,286,196.5	2,021,655.1	1,240.00
	193	6,285,997.5	2,021,725.2	1,240.27
	194	6,285,840.0	2,021,772.2	1,250.09
Terrain Line52	195	6,283,726.5	2,023,685.4	1,480.00
	196	6,283,883.0	2,023,746.2	1,485.00
	197	6,284,056.5	2,023,916.4	1,487.47
Terrain Line55	199	6,284,058.5	2,023,917.5	1,487.47
	200	6,284,212.5	2,023,916.4	1,480.11
	201	6,284,242.5	2,023,914.1	1,476.68
	202	6,284,288.5	2,023,910.8	1,473.32
	203	6,284,301.5	2,023,878.5	1,479.50
	204	6,284,430.5	2,023,806.1	1,495.85
	205	6,284,444.5	2,023,855.0	1,485.48
	206	6,284,602.5	2,023,903.6	1,480.00
	207	6,284,778.0	2,023,874.1	1,480.04
	208	6,284,821.5	2,023,891.1	1,460.97
	209	6,284,853.5	2,023,903.6	1,467.38
	210	6,284,869.0	2,023,964.8	1,465.41
	211	6,284,922.0	2,024,038.6	1,465.00
	212	6,285,023.0	2,024,079.0	1,465.00
	213	6,285,264.0	2,023,980.0	1,465.00
	214	6,285,235.0	2,023,884.1	1,465.59
	215	6,285,221.0	2,023,769.0	1,454.00
Terrain Line56	216	6,285,272.5	2,023,698.1	1,455.00
	217	6,285,408.0	2,023,580.0	1,455.00
	218	6,285,423.0	2,023,450.0	1,455.00

INPUT: TERRAIN LINES**PN 7608**

	219	6,285,364.0	2,023,330.4	1,451.75
	220	6,285,171.0	2,023,305.8	1,459.99
Terrain Line57	221	6,285,362.5	2,023,328.5	1,451.75
	222	6,285,391.0	2,023,181.4	1,450.00
	223	6,285,465.5	2,023,119.5	1,445.00
	224	6,285,416.0	2,023,024.8	1,444.98
	225	6,285,263.5	2,022,971.0	1,445.00
Terrain Line58	227	6,290,223.0	2,020,113.1	1,314.31
	228	6,290,216.5	2,020,208.5	1,310.00
	229	6,290,205.5	2,020,314.5	1,306.52
	230	6,290,199.0	2,020,400.4	1,309.51
	231	6,290,183.0	2,020,462.0	1,305.20
	232	6,290,179.0	2,020,520.2	1,305.09
	233	6,290,199.5	2,020,635.5	1,300.06
	234	6,290,186.0	2,020,813.4	1,300.01
	235	6,290,071.0	2,020,818.0	1,296.86
Terrain Line59	236	6,290,071.5	2,020,834.1	1,296.28
	237	6,290,142.5	2,020,911.4	1,295.03
	238	6,290,111.0	2,020,946.2	1,295.02
	239	6,290,029.0	2,020,993.6	1,290.94
	240	6,289,938.0	2,020,990.8	1,290.08
	241	6,289,880.5	2,020,977.6	1,290.01
	242	6,289,772.0	2,021,014.1	1,285.18
	243	6,289,720.5	2,021,086.4	1,283.51
	244	6,289,666.0	2,021,109.1	1,281.91
	245	6,289,524.0	2,021,078.1	1,279.43
	246	6,289,380.0	2,021,127.1	1,275.01
	247	6,289,288.0	2,021,207.2	1,270.58
	248	6,289,206.5	2,021,306.0	1,266.97
	249	6,289,076.0	2,021,320.6	1,265.12
	250	6,288,964.5	2,021,367.0	1,265.01
	251	6,288,910.0	2,021,421.0	1,265.05
	252	6,288,865.0	2,021,499.4	1,267.54
	253	6,288,835.0	2,021,541.4	1,269.49
	254	6,288,767.5	2,021,584.8	1,270.09
	255	6,288,687.0	2,021,604.5	1,275.07

INPUT: TERRAIN LINES**PN 7608**

	256	6,288,604.5	2,021,611.8	1,276.78
	257	6,288,513.0	2,021,615.2	1,281.00
	258	6,288,477.5	2,021,669.8	1,281.05
	259	6,288,393.0	2,021,759.4	1,284.72
	260	6,288,218.5	2,021,822.0	1,288.63
	261	6,288,173.5	2,021,863.0	1,290.01
	262	6,288,089.5	2,022,044.8	1,296.46
	263	6,287,966.0	2,021,922.5	1,299.83
	264	6,287,941.0	2,021,885.1	1,299.98
	265	6,287,816.5	2,021,828.4	1,299.95
Terrain Line60	266	6,287,865.5	2,021,361.9	1,280.00
	267	6,287,845.0	2,021,483.4	1,290.03
	268	6,287,812.0	2,021,601.2	1,293.20
	269	6,287,746.5	2,021,754.9	1,295.65
Terrain Line61	270	6,287,865.5	2,021,361.9	1,280.00
	271	6,287,804.0	2,021,479.2	1,270.03
	272	6,287,742.5	2,021,643.0	1,267.59
	273	6,287,658.5	2,021,785.2	1,265.83
	274	6,287,588.5	2,021,856.5	1,264.84
	275	6,287,508.5	2,021,911.9	1,263.35
	276	6,287,418.0	2,021,958.1	1,260.44
	277	6,287,128.0	2,022,051.1	1,259.78
	278	6,286,879.0	2,022,115.8	1,254.96
Terrain Line63	281	6,286,781.5	2,022,155.6	1,255.04
	282	6,286,736.5	2,022,165.5	1,255.09
	283	6,286,552.5	2,022,204.0	1,260.07
	284	6,286,368.0	2,022,216.2	1,262.88
	485	6,286,193.0	2,022,221.1	1,269.52
	285	6,286,018.0	2,022,225.9	1,276.16
	286	6,285,883.5	2,022,225.2	1,280.06
Terrain Line64	293	6,287,194.0	2,022,206.8	1,264.39
	294	6,287,267.5	2,022,300.6	1,264.82
	295	6,287,334.5	2,022,495.8	1,264.95
	296	6,287,374.0	2,022,551.6	1,268.43
	297	6,287,486.5	2,022,592.4	1,269.76
	298	6,287,603.0	2,022,613.1	1,270.00

INPUT: TERRAIN LINES**PN 7608**

	299	6,287,732.0	2,022,631.0	1,270.00
	300	6,287,903.5	2,022,715.9	1,270.00
	301	6,287,963.5	2,022,789.8	1,272.00
	302	6,288,008.5	2,022,966.8	1,272.00
	303	6,288,010.5	2,023,176.8	1,272.00
	304	6,288,029.5	2,023,315.0	1,272.00
	305	6,288,068.5	2,023,434.4	1,270.03
	306	6,288,113.5	2,023,526.5	1,271.90
	307	6,288,189.5	2,023,589.1	1,275.01
Terrain Line65	308	6,285,145.5	2,022,533.4	1,437.92
	309	6,285,366.5	2,022,500.0	1,439.97
	310	6,285,432.5	2,022,509.4	1,439.98
	311	6,285,536.5	2,022,745.8	1,434.87
	312	6,285,485.0	2,022,827.8	1,440.00
Terrain Line66	313	6,285,483.0	2,022,828.5	1,440.00
	314	6,285,409.0	2,022,863.6	1,438.44
	316	6,285,227.5	2,022,864.0	1,450.23
Terrain Line67	317	6,292,854.5	2,016,365.0	1,025.71
	318	6,292,716.0	2,016,422.6	1,033.69
	319	6,292,635.0	2,016,368.2	1,036.28
	320	6,292,631.0	2,016,277.8	1,034.74
	321	6,292,658.5	2,016,129.0	1,029.58
	322	6,292,698.5	2,016,039.2	1,022.01
	323	6,292,869.0	2,015,887.0	1,005.00
Terrain Line71	333	6,293,134.5	2,016,403.9	1,013.66
	334	6,293,168.5	2,016,451.5	1,012.91
	335	6,293,225.0	2,016,485.5	1,010.02
	336	6,293,218.0	2,016,492.8	1,010.00
	337	6,293,016.5	2,016,913.1	1,031.67
	338	6,292,903.5	2,017,152.2	1,046.58
	339	6,292,814.0	2,017,341.4	1,056.75
	340	6,292,796.0	2,017,464.0	1,064.09
	341	6,292,649.0	2,017,774.9	1,080.00
Terrain Line72	342	6,292,675.0	2,017,789.5	1,080.00
	343	6,292,588.0	2,017,978.9	1,080.00
	344	6,292,471.5	2,018,033.8	1,080.00

INPUT: TERRAIN LINES**PN 7608**

Terrain Line73	345	6,292,467.5	2,018,035.1	1,080.00
	346	6,292,296.5	2,018,052.8	1,080.00
	347	6,292,163.5	2,018,018.9	1,079.99
	348	6,292,075.5	2,017,956.4	1,080.03
	349	6,291,986.0	2,017,794.5	1,080.34
	350	6,291,962.5	2,017,713.0	1,081.36
Terrain Line74	353	6,290,794.0	2,018,140.6	1,265.00
	354	6,290,786.5	2,018,288.1	1,272.89
	355	6,290,746.0	2,018,305.2	1,275.15
	356	6,290,665.0	2,018,278.2	1,282.83
	357	6,290,592.5	2,018,221.1	1,293.00
	358	6,290,508.0	2,018,179.6	1,302.37
	359	6,290,413.0	2,018,164.0	1,310.00
	360	6,290,380.5	2,018,047.2	1,315.01
	361	6,290,366.0	2,017,938.1	1,316.29
Terrain Line75	362	6,290,320.5	2,017,851.9	1,320.03
	363	6,290,249.5	2,017,809.9	1,322.24
	364	6,290,151.0	2,017,809.1	1,324.96
	365	6,289,969.5	2,017,862.2	1,332.60
Terrain Line76	366	6,289,901.0	2,017,913.8	1,333.99
	367	6,289,917.0	2,017,969.8	1,332.96
	368	6,289,968.5	2,018,098.9	1,330.00
	369	6,290,011.5	2,018,214.6	1,332.11
	370	6,290,014.0	2,018,230.1	1,332.58
Terrain Line77	371	6,288,139.5	2,019,077.2	919.92
	372	6,288,112.0	2,019,199.6	926.79
	373	6,287,999.5	2,019,132.0	919.99
	374	6,287,875.0	2,019,049.8	915.00
	375	6,287,776.5	2,019,032.5	914.78
	376	6,287,676.5	2,019,030.2	914.63
	377	6,287,612.0	2,019,037.0	910.00
	378	6,287,419.5	2,019,090.5	909.81
	379	6,287,324.5	2,019,121.4	909.50
	380	6,287,240.0	2,019,179.2	907.16
	381	6,287,131.0	2,019,313.1	907.59
Terrain Line79	383	6,286,974.0	2,019,538.9	904.96

