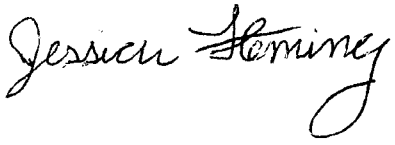
# Noise Technical Report for The Glen at Scripps Ranch Project, San Diego, California Project #264823

Prepared for

Continuing Life Communities
1940 Levante Street
Carlsbad, CA 92009
Contact: David Harbour

Prepared by

RECON Environmental, Inc.
1927 Fifth Avenue
San Diego, CA 92101-2358
P 619.308.9333 F 619.308.9334
RECON Number 6054
March 25, 2015



Jessica Fleming, Acoustical Analyst

*THIS PAGE IS INTENTIONALLY BLANK.*

# TABLE OF CONTENTS

# TABLE OF CONTENTS (cont.)



## FIGURES



## TABLES



## ATTACHMENTS

# 1.0 Summary

The proposed Glen at Scripps Ranch project would construct a continuing care retirement community consisting of 288 apartment style units, 48 garden terrace units, 64 villa units, 50 acute assisted living units (16 of which are memory care units), and 60 skilled nursing beds on a 53-acre site located at 10455 Pomerado Road within the Scripps Miramar Ranch Community Plan area in the city of San Diego, California.

This report discusses potential noise impacts from future vehicle traffic on Pomerado Road, aircraft operations from Marine Corps Air Station (MCAS) Miramar, and construction noise impacts to adjacent residential receivers. Measures are indicated as needed to ensure compliance with the City of San Diego's (City) noise standards.

## 1.1 Traffic Noise

As indicated below, exterior vehicle traffic noise levels are projected to be less than 65-decibels (dB) community noise equivalent level (CNEL) across the entire project site. Additionally, noise levels are projected to be less than 60 CNEL at all proposed buildings. Standard construction would result in interior noise levels that are less than 45 CNEL. Exterior and interior traffic noise impacts would be less than significant.

## 1.2 Aircraft Noise

The project lies approximately half a mile outside of the 60CNEL MCAS Miramar noise contour. It is not anticipated that aircraft operations would result in significant noise or vibration at the project site.

## 1.3 Stationary Noise

Heating, ventilation, and air conditioning equipment could be a primary noise source associated with the project. Mechanical equipment is typically shielded from direct public exposure and usually housed on rooftops, within equipment rooms, or within exterior enclosures. Noise levels due to operation of mechanical equipment were calculated at the property lines. As demonstrated, noise levels are not anticipated to exceed the applicable Noise Abatement and Control Ordinance limits. Impacts would be less than significant.

## 1.4 Construction Noise

Construction noise levels are not anticipated to exceed 75 A-weighted average sound level (dB(A) $L_{eq}$) at the nearest residential uses. Therefore, construction noise impacts would be less than significant.

## 1.5 Ground-borne Vibration/Noise

The project does not propose any uses that would generate ground-borne vibration or noise. Project construction would not require pile driving. Ground-borne vibration impacts would be less than significant.

# 2.0 Introduction

The proposed project is located at 10455 Pomerado Road in the city of San Diego, California. A portion of the 53-acre site currently contains a baseball field. A majority of the site is undeveloped open space. The proposed project would construct 400 non-acute assisted living units, 50 acute assisted living units (16 of which are memory care units), and 60 skilled nursing beds.

Figure 1 shows the regional location of the proposed project. Figure 2 shows an aerial photograph of the project area and vicinity. Figure 3 shows the proposed site plan. The 400 non-acute assisted living units include 64 villa units, 48 garden terrace units, and 288 apartment style units as shown in Figure 3. The 50 acute assisted living units and the 60 skilled nursing beds would be located within the Health Center Building. The proposed project would also include a facilities building and a common building consisting of learning centers, lecture hall, library, auditorium, fine dining, fine arts facilities, tennis court, gardens, fitness center, and pool.