INPUT: TERRAIN LINES**PN 7608**

	384	6,287,032.5	2,019,669.5	905.60
	385	6,287,028.0	2,019,759.4	909.30
	386	6,286,995.5	2,019,878.0	912.28
	387	6,286,962.5	2,019,999.6	916.72
	388	6,286,945.5	2,020,063.4	918.44
	389	6,287,004.5	2,020,073.1	923.16
Terrain Line80	390	6,286,963.5	2,020,248.5	924.63
	391	6,286,851.0	2,020,230.4	922.12
	392	6,286,803.0	2,020,328.9	928.53
	393	6,286,662.5	2,020,335.9	933.20
	394	6,286,608.5	2,020,336.9	932.78
	395	6,286,403.0	2,020,278.9	930.00
	396	6,286,329.0	2,020,218.0	925.00
	397	6,286,157.0	2,019,990.9	920.00
	398	6,286,023.5	2,019,869.4	917.08
	399	6,285,924.0	2,019,784.1	915.00
	400	6,285,908.0	2,019,701.4	915.07
	401	6,285,917.5	2,019,475.4	909.62
	402	6,286,106.5	2,019,467.6	905.07
Terrain Line81	403	6,286,090.0	2,019,310.4	898.93
	404	6,285,923.0	2,019,379.5	906.00
	405	6,285,845.5	2,019,206.0	899.39
	406	6,285,754.0	2,019,121.2	894.99
	407	6,285,697.5	2,019,089.1	894.45
Terrain Line82	408	6,285,647.0	2,018,969.2	889.99
	409	6,285,647.5	2,018,904.2	889.99
	410	6,285,708.0	2,018,874.2	889.98
	411	6,286,012.5	2,018,876.9	885.00
Terrain Line83	412	6,285,948.0	2,018,871.8	885.04
	413	6,285,971.5	2,018,786.5	881.42
	414	6,285,985.0	2,018,765.1	880.13
	415	6,286,049.5	2,018,708.2	880.05
	416	6,286,019.0	2,018,656.8	875.45
	417	6,285,988.5	2,018,605.1	875.02
	418	6,286,053.0	2,018,496.9	873.20
	419	6,286,088.5	2,018,429.2	872.11

INPUT: TERRAIN LINES**PN 7608**

	420	6,286,140.0	2,018,398.5	871.49
	421	6,286,191.5	2,018,367.9	869.30
	422	6,286,260.5	2,018,366.5	869.07
	423	6,286,314.5	2,018,384.5	869.18
	424	6,286,356.5	2,018,455.1	880.00
	425	6,286,382.5	2,018,509.4	875.24
	426	6,286,401.5	2,018,489.5	875.00
Terrain Line84	428	6,286,754.0	2,018,363.0	885.00
	429	6,286,792.0	2,018,405.6	890.00
	430	6,286,812.0	2,018,464.1	892.71
	431	6,287,063.5	2,018,741.4	895.01
	432	6,287,729.0	2,018,525.4	910.00
	433	6,287,857.0	2,018,447.5	914.68
	434	6,287,898.5	2,018,420.1	914.99
	435	6,287,973.0	2,018,393.8	915.00
	436	6,288,115.0	2,018,416.8	919.69
	437	6,288,172.5	2,018,461.1	919.81
	438	6,288,213.0	2,018,521.6	919.93
	439	6,288,232.0	2,018,592.1	919.97
	440	6,288,224.0	2,018,987.9	928.88
	441	6,288,155.0	2,018,978.6	919.41
Terrain Line85	442	6,288,189.5	2,023,589.1	1,275.01
	443	6,288,054.0	2,023,785.9	1,278.49
	444	6,288,011.5	2,023,847.0	1,279.57
	445	6,287,924.5	2,023,865.8	1,280.00
	446	6,287,836.5	2,023,868.8	1,281.68
	447	6,287,630.5	2,023,875.9	1,285.60
	448	6,287,589.5	2,023,876.6	1,286.40
	449	6,287,536.0	2,023,837.9	1,285.20
	450	6,287,448.0	2,023,863.1	1,289.68
	451	6,287,423.5	2,023,740.8	1,289.68
	452	6,287,328.5	2,023,635.8	1,288.51
	453	6,287,241.0	2,023,607.4	1,284.74
	454	6,287,194.0	2,023,560.8	1,280.96
	455	6,287,098.0	2,023,529.4	1,279.99
	456	6,286,722.0	2,023,458.0	1,269.05

INPUT: TERRAIN LINES**PN 7608**

	457	6,286,615.0	2,023,332.4	1,280.03
	458	6,286,479.5	2,023,202.4	1,280.06
	459	6,286,278.0	2,023,125.9	1,285.01
	460	6,286,091.5	2,023,151.9	1,285.02
	461	6,285,925.0	2,023,216.6	1,290.04
	462	6,285,827.0	2,023,138.0	1,305.02
	463	6,285,899.5	2,023,048.1	1,289.71
Terrain Line86	464	6,284,048.5	2,022,443.1	1,396.35
	465	6,283,853.0	2,022,476.2	1,400.21
	466	6,283,743.0	2,022,514.4	1,409.94
	467	6,283,592.5	2,022,676.8	1,425.00
	468	6,283,567.5	2,022,912.4	1,444.16
	469	6,283,616.5	2,023,145.5	1,458.27
	470	6,283,792.0	2,023,302.8	1,474.84
	471	6,284,148.0	2,023,420.5	1,494.40
	472	6,284,304.5	2,023,471.9	1,492.00
	473	6,284,367.5	2,023,285.0	1,490.06
	474	6,284,436.5	2,023,151.9	1,489.63
	475	6,284,579.0	2,023,038.1	1,480.05
	476	6,284,648.5	2,023,015.1	1,475.07
	477	6,284,583.0	2,022,861.1	1,464.96
	478	6,284,551.5	2,022,720.9	1,464.92
	479	6,284,671.0	2,022,678.5	1,460.03
	486	6,284,760.5	2,022,661.0	1,457.53
	480	6,284,850.5	2,022,643.4	1,455.04
	481	6,285,030.0	2,022,608.0	1,450.03
Terrain Line88-Terrain Line9	17	6,289,070.0	2,020,492.8	1,280.05
	18	6,289,224.5	2,020,342.9	1,286.65
	19	6,289,360.0	2,020,261.1	1,294.71
	20	6,289,518.5	2,020,180.4	1,299.59
	21	6,289,622.0	2,020,143.1	1,299.91
	22	6,289,720.5	2,020,138.4	1,299.93
	488	6,289,725.0	2,020,137.9	1,299.93
	489	6,289,914.0	2,020,131.6	1,309.20
	490	6,289,972.0	2,020,123.9	1,311.85
	491	6,290,088.0	2,020,120.6	1,310.00

INPUT: TERRAIN LINES**PN 7608**

	492	6,290,103.5	2,020,134.1	1,310.00
	493	6,290,221.0	2,020,111.6	1,314.31
Terrain Line63-2-2	495	6,285,755.0	2,022,252.8	1,283.04
	288	6,285,799.0	2,022,364.6	1,288.93
	289	6,285,860.5	2,022,507.8	1,289.77
	290	6,285,916.0	2,022,637.1	1,290.51
	291	6,285,918.5	2,022,730.1	1,291.58
	292	6,285,897.0	2,022,869.5	1,291.10
Terrain Line92	496	6,293,236.0	2,016,498.6	1,015.00
	497	6,293,338.0	2,016,297.5	1,015.00
Terrain Line93	498	6,293,405.5	2,016,206.1	1,015.00
	499	6,293,964.5	2,015,659.2	1,000.00
Terrain Line27	88	6,292,864.5	2,015,892.8	1,005.00
	89	6,292,983.5	2,016,006.5	1,008.00
	90	6,293,029.5	2,016,034.1	1,010.00
	87	6,293,221.5	2,016,216.6	1,012.00
	86	6,293,050.0	2,016,280.4	1,015.00
	85	6,292,950.5	2,016,302.1	1,017.00
	84	6,292,929.0	2,016,265.2	1,018.30
	83	6,292,920.0	2,016,153.6	1,010.00

RESULTS: SOUND LEVELS

PN 7608

Dudek												
M Greene												
RESULTS: SOUND LEVELS												
PROJECT/CONTRACT:												
RUN:												
BARRIER DESIGN:												
ATMOSPHERICS:												
Receiver												
Name	No.	#DUs	Existing	No Barrier					With Barrier			
			LAeq1h	LAeq1h		Increase over existing	Type	Calculated	Noise Reduction			
				Calculated	Crit'n	Calculated	Crit'n	Impact	LAeq1h	Calculated	Goal	Calculated
							Sub'l Inc					minus
												Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Town Center P1	1	1	0.0	63.5	60	63.5	10	Snd Lvl	63.5	0.0	8	-8.0
P14	3	1	0.0	57.9	60	57.9	10	----	57.9	0.0	8	-8.0
U3	4	1	0.0	55.6	60	55.6	10	----	55.6	0.0	8	-8.0
Hillside - P5	6	1	0.0	57.1	60	57.1	10	----	57.1	0.0	8	-8.0
Hillside - Lot 37	8	1	0.0	60.5	60	60.5	10	Snd Lvl	60.5	0.0	8	-8.0
Hillside - Lot 43	12	1	0.0	61.7	60	61.7	10	Snd Lvl	61.7	0.0	8	-8.0
Hillside - Lot 49	13	1	0.0	62.3	60	62.3	10	Snd Lvl	62.3	0.0	8	-8.0
Hillside - Lot 54	14	1	0.0	63.1	60	63.1	10	Snd Lvl	63.1	0.0	8	-8.0
Hillside - Lot 59	16	1	0.0	61.0	60	61.0	10	Snd Lvl	61.0	0.0	8	-8.0
Hillside - Lot 62	17	1	0.0	60.4	60	60.4	10	Snd Lvl	60.4	0.0	8	-8.0
Hillside - Lot 64	18	1	0.0	60.2	60	60.2	10	Snd Lvl	60.2	0.0	8	-8.0
Hillside - Lot 65	19	1	0.0	52.4	60	52.4	10	----	52.4	0.0	8	-8.0
Hillside - Lot 68	21	1	0.0	56.6	60	56.6	10	----	56.6	0.0	8	-8.0
Hillside - Lot 76	22	1	0.0	55.1	60	55.1	10	----	55.1	0.0	8	-8.0
Hillside - Lot 80	24	1	0.0	57.4	60	57.4	10	----	57.4	0.0	8	-8.0
Hillside - Lot 91	27	1	0.0	59.2	60	59.2	10	----	59.2	0.0	8	-8.0
Hillside - Lot 94	28	1	0.0	61.5	60	61.5	10	Snd Lvl	61.5	0.0	8	-8.0
Hillside - Lot 97	29	1	0.0	60.7	60	60.7	10	Snd Lvl	60.7	0.0	8	-8.0
Hillside - Lot 100	30	1	0.0	63.0	60	63.0	10	Snd Lvl	63.0	0.0	8	-8.0
Hillside - Lot 101	31	1	0.0	63.7	60	63.7	10	Snd Lvl	63.7	0.0	8	-8.0
Hillside - Lot 103	32	1	0.0	63.9	60	63.9	10	Snd Lvl	63.9	0.0	8	-8.0
Hillside - Lot 108	33	1	0.0	63.6	60	63.6	10	Snd Lvl	63.6	0.0	8	-8.0
Hillside - Lot 110	34	1	0.0	63.0	60	63.0	10	Snd Lvl	63.0	0.0	8	-8.0
Hillside - P4	35	1	0.0	57.7	60	57.7	10	----	57.7	0.0	8	-8.0