This report analyzes transportation noise impacts to the proposed uses as well as noise impacts to neighboring residential uses from construction activity. Impacts are assessed in accordance with the guidelines, policies, and standards established by the City. Measures are recommended, as required, to reduce significant impacts to noise-sensitive areas.


Project Location

FIGURE 1

Regional Location

RECON

M:\JOBS4\6054\common_gis\fig1.mxd 11/3/2010

Image Source: Copyright 2011, Aerials Express, All Rights Reserved (flown March 2010)


FIGURE 2

Aerial Photograph of Project Vicinity and Noise Measurement Locations

RECON

M:\JOBS4\6054\common_gis\fig2_nos.mxd 8/20/2012 sab

Image Source: Copyright 2011, Aerials Express, All Rights Reserved (flown March 2010)


0 Feet 300

Project Boundary

FIGURE 3

Site Plan

RECON

M:\JOBS4\6054\common_gis\fig3_nos.mxd 7/18/2014 ccn

# 2.1 Applicable Standards and Definitions of Terms

## 2.1.1 Fundamentals of Traffic Noise and Noise Descriptors

The actual impact of noise is not a function of loudness alone. The time of day which noise occurs and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. The noise descriptors used for this study are the 1-hour average-equivalent noise level ($L_{eq}$) and the CNEL.

The hourly equivalent sound level ($L_{eq}$) is the average A-weighted decibel [dB(A)] sound level over a one-hour period. The CNEL is a 24-hour A-weighted average sound level [dB(A) $L_{eq}$] from midnight to midnight obtained after the addition of 5 decibels (dB) to sound levels occurring between 7:00 P.M. and 10:00 P.M., and 10 dB to sound levels occurring between 10:00 P.M. and 7:00 A.M. A-weighting is a frequency correction that often correlates well with the subjective response of humans to noise. Adding 5 dB and 10 dB to the evening and nighttime hours, respectively, accounts for the added sensitivity of humans to noise during these time periods.

Sound from a small localized source (approximating a “point” source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level decreases or drops off at a rate of 6 dB(A) for each doubling of the distance.

However, traffic noise is not a single, stationary point source of sound. The movement of vehicles makes the source of the sound appear to emanate from a line (line source) rather than a point when viewed over some time interval. The drop-off rate for a line source is 3 dB(A) for each doubling of distance.

Change in noise levels is perceived as follows: 3 dB(A) barely perceptible, 5 dB(A) readily perceptible, and 10 dB(A) perceived as a doubling or halving of noise (Bolt, Beranek, and Newman 1973:1-20; Beranek 1988:598-599).

Impacts to future sensitive receivers were evaluated in relation to the noise level standards promulgated in the City General Plan (2008), the City Planning Department’s Significance Determination Thresholds for the California Environmental Quality Act (2011), and the City Noise Abatement and Control Ordinance.

## 2.1.2 Standards Applicable to Traffic Noise

**City of San Diego.** The City's exterior noise level standard for senior living use is 65 CNEL. Noise-sensitive residential interior spaces have an interior standard of 45 CNEL. The noise section of the City of Planning Department's Significance Determination Thresholds for the California Environmental Quality Act (2011) indicates that for convalescent homes, exterior noise levels would be considered significant if future projected traffic would result in noise levels exceeding 65 dB(A) CNEL at exterior usable areas or interior noise levels exceeding 45 CNEL.

The City assumes that standard construction techniques will provide a 15dB reduction of exterior noise levels to an interior receiver. With these criteria, standard construction could be assumed to result in interior noise levels of 45 CNEL or less when exterior sources are 60 CNEL or less. When exterior noise levels are greater than 60 CNEL, consideration of specific construction techniques is required.

## 2.1.3 Standards Applicable to Stationary Noise

The Noise Abatement and Control Ordinance specifies maximum one-hour average sound level limits at the boundary of a property. These maximum one-hour sound level limits are the maximum noise levels allowed at any point on or beyond the property boundaries due to activities occurring on the property. Where two or more zones adjoin, the sound level limit is the arithmetic mean of the respective limits for the two zones. Table 1 shows the exterior noise limits specified in the City's Noise Control Ordinance.