RESULTS: SOUND LEVELS
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Hillside - Lot 114	36	1	0.0	56.9	60	56.9	10	----	56.9	0.0	8	-8.0
Hillside - Lot 116	37	1	0.0	55.6	60	55.6	10	----	55.6	0.0	8	-8.0
Hillside - Lot 119	38	1	0.0	56.6	60	56.6	10	----	56.6	0.0	8	-8.0
Hillside - Lot 28	39	1	0.0	58.4	60	58.4	10	----	58.4	0.0	8	-8.0
Hillside - Lot 32	40	1	0.0	62.6	60	62.6	10	Snd Lvl	62.6	0.0	8	-8.0
Knoll - P11	41	1	0.0	60.9	60	60.9	10	Snd Lvl	60.9	0.0	8	-8.0
Knoll - Lot 876	46	1	0.0	60.1	60	60.1	10	Snd Lvl	60.1	0.0	8	-8.0
Knoll - Lot 824	47	1	0.0	46.4	60	46.4	10	----	46.4	0.0	8	-8.0
Knoll - Lot 821	48	1	0.0	46.5	60	46.5	10	----	46.5	0.0	8	-8.0
Knoll - Lot 817	49	1	0.0	48.4	60	48.4	10	----	48.4	0.0	8	-8.0
Knoll - Lot 809	50	1	0.0	51.0	60	51.0	10	----	51.0	0.0	8	-8.0
Knoll - Lot 805	51	1	0.0	54.2	60	54.2	10	----	54.2	0.0	8	-8.0
Knoll - Lot 798	52	1	0.0	54.9	60	54.9	10	----	54.9	0.0	8	-8.0
Knoll - Lot 973	53	1	0.0	63.9	60	63.9	10	Snd Lvl	63.9	0.0	8	-8.0
Knoll - Lot 971	55	1	0.0	63.4	60	63.4	10	Snd Lvl	63.4	0.0	8	-8.0
Knoll (Open Space?) - 100'	56	1	0.0	59.4	60	59.4	10	----	59.4	0.0	8	-8.0
Mesa - Lot 269	57	1	0.0	61.3	60	61.3	10	Snd Lvl	61.3	0.0	8	-8.0
Mesa - Lot 273	59	1	0.0	60.0	60	60.0	10	Snd Lvl	60.0	0.0	8	-8.0
Mesa - Lot 280	69	1	0.0	58.8	60	58.8	10	----	58.8	0.0	8	-8.0
Mesa - Lot 283	74	1	0.0	57.5	60	57.5	10	----	57.5	0.0	8	-8.0
Mesa - Lot 285	75	1	0.0	57.4	60	57.4	10	----	57.4	0.0	8	-8.0
Mesa - Lot 288	76	1	0.0	55.2	60	55.2	10	----	55.2	0.0	8	-8.0
Mesa - Lot 331	78	1	0.0	54.9	60	54.9	10	----	54.9	0.0	8	-8.0
Mesa - Lot 333	79	1	0.0	55.7	60	55.7	10	----	55.7	0.0	8	-8.0
Mesa - Lot 336	80	1	0.0	61.0	60	61.0	10	Snd Lvl	61.0	0.0	8	-8.0
Mesa - Lot 340	81	1	0.0	60.2	60	60.2	10	Snd Lvl	60.2	0.0	8	-8.0
Mesa - Lot 343	82	1	0.0	57.6	60	57.6	10	----	57.6	0.0	8	-8.0
Mesa - Lot 347	83	1	0.0	56.1	60	56.1	10	----	56.1	0.0	8	-8.0
Mesa - Lot 349	84	1	0.0	55.7	60	55.7	10	----	55.7	0.0	8	-8.0
Mesa - Lot 353	85	1	0.0	52.2	60	52.2	10	----	52.2	0.0	8	-8.0
Mesa - Lot 364	87	1	0.0	54.3	60	54.3	10	----	54.3	0.0	8	-8.0
Mesa - P6	88	1	0.0	62.8	60	62.8	10	Snd Lvl	62.8	0.0	8	-8.0
Mesa - Lot 369	89	1	0.0	63.1	60	63.1	10	Snd Lvl	63.1	0.0	8	-8.0
Summit - Lot 548	90	1	0.0	36.7	60	36.7	10	----	36.7	0.0	8	-8.0
Summit - Lot 554	91	1	0.0	56.4	60	56.4	10	----	56.4	0.0	8	-8.0
Summit - Lot 558	94	1	0.0	49.3	60	49.3	10	----	49.3	0.0	8	-8.0
Summit - Lot 559	95	1	0.0	50.5	60	50.5	10	----	50.5	0.0	8	-8.0
Summit - Lot 561	96	1	0.0	55.8	60	55.8	10	----	55.8	0.0	8	-8.0
Summit - Lot 649	97	1	0.0	52.6	60	52.6	10	----	52.6	0.0	8	-8.0
Summit - Lot 646	98	1	0.0	52.4	60	52.4	10	----	52.4	0.0	8	-8.0
Summit - Lot 633	100	1	0.0	53.2	60	53.2	10	----	53.2	0.0	8	-8.0

RESULTS: SOUND LEVELS
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Summit - Lot 618	102	1	0.0	55.8	60	55.8	10	----	55.8	0.0	8	-8.0
Summit - Lot 588	103	1	0.0	59.0	60	59.0	10	----	59.0	0.0	8	-8.0
Summit - Lot 582	105	1	0.0	57.7	60	57.7	10	----	57.7	0.0	8	-8.0
Summit - Lot 578	118	1	0.0	58.3	60	58.3	10	----	58.3	0.0	8	-8.0
Summit - Lot 573	126	1	0.0	58.0	60	58.0	10	----	58.0	0.0	8	-8.0
Summit - Lot 570	131	1	0.0	57.7	60	57.7	10	----	57.7	0.0	8	-8.0
Summit - Lot 567	132	1	0.0	49.0	60	49.0	10	----	49.0	0.0	8	-8.0
Summit - Lot 565	133	1	0.0	59.3	60	59.3	10	----	59.3	0.0	8	-8.0
Summit - Lot 562	134	1	0.0	58.5	60	58.5	10	----	58.5	0.0	8	-8.0
Summit - Lot 562 Rear	135	1	0.0	54.2	60	54.2	10	----	54.2	0.0	8	-8.0
Town Center Lot 2	140	1	0.0	66.7	60	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
Town Center Lot 4	141	1	0.0	67.6	60	67.6	10	Snd Lvl	67.6	0.0	8	-8.0
Town Center Lot 7	142	1	0.0	65.4	60	65.4	10	Snd Lvl	65.4	0.0	8	-8.0
Town Center P2	143	1	0.0	64.6	60	64.6	10	Snd Lvl	64.6	0.0	8	-8.0
Town Center Lot 10	144	1	0.0	64.4	60	64.4	10	Snd Lvl	64.4	0.0	8	-8.0
Town Center Lot 11	145	1	0.0	60.8	60	60.8	10	Snd Lvl	60.8	0.0	8	-8.0
Town Center - Lot 12	146	1	0.0	59.1	60	59.1	10	----	59.1	0.0	8	-8.0
Town Center - Lot 13	147	1	0.0	63.6	60	63.6	10	Snd Lvl	63.6	0.0	8	-8.0
Town Center P3	148	1	0.0	58.0	60	58.0	10	----	58.0	0.0	8	-8.0
Town Center Lot 14-1	149	1	0.0	58.7	60	58.7	10	----	58.7	0.0	8	-8.0
Town Center Lot 14-2	150	1	0.0	64.7	60	64.7	10	Snd Lvl	64.7	0.0	8	-8.0
Terraces Lot 16	151	1	0.0	64.1	60	64.1	10	Snd Lvl	64.1	0.0	8	-8.0
Terraces Lot 25 - South	152	1	0.0	64.8	60	64.8	10	Snd Lvl	64.8	0.0	8	-8.0
Terraces Lot 25 - North	153	1	0.0	65.8	60	65.8	10	Snd Lvl	65.8	0.0	8	-8.0
Terraces Lot 25 - Northwest	154	1	0.0	55.4	60	55.4	10	----	55.4	0.0	8	-8.0
Terraces Lot 24 - South	155	1	0.0	64.0	60	64.0	10	Snd Lvl	64.0	0.0	8	-8.0
Terraces Lot 24 - Southwest	156	1	0.0	56.2	60	56.2	10	----	56.2	0.0	8	-8.0
Valley - Lot 1066	157	1	0.0	55.8	60	55.8	10	----	55.8	0.0	8	-8.0
Valley - Lot 1060	158	1	0.0	51.1	60	51.1	10	----	51.1	0.0	8	-8.0
Valley - Lot 1009	160	1	0.0	49.5	60	49.5	10	----	49.5	0.0	8	-8.0
Valley - Lot 1008	161	1	0.0	50.6	60	50.6	10	----	50.6	0.0	8	-8.0
Valley - Lot 1004	174	1	0.0	52.8	60	52.8	10	----	52.8	0.0	8	-8.0
Valley - Lot 1001	175	1	0.0	53.9	60	53.9	10	----	53.9	0.0	8	-8.0
Valley - Lot 998	177	1	0.0	53.6	60	53.6	10	----	53.6	0.0	8	-8.0
Valley - Lot 1096 - Condo	178	1	0.0	62.8	60	62.8	10	Snd Lvl	62.8	0.0	8	-8.0
Valley - Lot 1070	180	1	0.0	62.9	60	62.9	10	Snd Lvl	62.9	0.0	8	-8.0
Valley - Lot 1097	181	1	0.0	57.6	60	57.6	10	----	57.6	0.0	8	-8.0
Valley - Lot 1099	183	1	0.0	62.0	60	62.0	10	Snd Lvl	62.0	0.0	8	-8.0
Valley - Lot 1103	184	1	0.0	50.7	60	50.7	10	----	50.7	0.0	8	-8.0
Valley - Lot 1131	186	1	0.0	51.3	60	51.3	10	----	51.3	0.0	8	-8.0
Valley - Lot 1203	187	1	0.0	53.5	60	53.5	10	----	53.5	0.0	8	-8.0

RESULTS: SOUND LEVELS
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Valley - Lot 1198	189	1	0.0	60.6	60	60.6	10	Snd Lvl	60.6	0.0	8	-8.0
Valley - Lot 1193	190	1	0.0	60.2	60	60.2	10	Snd Lvl	60.2	0.0	8	-8.0
Valley - Lot 1193 - Ft Yard	192	1	0.0	57.6	60	57.6	10	----	57.6	0.0	8	-8.0
Valley - Lot 1188	193	1	0.0	59.5	60	59.5	10	----	59.5	0.0	8	-8.0
Mobile Home Park S of Project	195	1	0.0	72.4	60	72.4	10	Snd Lvl	72.4	0.0	8	-8.0
Resi E of Deer Springs Rd	196	1	0.0	69.9	60	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
Resi N of Buena Crk Rd	198	1	0.0	66.8	60	66.8	10	Snd Lvl	66.8	0.0	8	-8.0
Resi N of Buena Crk Rd - 2	199	1	0.0	69.6	60	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
Resi NE of Golden Door	201	1	0.0	61.6	60	61.6	10	Snd Lvl	61.6	0.0	8	-8.0
Resi S of Project	203	1	0.0	73.2	60	73.2	10	Snd Lvl	73.2	0.0	8	-8.0
Resi SE of Deer Springs Rd & Sarver Ln	205	1	0.0	74.3	60	74.3	10	Snd Lvl	74.3	0.0	8	-8.0
Resi N of Camino Mayor	206	1	0.0	44.5	60	44.5	10	----	44.5	0.0	8	-8.0
Golden Door Nearest Facade	208	1	0.0	71.5	60	71.5	10	Snd Lvl	71.5	0.0	8	-8.0
Sarver Ln Church	209	1	0.0	57.1	60	57.1	10	----	57.1	0.0	8	-8.0
TwinOaksVllyRdS. of BunaCrkRd - 100'	211	1	0.0	68.3	60	68.3	10	Snd Lvl	68.3	0.0	8	-8.0
TwinOaksVllyRdS. of BunaCrkRd - 50'	212	1	0.0	71.6	60	71.6	10	Snd Lvl	71.6	0.0	8	-8.0
Buena Creek Rd - 100'	214	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0
Buena Creek Rd - 50'	215	1	0.0	71.5	66	71.5	10	Snd Lvl	71.5	0.0	8	-8.0
Camino Mayor - 100'	217	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
Camino Mayor - 50'	218	1	0.0	53.3	66	53.3	10	----	53.3	0.0	8	-8.0
Deer Springs Road - 100'	219	1	0.0	69.1	66	69.1	10	Snd Lvl	69.1	0.0	8	-8.0
Deer Springs Road - 50'	220	1	0.0	73.9	66	73.9	10	Snd Lvl	73.9	0.0	8	-8.0
Deer Sprngs Rd S of Sarver - 100'	221	1	0.0	71.4	66	71.4	10	Snd Lvl	71.4	0.0	8	-8.0
Deer Sprngs Rd S of Sarver - 50'	222	1	0.0	74.9	66	74.9	10	Snd Lvl	74.9	0.0	8	-8.0
Town Cntr - 100'	223	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
Town Cntr - 50'	224	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
Valley - 100'	225	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
Valley - 50'	227	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
Sarver Lane - 100'	229	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
Sarver Lane - 50'	230	1	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0
Sarver Ln - Entrance - 100'	231	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
Sarver Ln - Entrance - 50'	232	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
Twn Cntr to Terraces - 100'	233	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
Twn Cntr to Terraces - 50'	235	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
Summit - 100'	236	1	0.0	53.2	66	53.2	10	----	53.2	0.0	8	-8.0
Summit - 50'	237	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
Terraces to Summit - 100'	238	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
Terraces to Summit - 50'	239	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
Hillside to Mesa - 100'	241	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
Hillside to Mesa - 50'	242	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
Mesa to Knolls - 100'	244	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0

RESULTS: SOUND LEVELS
PN 7608

Mesa to Knolls - 50'	248	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
I-15 - 200'	250	1	0.0	79.6	66	79.6	10	Snd Lvl	79.6	0.0	8	-8.0
I-15 - 400'	255	1	0.0	73.1	66	73.1	10	Snd Lvl	73.1	0.0	8	-8.0
I-15 - 600'	257	1	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	8	-8.0
I-15 - 800'	259	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
I-15 - 1000'	260	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
I-15 - 1200'	262	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
I-15 - 1400'	263	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
I-15 - 1600'	265	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
I-15 - 1800'	271	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
I-15 - 2000'	273	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
Twin Oaks Vlly Rd Cass-LaCnga - Sch	275	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
Twin Oaks Vlly Rd LaCng-Windy - Resi	276	1	0.0	67.8	66	67.8	10	Snd Lvl	67.8	0.0	8	-8.0
Twin Oaks Vlly Rd Windy-Borden - Resi	277	1	0.0	71.2	66	71.2	10	Snd Lvl	71.2	0.0	8	-8.0
Twin Oaks Vlly Rd Borden-Missn - Resi	278	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		162	0.0	0.0	0.0							
All Impacted		66	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

INPUT: ROADWAYS
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Dudek											
M Greene											
INPUT: ROADWAYS								Average pavement type shall be used unless			
PROJECT/CONTRACT:				PN 7608				a State highway agency substantiates the use			
RUN:				Newland Sierra Future no Project 0317				of a different type with the approval of FHWA			
Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control	Speed	Percent	Pvmt	On
							Device	Constraint	Vehicles	Type	Struct?
									Affected		
	ft			ft	ft	ft		mph	%		
Camino Mayor	32.0	point642	642	6,279,765.5	2,023,353.6	954.77				Average	
		point643	643	6,279,814.5	2,023,380.6	961.05				Average	
		point644	644	6,279,902.5	2,023,428.8	973.04				Average	
		point645	645	6,279,990.0	2,023,477.2	986.02				Average	
		point646	646	6,280,068.5	2,023,538.6	999.08				Average	
		point648	648	6,280,133.0	2,023,614.5	1,013.58				Average	
		point649	649	6,280,197.5	2,023,691.1	1,030.75				Average	
		point650	650	6,280,261.5	2,023,767.6	1,050.36				Average	
		point651	651	6,280,293.5	2,023,805.5	1,060.29				Average	
		point652	652	6,280,363.5	2,023,866.5	1,078.18				Average	
		point653	653	6,280,414.5	2,023,892.1	1,088.63				Average	
		point655	655	6,280,441.5	2,023,901.2	1,092.79				Average	
		point656	656	6,280,526.5	2,023,912.5	1,105.27				Average	
		point657	657	6,280,612.0	2,023,909.8	1,117.44				Average	
		point659	659	6,280,710.5	2,023,926.0	1,131.71				Average	
		point660	660	6,280,809.0	2,023,944.8	1,145.96				Average	
		point661	661	6,280,907.0	2,023,963.5	1,160.35				Average	
		point662	662	6,280,944.5	2,023,970.6	1,166.34				Average	
		point663	663	6,281,003.5	2,023,988.2	1,176.80				Average	
		point665	665	6,281,089.0	2,024,039.6	1,195.85				Average	
		point666	666	6,281,141.0	2,024,076.0	1,208.53				Average	
		point668	668	6,281,168.0	2,024,097.2	1,215.46				Average	
		point669	669	6,281,243.0	2,024,163.5	1,235.34				Average	
		point671	671	6,281,256.0	2,024,175.8	1,238.94				Average	
		point672	672	6,281,313.0	2,024,238.0	1,255.86				Average	

INPUT: ROADWAYS
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	point673	673	6,281,378.5	2,024,313.4	1,275.85				Average	
	point674	674	6,281,432.5	2,024,375.4	1,292.28				Average	
	point677	677	6,281,452.0	2,024,400.1	1,298.56				Average	
	point678	678	6,281,494.0	2,024,475.6	1,315.63				Average	
	point679	679	6,281,539.5	2,024,564.5	1,331.48				Average	
	point680	680	6,281,585.5	2,024,653.4	1,342.77				Average	
	point681	681	6,281,631.0	2,024,742.2	1,353.53				Average	
	point682	682	6,281,677.0	2,024,831.2	1,366.80				Average	
	point683	683	6,281,706.0	2,024,880.8	1,375.87				Average	
	point684	684	6,281,764.5	2,024,942.4	1,390.76				Average	
	point685	685	6,281,812.5	2,024,973.4	1,401.41				Average	
	point688	688	6,281,921.5	2,025,005.5	1,423.96				Average	
	point689	689	6,282,007.0	2,025,001.6	1,439.69				Average	
	point691	691	6,282,104.0	2,024,978.6	1,455.58				Average	
	point692	692	6,282,200.5	2,024,953.1	1,468.99				Average	
	point695	695	6,282,278.5	2,024,909.8	1,479.50				Average	
	point696	696	6,282,366.0	2,024,842.4	1,489.00				Average	
	point697	697	6,282,445.5	2,024,781.2	1,494.54				Average	
	point698	698	6,282,524.5	2,024,720.2	1,499.91				Average	
	point699	699	6,282,604.0	2,024,659.1	1,499.96				Average	
	point700	700	6,282,683.0	2,024,598.1	1,500.42				Average	
	point701	701	6,282,762.0	2,024,537.0	1,502.59				Average	
	point702	702	6,282,787.0	2,024,518.2	1,502.75				Average	
	point703	703	6,282,860.0	2,024,480.8	1,502.68				Average	
	point704	704	6,282,944.0	2,024,460.9	1,503.11				Average	
	point705	705	6,283,042.0	2,024,441.0	1,507.81				Average	
	point706	706	6,283,140.0	2,024,421.1	1,512.30				Average	
	point707	707	6,283,238.0	2,024,401.1	1,517.42				Average	
	point708	708	6,283,336.0	2,024,381.2	1,522.52				Average	
	point712	712	6,283,439.5	2,024,360.2	1,527.94				Average	
	point713	713	6,283,465.5	2,024,353.8	1,529.68				Average	
	point714	714	6,283,540.0	2,024,320.0	1,534.11				Average	
	point716	716	6,283,605.0	2,024,264.6	1,534.68				Average	
	point718	718	6,283,651.5	2,024,193.1	1,530.12				Average	
	point719	719	6,283,676.5	2,024,111.4	1,525.75				Average	
	point720	720	6,283,679.5	2,024,082.9	1,524.30				Average	
	point722	722	6,283,677.0	2,024,025.9	1,517.71				Average	
	point723	723	6,283,652.5	2,023,941.4	1,508.61				Average	
	point726	726	6,283,630.0	2,023,891.9	1,503.01				Average	

INPUT: ROADWAYS
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		point727	727	6,283,621.0	2,023,864.8	1,500.19				Average	
		point728	728	6,283,611.0	2,023,783.4	1,492.26				Average	
		point729	729	6,283,615.0	2,023,694.2	1,483.20				Average	
		point730	730	6,283,616.5	2,023,657.0	1,479.47				Average	
		point731	731	6,283,621.0	2,023,594.5	1,473.20				Average	
		point734	734	6,283,628.0	2,023,494.4	1,463.36				Average	
		point736	736	6,283,646.5	2,023,411.2	1,465.02					
Roadway2-2	12.0	point1655	1655	6,293,327.5	2,016,205.9	1,008.94				Average	
		point346	346	6,293,395.0	2,016,159.6	1,008.72					
Roadway62-2	12.0	point1777	1777	6,285,965.5	2,015,383.1	771.70				Average	
		point1669	1669	6,285,977.5	2,015,371.8	771.20				Average	
		point1668	1668	6,286,032.5	2,015,321.1	770.22					
Buena Creek Rd	30.0	point1788	1788	6,284,522.5	2,011,376.4	720.00				Average	
		point1789	1789	6,284,092.0	2,011,481.4	736.00				Average	
		point1790	1790	6,281,885.5	2,011,480.0	736.00					
DrSpngsRd WB- MesaRockRd to I15	40.0	point1	1	6,293,663.5	2,016,458.5	1,019.81				Average	
		point2	2	6,293,596.0	2,016,416.0	1,019.96				Average	
		point3	3	6,293,520.5	2,016,366.6	1,016.33				Average	
		point4	4	6,293,444.0	2,016,316.9	1,014.32				Average	
		point5	5	6,293,404.0	2,016,288.1	1,012.79				Average	
		point6	6	6,293,351.0	2,016,250.4	1,010.61				Average	
		point7	7	6,293,271.0	2,016,183.1	1,007.03					
Twin Oaks Valley RdS. of Buena CrkRd	30.0	point1817	1817	6,284,510.0	2,011,335.0	720.00				Average	
		point1818	1818	6,284,252.0	2,010,562.1	720.00					
I-15 SB	66.0	point1833	1833	6,286,367.5	2,031,990.2	620.00				Average	
		point1834	1834	6,287,221.0	2,029,553.2	630.00				Average	
		point1835	1835	6,288,359.5	2,026,266.2	650.00				Average	
		point1838	1838	6,288,968.0	2,024,868.0	739.00				Average	
		point1847	1847	6,292,982.0	2,018,074.0	960.00				Average	
		point1848	1848	6,293,628.0	2,016,720.1	1,015.00				Average	
		point1849	1849	6,293,817.0	2,016,325.9	1,006.00				Average	
		point1850	1850	6,294,121.5	2,015,695.6	1,015.00				Average	
		point1851	1851	6,294,295.5	2,015,335.5	1,025.00				Average	
		point1852	1852	6,294,762.0	2,014,358.8	1,040.00					
I-15 NB	66.0	point1853	1853	6,294,842.0	2,014,446.6	1,040.00				Average	
		point1854	1854	6,294,356.0	2,015,460.5	1,025.00				Average	
		point1855	1855	6,294,182.0	2,015,820.8	1,015.00				Average	
		point1856	1856	6,293,921.5	2,016,361.1	1,006.00				Average	
		point1857	1857	6,293,693.0	2,016,832.8	1,015.00				Average	

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		point1858	1858	6,293,070.0	2,018,113.0	960.00				Average	
		point1859	1859	6,289,081.5	2,024,927.4	739.00				Average	
		point1864	1864	6,288,516.0	2,026,264.9	650.00				Average	
		point1869	1869	6,287,343.5	2,029,608.5	630.00				Average	
		point1866	1866	6,286,512.0	2,031,996.2	620.00					
Roadway97	12.0	point1870	1870	6,285,168.5	2,011,180.4	0.00				Average	
		point1871	1871	6,285,218.5	2,011,180.4	0.00				Average	
		point1872	1872	6,285,268.5	2,011,180.4	0.00					
Roadway98	12.0	point1873	1873	6,285,066.5	2,011,051.6	0.00				Average	
		point1874	1874	6,285,066.5	2,011,101.6	0.00				Average	
		point1875	1875	6,285,066.5	2,011,149.2	0.00					
Roadway99	12.0	point1876	1876	6,285,103.0	2,011,049.8	0.00				Average	
		point1880	1880	6,285,138.5	2,011,085.9	0.00				Average	
		point1878	1878	6,285,174.0	2,011,122.0	0.00					
Roadway100	12.0	point1881	1881	6,285,137.5	2,010,975.2	0.00				Average	
		point1883	1883	6,285,184.0	2,010,994.5	0.00				Average	
		point1882	1882	6,285,230.0	2,011,013.6	0.00					
Roadway101	12.0	point1884	1884	6,285,280.5	2,011,111.5	0.00				Average	
		point1901	1901	6,285,232.5	2,011,123.4	0.00				Average	
		point1885	1885	6,285,184.0	2,011,135.2	0.00					
Sarver Lane	40.0	point1893	1893	6,286,747.5	2,016,812.6	838.78				Average	
		point1735	1735	6,286,650.5	2,016,788.0	832.93				Average	
		point1734	1734	6,286,553.5	2,016,763.4	826.08				Average	
		point1733	1733	6,286,457.0	2,016,737.9	820.21				Average	
		point1732	1732	6,286,433.5	2,016,729.4	818.90				Average	
		point1731	1731	6,286,410.0	2,016,720.2	817.59				Average	
		point1730	1730	6,286,387.0	2,016,710.4	816.27				Average	
		point1729	1729	6,286,364.5	2,016,700.0	814.96				Average	
		point1727	1727	6,286,273.0	2,016,659.4	807.68				Average	
		point1726	1726	6,286,183.5	2,016,614.5	801.18				Average	
		point1725	1725	6,286,163.5	2,016,599.8	800.33				Average	
		point1724	1724	6,286,144.0	2,016,584.4	799.48				Average	
		point1723	1723	6,286,124.5	2,016,568.5	798.63				Average	
		point1722	1722	6,286,105.5	2,016,552.2	797.78				Average	
		point1720	1720	6,286,028.5	2,016,488.4	795.00				Average	
		point1719	1719	6,285,951.5	2,016,424.5	793.01				Average	
		point1718	1718	6,285,875.0	2,016,360.1	790.03				Average	
		point1717	1717	6,285,863.5	2,016,348.2	789.99				Average	
		point1716	1716	6,285,852.0	2,016,335.9	789.95				Average	

INPUT: ROADWAYS
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		point1715	1715	6,285,841.5	2,016,323.0	789.91				Average	
		point1714	1714	6,285,831.5	2,016,309.8	789.87				Average	
		point1713	1713	6,285,822.5	2,016,295.9	789.83				Average	
		point1712	1712	6,285,813.5	2,016,281.6	789.79				Average	
		point1709	1709	6,285,806.0	2,016,267.0	789.34				Average	
		point1708	1708	6,285,798.5	2,016,252.0	788.90				Average	
		point1707	1707	6,285,792.0	2,016,236.6	788.46				Average	
		point1706	1706	6,285,786.0	2,016,221.0	788.01				Average	
		point1705	1705	6,285,781.0	2,016,205.1	787.57				Average	
		point1704	1704	6,285,777.0	2,016,189.1	787.13				Average	
		point1701	1701	6,285,755.0	2,016,091.5	784.37				Average	
		point1700	1700	6,285,753.0	2,016,071.6	783.89				Average	
		point1699	1699	6,285,751.5	2,016,051.6	783.42				Average	
		point1698	1698	6,285,751.0	2,016,031.8	782.95				Average	
		point1697	1697	6,285,750.5	2,016,011.8	782.47				Average	
		point1696	1696	6,285,751.0	2,015,991.8	782.00				Average	
		point1694	1694	6,285,752.5	2,015,891.8	780.00				Average	
		point1693	1693	6,285,754.0	2,015,791.8	777.55				Average	
		point1692	1692	6,285,757.0	2,015,691.9	775.00				Average	
		point1691	1691	6,285,759.0	2,015,675.2	775.00				Average	
		point1690	1690	6,285,762.0	2,015,658.9	775.00				Average	
		point1689	1689	6,285,766.0	2,015,642.6	775.00				Average	
		point1688	1688	6,285,770.5	2,015,626.6	775.00				Average	
		point1687	1687	6,285,775.5	2,015,610.9	775.00				Average	
		point1686	1686	6,285,782.0	2,015,595.4	775.00				Average	
		point1683	1683	6,285,788.5	2,015,580.1	774.89				Average	
		point1682	1682	6,285,796.0	2,015,565.2	774.78				Average	
		point1681	1681	6,285,804.5	2,015,550.8	774.67				Average	
		point1680	1680	6,285,813.0	2,015,536.6	774.56				Average	
		point1679	1679	6,285,822.5	2,015,523.0	774.45				Average	
		point1678	1678	6,285,833.0	2,015,509.8	774.34				Average	
		point1675	1675	6,285,846.0	2,015,494.9	774.11				Average	
		point1674	1674	6,285,860.0	2,015,480.4	773.89				Average	
		point1673	1673	6,285,874.0	2,015,466.4	773.66				Average	
		point1672	1672	6,285,889.0	2,015,452.6	773.43				Average	
		point1774	1774	6,285,922.5	2,015,422.5	772.70				Average	
		point1776	1776	6,285,954.5	2,015,393.1	771.70					
Deer Springs Road- S of Sarver Ln	30.0	point1898	1898	6,285,928.5	2,015,359.1	770.46				Average	
		point88	88	6,285,864.5	2,015,282.4	767.82				Average	

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	point89	89	6,285,811.0	2,015,197.9	764.65				Average	
	point90	90	6,285,769.5	2,015,107.0	761.71				Average	
	point91	91	6,285,740.5	2,015,011.4	759.22				Average	
	point92	92	6,285,724.5	2,014,912.8	755.89				Average	
	point93	93	6,285,721.5	2,014,812.9	754.93				Average	
	point94	94	6,285,732.0	2,014,713.5	752.85				Average	
	point95	95	6,285,755.5	2,014,616.4	750.17				Average	
	point96	96	6,285,787.0	2,014,521.5	747.96				Average	
	point97	97	6,285,819.0	2,014,426.6	746.07				Average	
	point98	98	6,285,850.5	2,014,331.8	745.05				Average	
	point99	99	6,285,882.0	2,014,236.9	744.67				Average	
	point100	100	6,285,913.5	2,014,142.0	742.44				Average	
	point101	101	6,285,942.5	2,014,046.2	740.00				Average	
	point102	102	6,285,964.5	2,013,948.8	740.00				Average	
	point103	103	6,285,980.0	2,013,850.0	737.84				Average	
	point104	104	6,285,988.0	2,013,750.2	735.03				Average	
	point105	105	6,285,989.0	2,013,650.4	735.00				Average	
	point106	106	6,285,982.5	2,013,550.5	734.39				Average	
	point107	107	6,285,969.0	2,013,451.5	731.92				Average	
	point108	108	6,285,949.0	2,013,353.6	730.00				Average	
	point109	109	6,285,921.5	2,013,257.4	729.69				Average	
	point110	110	6,285,888.0	2,013,163.2	727.54				Average	
	point111	111	6,285,853.5	2,013,069.4	727.45				Average	
	point112	112	6,285,818.5	2,012,975.6	727.11				Average	
	point113	113	6,285,785.0	2,012,884.0	725.14				Average	
	point114	114	6,285,769.0	2,012,844.8	725.10				Average	
	point115	115	6,285,733.5	2,012,773.2	724.95				Average	
	point116	116	6,285,690.0	2,012,705.9	724.58				Average	
	point117	117	6,285,640.0	2,012,643.6	724.66				Average	
	point118	118	6,285,583.5	2,012,586.9	724.75				Average	
	point119	119	6,285,521.5	2,012,536.6	724.88				Average	
	point120	120	6,285,453.5	2,012,492.6	725.00				Average	
	point121	121	6,285,397.0	2,012,463.6	725.00				Average	
	point122	122	6,285,292.0	2,012,415.0	725.68				Average	
	point123	123	6,285,201.5	2,012,372.9	725.68				Average	
	point124	124	6,285,160.5	2,012,353.9	725.51				Average	
	point125	125	6,285,089.5	2,012,317.1	725.15				Average	
	point126	126	6,285,026.5	2,012,276.9	724.77				Average	
	point127	127	6,284,947.5	2,012,215.5	724.16				Average	

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		point128	128	6,284,876.0	2,012,145.6	723.45				Average	
		point129	129	6,284,812.5	2,012,068.4	722.64				Average	
		point130	130	6,284,758.5	2,011,984.5	721.76				Average	
		point131	131	6,284,713.5	2,011,895.1	720.80				Average	
		point132	132	6,284,678.0	2,011,801.6	720.07				Average	
		point1785	1785	6,284,658.5	2,011,748.1	720.00				Average	
		point1786	1786	6,284,510.0	2,011,335.0	720.00					
Roadway120	12.0	point1912	1912	6,286,436.0	2,021,476.8	0.00				Average	
		point1913	1913	6,286,446.0	2,021,476.8	0.00					
Roadway121	12.0	point1914	1914	6,287,251.5	2,022,117.9	0.00				Average	
		point1915	1915	6,287,251.5	2,022,127.9	0.00					
Roadway123	12.0	point1918	1918	6,286,293.5	2,021,423.8	0.00				Average	
		point1919	1919	6,286,303.0	2,021,426.5	0.00					
Roadway124	12.0	point1920	1920	6,287,723.5	2,021,919.0	0.00				Average	
		point1921	1921	6,287,726.5	2,021,928.4	0.00					
Roadway125	12.0	point1922	1922	6,285,666.0	2,022,319.9	0.00				Average	
		point1923	1923	6,285,673.5	2,022,313.5	0.00					
Roadway127	12.0	point1929	1929	6,287,928.5	2,021,133.9	0.00				Average	
		point1930	1930	6,287,939.0	2,021,138.2	0.00					
Roadway128	12.0	point1931	1931	6,289,468.0	2,020,186.2	0.00				Average	
		point1932	1932	6,289,470.0	2,020,196.9	0.00					
DrSprngsRd EB - Mesa RckRd to Srvr	18.0	point1945	1945	6,285,939.0	2,015,364.8	771.00				Average	
		point8	8	6,286,002.5	2,015,418.4	773.60				Average	
		point9	9	6,286,084.5	2,015,475.5	776.40				Average	
		point10	10	6,286,173.0	2,015,521.2	779.60				Average	
		point11	11	6,286,267.5	2,015,554.8	782.30				Average	
		point12	12	6,286,365.0	2,015,575.5	785.70				Average	
		point13	13	6,286,444.5	2,015,582.6	787.50				Average	
		point14	14	6,286,479.5	2,015,583.1	788.40				Average	
		point15	15	6,286,564.5	2,015,582.1	792.10				Average	
		point16	16	6,286,664.5	2,015,581.1	794.10				Average	
		point17	17	6,286,764.5	2,015,580.0	797.30				Average	
		point18	18	6,286,864.5	2,015,579.0	800.10				Average	
		point19	19	6,286,964.5	2,015,577.9	804.20				Average	
		point20	20	6,287,064.5	2,015,576.9	805.00				Average	
		point21	21	6,287,164.5	2,015,575.8	807.90				Average	
		point22	22	6,287,264.5	2,015,574.8	809.70				Average	
		point23	23	6,287,364.5	2,015,573.6	806.80				Average	
		point24	24	6,287,464.5	2,015,572.6	804.90				Average	

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	point25	25	6,287,564.5	2,015,572.5	804.50				Average	
	point26	26	6,287,631.5	2,015,575.0	803.10				Average	
	point27	27	6,287,678.5	2,015,578.1	802.40				Average	
	point28	28	6,287,764.5	2,015,584.9	802.40				Average	
	point29	29	6,287,864.0	2,015,591.6	802.50				Average	
	point30	30	6,287,964.0	2,015,596.4	803.90				Average	
	point31	31	6,288,064.0	2,015,599.1	804.90				Average	
	point32	32	6,288,164.0	2,015,599.9	807.00				Average	
	point33	33	6,288,264.0	2,015,598.6	807.50				Average	
	point34	34	6,288,364.0	2,015,595.4	807.70				Average	
	point35	35	6,288,463.5	2,015,591.4	811.30				Average	
	point36	36	6,288,563.5	2,015,587.2	812.50				Average	
	point37	37	6,288,663.5	2,015,583.2	812.50				Average	
	point38	38	6,288,763.5	2,015,579.2	812.40				Average	
	point39	39	6,288,863.5	2,015,575.1	810.30				Average	
	point40	40	6,288,963.5	2,015,573.4	807.70				Average	
	point41	41	6,289,063.5	2,015,575.1	807.60				Average	
	point42	42	6,289,163.0	2,015,580.5	807.50				Average	
	point43	43	6,289,263.0	2,015,589.4	807.40				Average	
	point44	44	6,289,362.0	2,015,601.9	805.40				Average	
	point45	45	6,289,460.5	2,015,617.8	805.30				Average	
	point46	46	6,289,559.0	2,015,637.2	805.10				Average	
	point47	47	6,289,656.5	2,015,658.2	807.50				Average	
	point48	48	6,289,754.5	2,015,679.1	808.40				Average	
	point49	49	6,289,852.0	2,015,700.1	810.00				Average	
	point50	50	6,289,950.0	2,015,721.1	812.70				Average	
	point51	51	6,290,047.5	2,015,742.0	815.40				Average	
	point52	52	6,290,146.0	2,015,760.6	817.70				Average	
	point53	53	6,290,245.0	2,015,776.0	822.40				Average	
	point54	54	6,290,344.0	2,015,788.0	822.80				Average	
	point55	55	6,290,443.5	2,015,796.8	827.40				Average	
	point56	56	6,290,543.5	2,015,802.1	827.70				Average	
	point57	57	6,290,643.5	2,015,804.2	831.40				Average	
	point58	58	6,290,743.5	2,015,805.4	834.90				Average	
	point59	59	6,290,843.5	2,015,806.4	839.60				Average	
	point60	60	6,290,943.5	2,015,807.4	843.60				Average	
	point61	61	6,291,043.5	2,015,808.4	850.10				Average	
	point62	62	6,291,143.5	2,015,806.0	857.30				Average	
	point63	63	6,291,243.0	2,015,798.6	863.80				Average	

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		point64	64	6,291,342.5	2,015,786.2	871.30				Average	
		point65	65	6,291,441.0	2,015,769.0	877.10				Average	
		point66	66	6,291,538.5	2,015,746.8	884.90				Average	
		point67	67	6,291,634.5	2,015,719.8	892.30				Average	
		point68	68	6,291,729.5	2,015,688.6	898.80				Average	
		point69	69	6,291,824.5	2,015,657.1	906.20				Average	
		point70	70	6,291,919.5	2,015,625.5	912.60				Average	
		point71	71	6,292,014.5	2,015,594.0	919.90				Average	
		point72	72	6,292,109.5	2,015,562.6	927.10				Average	
		point73	73	6,292,206.5	2,015,539.8	933.80				Average	
		point74	74	6,292,306.0	2,015,530.1	940.80				Average	
		point75	75	6,292,406.0	2,015,533.8	948.10				Average	
		point76	76	6,292,504.5	2,015,550.6	954.90				Average	
		point77	77	6,292,599.5	2,015,580.4	962.00				Average	
		point78	78	6,292,690.5	2,015,622.6	969.00				Average	
		point79	79	6,292,774.5	2,015,676.5	975.70				Average	
		point80	80	6,292,836.0	2,015,727.4	981.20				Average	
		point81	81	6,292,888.5	2,015,780.8	986.00				Average	
		point82	82	6,292,918.5	2,015,814.4	988.80				Average	
		point83	83	6,292,985.0	2,015,889.1	994.00				Average	
		point84	84	6,293,052.5	2,015,963.2	998.20				Average	
		point85	85	6,293,122.5	2,016,034.4	1,000.20				Average	
		point86	86	6,293,196.5	2,016,101.9	1,004.90				Average	
		point87	87	6,293,281.0	2,016,172.5	1,007.00					
DrSprngsRd WB - Mesa RckRd to Srvr	18.0	point2127	2127	6,293,271.0	2,016,181.5	1,007.00				Average	
		point2129	2129	6,293,194.0	2,016,117.8	1,004.90				Average	
		point2130	2130	6,293,120.0	2,016,050.2	1,000.20				Average	
		point2131	2131	6,293,050.0	2,015,979.1	998.20				Average	
		point2132	2132	6,292,982.5	2,015,905.0	994.00				Average	
		point2133	2133	6,292,916.0	2,015,830.2	988.80				Average	
		point2134	2134	6,292,886.0	2,015,796.6	986.00				Average	
		point2135	2135	6,292,835.0	2,015,745.0	981.20				Average	
		point2136	2136	6,292,773.5	2,015,694.1	975.70				Average	
		point2137	2137	6,292,689.5	2,015,640.2	969.00				Average	
		point2138	2138	6,292,598.5	2,015,598.0	962.00				Average	
		point2139	2139	6,292,503.5	2,015,568.2	954.90				Average	
		point2140	2140	6,292,405.0	2,015,551.4	948.10				Average	
		point2141	2141	6,292,305.0	2,015,547.8	940.80				Average	
		point2142	2142	6,292,205.5	2,015,557.4	933.80				Average	

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		point2143	2143	6,292,108.5	2,015,580.2	927.10				Average	
		point2144	2144	6,292,013.5	2,015,611.6	919.90				Average	
		point2145	2145	6,291,918.5	2,015,643.1	912.60				Average	
		point2146	2146	6,291,823.5	2,015,674.8	906.20				Average	
		point2147	2147	6,291,728.5	2,015,706.2	898.80				Average	
		point2148	2148	6,291,633.5	2,015,737.4	892.30				Average	
		point2149	2149	6,291,537.5	2,015,764.4	884.90				Average	
		point2150	2150	6,291,440.0	2,015,786.6	877.10				Average	
		point2151	2151	6,291,341.5	2,015,803.9	871.30				Average	
		point2152	2152	6,291,242.0	2,015,816.2	863.80				Average	
		point2153	2153	6,291,142.5	2,015,823.6	857.30				Average	
		point2154	2154	6,291,042.5	2,015,826.0	850.10				Average	
		point2155	2155	6,290,942.5	2,015,825.0	843.60				Average	
		point2156	2156	6,290,842.5	2,015,824.0	839.60				Average	
		point2157	2157	6,290,742.5	2,015,823.0	834.90				Average	
		point2158	2158	6,290,642.5	2,015,821.9	831.40				Average	
		point2159	2159	6,290,542.5	2,015,819.8	827.70				Average	
		point2160	2160	6,290,442.5	2,015,814.4	827.40				Average	
		point2161	2161	6,290,343.0	2,015,805.6	822.80				Average	
		point2162	2162	6,290,244.0	2,015,793.6	822.40				Average	
		point2163	2163	6,290,146.5	2,015,777.0	817.70				Average	
		point2164	2164	6,290,046.5	2,015,759.6	815.40				Average	
		point2165	2165	6,289,949.0	2,015,738.8	812.70				Average	
		point2166	2166	6,289,851.0	2,015,717.8	810.00				Average	
		point2167	2167	6,289,753.5	2,015,696.8	808.40				Average	
		point2168	2168	6,289,655.5	2,015,675.9	807.50				Average	
		point2169	2169	6,289,558.0	2,015,654.9	805.10				Average	
		point2170	2170	6,289,459.5	2,015,635.4	805.30				Average	
		point2171	2171	6,289,361.0	2,015,619.5	805.40				Average	
		point2172	2172	6,289,262.0	2,015,607.0	807.40				Average	
		point2173	2173	6,289,162.0	2,015,598.1	807.50				Average	
		point2174	2174	6,289,062.5	2,015,592.8	807.60				Average	
		point2175	2175	6,288,962.5	2,015,591.0	807.70				Average	
		point2176	2176	6,288,862.5	2,015,592.8	810.30				Average	
		point2177	2177	6,288,762.5	2,015,596.9	812.40				Average	
		point2178	2178	6,288,662.5	2,015,600.9	812.50				Average	
		point2179	2179	6,288,562.5	2,015,604.9	812.50				Average	
		point2180	2180	6,288,462.5	2,015,609.0	811.30				Average	
		point2181	2181	6,288,363.0	2,015,613.0	807.70				Average	

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		point2182	2182	6,288,263.0	2,015,616.2	807.50				Average	
		point2183	2183	6,288,163.0	2,015,617.5	807.00				Average	
		point2184	2184	6,288,063.0	2,015,616.8	804.90				Average	
		point2185	2185	6,287,963.0	2,015,614.0	803.90				Average	
		point2186	2186	6,287,863.0	2,015,609.2	802.50				Average	
		point2187	2187	6,287,763.5	2,015,602.5	802.40				Average	
		point2188	2188	6,287,677.5	2,015,595.8	802.40				Average	
		point2189	2189	6,287,630.5	2,015,592.6	803.10				Average	
		point2190	2190	6,287,563.5	2,015,590.1	804.50				Average	
		point2191	2191	6,287,463.5	2,015,590.2	804.90				Average	
		point2192	2192	6,287,362.5	2,015,591.8	806.80				Average	
		point2193	2193	6,287,262.5	2,015,592.9	809.70				Average	
		point2194	2194	6,287,162.5	2,015,593.9	807.90				Average	
		point2195	2195	6,287,062.5	2,015,595.0	805.00				Average	
		point2196	2196	6,286,962.5	2,015,596.0	804.20				Average	
		point2197	2197	6,286,862.5	2,015,597.1	800.10				Average	
		point2198	2198	6,286,662.5	2,015,599.2	794.10				Average	
		point2199	2199	6,286,562.5	2,015,600.2	792.10				Average	
		point2200	2200	6,286,477.5	2,015,601.2	788.40				Average	
		point2201	2201	6,286,442.5	2,015,600.8	787.50				Average	
		point2202	2202	6,286,363.0	2,015,593.6	785.70				Average	
		point2203	2203	6,286,265.5	2,015,572.9	782.30				Average	
		point2204	2204	6,286,171.0	2,015,539.4	779.60				Average	
		point2205	2205	6,286,082.5	2,015,493.6	776.40				Average	
		point2206	2206	6,286,000.5	2,015,436.5	773.60				Average	
		point2207	2207	6,285,932.5	2,015,366.6	771.00					
DrSpngsRd EB- MesaRockRd to I15	40.0	point2209	2209	6,293,282.0	2,016,173.9	1,007.00				Average	
		point2214	2214	6,293,365.0	2,016,236.8	1,010.60				Average	
		point2213	2213	6,293,418.0	2,016,274.5	1,012.80				Average	
		point2212	2212	6,293,459.5	2,016,305.2	1,014.30				Average	
		point2211	2211	6,293,533.5	2,016,353.8	1,016.30				Average	
		point2210	2210	6,293,609.0	2,016,403.9	1,020.00				Average	
		point2208	2208	6,293,671.5	2,016,441.6	1,019.80					
Twin Oaks Valley Rd Cassou to La Cien	30.0	point2215	2215	6,284,252.0	2,010,562.1	720.00				Average	
		point2216	2216	6,283,587.0	2,008,693.8	680.00					
Twin Oaks Valley Rd La Cien to WindyW	30.0	point2217	2217	6,283,587.0	2,008,693.8	680.00				Average	
		point2218	2218	6,283,587.0	2,001,355.8	609.00					
Twin Oaks Valley Rd WindyWy to Borde	80.0	point2219	2219	6,283,587.0	2,001,355.8	609.00				Average	
		point2220	2220	6,283,594.0	2,000,600.0	609.00					

INPUT: ROADWAYS

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Twin Oaks Valley Rd Borden to Mission	80.0	point2221	2221	6,283,594.0	2,000,600.0	609.00				Average	
		point2222	2222	6,283,594.0	1,997,913.1	586.00					

INPUT: TRAFFIC FOR LAeq1h Percentages

PN 7608

Dudek													
M Greene													
INPUT: TRAFFIC FOR LAeq1h Percentages													
PROJECT/CONTRACT:	PN 7608												
RUN:	Newland Sierra Future no Project 0317												
Roadway	Points												
Name	Name	No.	Segment										
			Total	Autos		MTrucks		HTrucks		Buses		Motorcycles	
			Volume	P	S	P	S	P	S	P	S	P	S
			veh/hr	%	mph	%	mph	%	mph	%	mph	%	mph
Camino Mayor	point642	642	7	97	35	2	35	1	35	0	0	0	0
	point643	643	7	97	35	2	35	1	35	0	0	0	0
	point644	644	7	97	35	2	35	1	35	0	0	0	0
	point645	645	7	97	35	2	35	1	35	0	0	0	0
	point646	646	7	97	35	2	35	1	35	0	0	0	0
	point648	648	7	97	35	2	35	1	35	0	0	0	0
	point649	649	7	97	35	2	35	1	35	0	0	0	0
	point650	650	7	97	35	2	35	1	35	0	0	0	0
	point651	651	7	97	35	2	35	1	35	0	0	0	0
	point652	652	7	97	35	2	35	1	35	0	0	0	0
	point653	653	7	97	35	2	35	1	35	0	0	0	0
	point655	655	7	97	35	2	35	1	35	0	0	0	0
	point656	656	7	97	35	2	35	1	35	0	0	0	0
	point657	657	7	97	35	2	35	1	35	0	0	0	0
	point659	659	7	97	35	2	35	1	35	0	0	0	0
	point660	660	7	97	35	2	35	1	35	0	0	0	0
	point661	661	7	97	35	2	35	1	35	0	0	0	0
	point662	662	7	97	35	2	35	1	35	0	0	0	0
	point663	663	7	97	35	2	35	1	35	0	0	0	0
	point665	665	7	97	35	2	35	1	35	0	0	0	0
	point666	666	7	97	35	2	35	1	35	0	0	0	0
	point668	668	7	97	35	2	35	1	35	0	0	0	0
	point669	669	7	97	35	2	35	1	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages
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	point671	671	7	97	35	2	35	1	35	0	0	0	0
	point672	672	7	97	35	2	35	1	35	0	0	0	0
	point673	673	7	97	35	2	35	1	35	0	0	0	0
	point674	674	7	97	35	2	35	1	35	0	0	0	0
	point677	677	7	97	35	2	35	1	35	0	0	0	0
	point678	678	7	97	35	2	35	1	35	0	0	0	0
	point679	679	7	97	35	2	35	1	35	0	0	0	0
	point680	680	7	97	35	2	35	1	35	0	0	0	0
	point681	681	7	97	35	2	35	1	35	0	0	0	0
	point682	682	7	97	35	2	35	1	35	0	0	0	0
	point683	683	7	97	35	2	35	1	35	0	0	0	0
	point684	684	7	97	35	2	35	1	35	0	0	0	0
	point685	685	7	97	35	2	35	1	35	0	0	0	0
	point688	688	7	97	35	2	35	1	35	0	0	0	0
	point689	689	7	97	35	2	35	1	35	0	0	0	0
	point691	691	7	97	35	2	35	1	35	0	0	0	0
	point692	692	7	97	35	2	35	1	35	0	0	0	0
	point695	695	7	97	35	2	35	1	35	0	0	0	0
	point696	696	7	97	35	2	35	1	35	0	0	0	0
	point697	697	7	97	35	2	35	1	35	0	0	0	0
	point698	698	7	97	35	2	35	1	35	0	0	0	0
	point699	699	7	97	35	2	35	1	35	0	0	0	0
	point700	700	7	97	35	2	35	1	35	0	0	0	0
	point701	701	7	97	35	2	35	1	35	0	0	0	0
	point702	702	7	97	35	2	35	1	35	0	0	0	0
	point703	703	7	97	35	2	35	1	35	0	0	0	0
	point704	704	7	97	35	2	35	1	35	0	0	0	0
	point705	705	7	97	35	2	35	1	35	0	0	0	0
	point706	706	7	97	35	2	35	1	35	0	0	0	0
	point707	707	7	97	35	2	35	1	35	0	0	0	0
	point708	708	7	97	35	2	35	1	35	0	0	0	0
	point712	712	7	97	35	2	35	1	35	0	0	0	0
	point713	713	7	97	35	2	35	1	35	0	0	0	0
	point714	714	7	97	35	2	35	1	35	0	0	0	0
	point716	716	7	97	35	2	35	1	35	0	0	0	0
	point718	718	7	97	35	2	35	1	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages
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	point719	719	7	97	35	2	35	1	35	0	0	0	0
	point720	720	7	97	35	2	35	1	35	0	0	0	0
	point722	722	7	97	35	2	35	1	35	0	0	0	0
	point723	723	7	97	35	2	35	1	35	0	0	0	0
	point726	726	7	97	35	2	35	1	35	0	0	0	0
	point727	727	7	97	35	2	35	1	35	0	0	0	0
	point728	728	7	97	35	2	35	1	35	0	0	0	0
	point729	729	7	97	35	2	35	1	35	0	0	0	0
	point730	730	7	97	35	2	35	1	35	0	0	0	0
	point731	731	7	97	35	2	35	1	35	0	0	0	0
	point734	734	7	97	35	2	35	1	35	0	0	0	0
	point736	736											
Roadway2-2	point1655	1655	0	0	0	0	0	0	0	0	0	0	0
	point346	346											
Roadway62-2	point1777	1777	0	0	0	0	0	0	0	0	0	0	0
	point1669	1669	0	0	0	0	0	0	0	0	0	0	0
	point1668	1668											
Buena Creek Rd	point1788	1788	2730	96	50	1	50	3	50	0	0	0	0
	point1789	1789	2730	96	50	1	50	3	50	0	0	0	0
	point1790	1790											
DrSpngsRd WB- MesaRockRd to I15	point1	1	2615	96	55	1	55	3	55	0	0	0	0
	point2	2	2615	96	55	1	55	3	55	0	0	0	0
	point3	3	2615	96	55	1	55	3	55	0	0	0	0
	point4	4	2615	96	55	1	55	3	55	0	0	0	0
	point5	5	2615	96	55	1	55	3	55	0	0	0	0
	point6	6	2615	96	55	7	55	3	55	0	0	0	0
	point7	7											
Twin Oaks Valley RdS. of Buena CrkRd	point1817	1817	1856	96	45	1	45	3	45	0	0	0	0
	point1818	1818											
I-15 SB	point1833	1833	8994	87	65	4	65	9	65	0	0	0	0
	point1834	1834	8994	87	65	4	65	9	65	0	0	0	0
	point1835	1835	8994	87	65	4	65	9	65	0	0	0	0
	point1838	1838	8994	87	65	4	65	9	65	0	0	0	0
	point1847	1847	8994	87	65	4	65	9	65	0	0	0	0
	point1848	1848	8994	87	65	4	65	9	65	0	0	0	0
	point1849	1849	8994	87	65	4	65	9	65	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages
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	point1850	1850	8994	87	65	4	65	9	65	0	0	0	0
	point1851	1851	8994	87	65	4	65	9	65	0	0	0	0
	point1852	1852											
I-15 NB	point1853	1853	8994	87	65	4	65	9	65	0	0	0	0
	point1854	1854	8994	87	65	4	65	9	65	0	0	0	0
	point1855	1855	8994	87	65	4	65	9	65	0	0	0	0
	point1856	1856	8994	87	65	4	65	9	65	0	0	0	0
	point1857	1857	8994	87	65	4	65	9	65	0	0	0	0
	point1858	1858	8994	87	65	4	65	9	65	0	0	0	0
	point1859	1859	8994	87	65	4	65	9	65	0	0	0	0
	point1864	1864	8994	87	65	4	65	9	65	0	0	0	0
	point1869	1869	8994	87	65	4	65	9	65	0	0	0	0
	point1866	1866											
Roadway97	point1870	1870	0	0	0	0	0	0	0	0	0	0	0
	point1871	1871	0	0	0	0	0	0	0	0	0	0	0
	point1872	1872											
Roadway98	point1873	1873	0	0	0	0	0	0	0	0	0	0	0
	point1874	1874	0	0	0	0	0	0	0	0	0	0	0
	point1875	1875											
Roadway99	point1876	1876	0	0	0	0	0	0	0	0	0	0	0
	point1880	1880	0	0	0	0	0	0	0	0	0	0	0
	point1878	1878											
Roadway100	point1881	1881	0	0	0	0	0	0	0	0	0	0	0
	point1883	1883	0	0	0	0	0	0	0	0	0	0	0
	point1882	1882											
Roadway101	point1884	1884	0	0	0	0	0	0	0	0	0	0	0
	point1901	1901	0	0	0	0	0	0	0	0	0	0	0
	point1885	1885											
Sarver Lane	point1893	1893	70	97	25	2	25	1	25	0	0	0	0
	point1735	1735	70	97	25	2	25	1	25	0	0	0	0
	point1734	1734	70	97	25	2	25	1	25	0	0	0	0
	point1733	1733	70	97	25	2	25	1	25	0	0	0	0
	point1732	1732	70	97	25	2	25	1	25	0	0	0	0
	point1731	1731	70	97	25	2	25	1	25	0	0	0	0
	point1730	1730	70	97	25	2	25	1	25	0	0	0	0
	point1729	1729	70	97	25	2	25	1	25	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages
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	point1727	1727	70	97	25	2	25	1	25	0	0	0	0
	point1726	1726	70	97	25	2	25	1	25	0	0	0	0
	point1725	1725	70	97	25	2	25	1	25	0	0	0	0
	point1724	1724	70	97	25	2	25	1	25	0	0	0	0
	point1723	1723	70	97	25	2	25	1	25	0	0	0	0
	point1722	1722	70	97	25	2	25	1	25	0	0	0	0
	point1720	1720	70	97	25	2	25	1	25	0	0	0	0
	point1719	1719	70	97	25	2	25	1	25	0	0	0	0
	point1718	1718	70	97	25	2	25	1	25	0	0	0	0
	point1717	1717	70	97	25	2	25	1	25	0	0	0	0
	point1716	1716	70	97	25	2	25	1	25	0	0	0	0
	point1715	1715	70	97	25	2	25	1	25	0	0	0	0
	point1714	1714	70	97	25	2	25	1	25	0	0	0	0
	point1713	1713	70	97	25	2	25	1	25	0	0	0	0
	point1712	1712	70	97	25	2	25	1	25	0	0	0	0
	point1709	1709	70	97	25	2	25	1	25	0	0	0	0
	point1708	1708	70	97	25	2	25	1	25	0	0	0	0
	point1707	1707	70	97	25	2	25	1	25	0	0	0	0
	point1706	1706	70	97	25	2	25	1	25	0	0	0	0
	point1705	1705	70	97	25	2	25	1	25	0	0	0	0
	point1704	1704	70	97	25	2	25	1	25	0	0	0	0
	point1701	1701	70	97	25	2	25	1	25	0	0	0	0
	point1700	1700	70	97	25	2	25	1	25	0	0	0	0
	point1699	1699	70	97	25	2	25	1	25	0	0	0	0
	point1698	1698	70	97	25	2	25	1	25	0	0	0	0
	point1697	1697	70	97	25	2	25	1	25	0	0	0	0
	point1696	1696	70	97	25	2	25	1	25	0	0	0	0
	point1694	1694	70	97	25	2	25	1	25	0	0	0	0
	point1693	1693	70	97	25	2	25	1	25	0	0	0	0
	point1692	1692	70	97	25	2	25	1	25	0	0	0	0
	point1691	1691	70	97	25	2	25	1	25	0	0	0	0
	point1690	1690	70	97	25	2	25	1	25	0	0	0	0
	point1689	1689	70	97	25	2	25	1	25	0	0	0	0
	point1688	1688	70	97	25	2	25	1	25	0	0	0	0
	point1687	1687	70	97	25	2	25	1	25	0	0	0	0
	point1686	1686	70	97	25	2	25	1	25	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages
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	point1683	1683	70	97	25	2	25	1	25	0	0	0	0
	point1682	1682	70	97	25	2	25	1	25	0	0	0	0
	point1681	1681	70	97	25	2	25	1	25	0	0	0	0
	point1680	1680	70	97	25	2	25	1	25	0	0	0	0
	point1679	1679	70	97	25	2	25	1	25	0	0	0	0
	point1678	1678	70	97	25	2	25	1	25	0	0	0	0
	point1675	1675	70	97	25	2	25	1	25	0	0	0	0
	point1674	1674	70	97	25	2	25	1	25	0	0	0	0
	point1673	1673	70	97	25	2	25	1	25	0	0	0	0
	point1672	1672	70	97	25	2	25	1	25	0	0	0	0
	point1774	1774	70	97	25	2	25	1	25	0	0	0	0
	point1776	1776											
Deer Springs Road- S of Sarver Ln	point1898	1898	3760	96	55	1	55	3	55	0	0	0	0
	point88	88	3760	96	55	1	55	3	55	0	0	0	0
	point89	89	3760	96	55	1	55	3	55	0	0	0	0
	point90	90	3760	96	55	1	55	3	55	0	0	0	0
	point91	91	3760	96	55	1	55	3	55	0	0	0	0
	point92	92	3760	96	55	1	55	3	55	0	0	0	0
	point93	93	3760	96	55	1	55	3	55	0	0	0	0
	point94	94	3760	96	55	1	55	3	55	0	0	0	0
	point95	95	3760	96	55	1	55	3	55	0	0	0	0
	point96	96	3760	96	55	1	55	3	55	0	0	0	0
	point97	97	3760	96	55	1	55	3	55	0	0	0	0
	point98	98	3760	96	55	1	55	3	55	0	0	0	0
	point99	99	3760	96	55	1	55	3	55	0	0	0	0
	point100	100	3760	96	55	1	55	3	55	0	0	0	0
	point101	101	3760	96	55	1	55	3	55	0	0	0	0
	point102	102	3760	96	55	1	55	3	55	0	0	0	0
	point103	103	3760	96	55	1	55	3	55	0	0	0	0
	point104	104	3760	96	55	1	55	3	55	0	0	0	0
	point105	105	3760	96	55	1	55	3	55	0	0	0	0
	point106	106	3760	96	55	1	55	3	55	0	0	0	0
	point107	107	3760	96	55	1	55	3	55	0	0	0	0
	point108	108	3760	96	55	1	55	3	55	0	0	0	0
	point109	109	3760	96	55	1	55	3	55	0	0	0	0
	point110	110	3760	96	55	1	55	3	55	0	0	0	0