**TABLE 1**
**EXTERIOR NOISE LIMITS**

| | Noise Level [dB(A)] | | |
|---|---|---|---|
| Receiving Land Use Category | 7:00 A.M. to 7:00 P.M. | 7:00 P.M. to 10:00 P.M. | 10:00 P.M. to 7:00 A.M. |
| Single Dwelling Unit Residential | 50 | 45 | 40 |
| Multi-dwelling Unit Residential (up to a maximum density of 1 dwelling unit/2000 square feet) | 55 | 50 | 45 |
| All Other Residential | 60 | 55 | 50 |
| Commercial | 65 | 60 | 60 |
| Industrial or Agricultural | 75 | 75 | 75 |

### 2.1.4 Standards Applicable to Construction Noise

Section 59.5.0404 of the City's Noise Abatement and Control Ordinance states that:

> A. It shall be unlawful for any person, between the hours of 7:00 P.M. of any day and 7:00 A.M. of the following day, or on legal holidays as specified in Section 21.04 of the San Diego Municipal Code, with exception of Columbus Day and Washington's Birthday, or on Sundays, to erect, construct, demolish, excavate for, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise. . . .
>
> B. . . . it shall be unlawful for any person, including the City of San Diego, to conduct any construction activity so as to cause, at or beyond the property lines of any property zoned residential, an average sound level greater than 75 decibels during the 12-hour period from 7:00 A.M. to 7:00 P.M.

## 2.2 Existing Noise Level Measurements

Existing noise levels at the project site were measured on July 18, 2012 using one Larson-Davis Model 820 Type 1 Integrating Sound Level Meter, serial number 1824. The following parameters were used:

| | |
|---|---|
| Filter: | A-weighted |
| Response: | Fast |
| Time History Period: | 5 seconds |

The meter was calibrated before the day's measurements. Three ground-floor measurements (5 feet above the ground) were taken.

## 2.3 Traffic Noise Analysis

### 2.3.1 Traffic Parameters

Existing and future (year 2030) traffic volumes on Pomerado Road were obtained from the Traffic Impact Analysis prepared for the proposed project (Urban Systems Associates, Inc. 2012).

Pomerado Road is currently a two-lane collector roadway with a painted median. The existing average daily traffic (ADT) volume on Pomerado Road adjacent to the project site is 22,199 ADT, and the future year 2030 plus project traffic volume is 29,504 ADT. The posted

speed is 45 miles per hour (mph). The current traffic mix is 97.9 percent cars, 0.9 percent motorcycles, 0.3 percent buses, 0.6 percent medium trucks, and 0.3 percent heavy trucks based on field traffic counts.

Table 2 summarizes the future traffic parameters used in this analysis.

**TABLE 2**
**EXISTING AND YEAR 2030 ROADWAY TRAFFIC PARAMETERS**

| Roadway | Existing Volume (ADT) | 2030 Volume (ADT) | Traffic Mix[1] (Percent) | | | | | Speed (mph) |
|---|---|---|---|---|---|---|---|---|
| | | | Cars | Motor-cycles | Buses | Medium Trucks | Heavy Trucks | |
| Pomerado Road | 22,199 | 29,504 | 97.9 | 0.9 | 0.3 | 0.6 | 0.3 | 45 |

[1]Traffic mix is based on field traffic counts.

The day, evening, and nighttime traffic distribution for all roadways was assumed to be 77 percent daytime traffic, 10 percent evening traffic, and 13 percent nighttime traffic. With these assumptions, the CNEL is approximately 2 dB above the average daytime hourly equivalent noise level.

## 2.3.2 Analysis of Traffic Noise

Noise generated by future traffic was modeled using the Federal Highway Administration Traffic Noise Model (TNM) Version 2.5. The TNM program calculates noise levels at selected receiver locations using input parameter estimates such as projected hourly average traffic rates; vehicle mix, distribution, and speed; roadway lengths and gradients; distances between sources, barriers, and receivers; and shielding provided by intervening terrain, barriers, and structures.

Locations and elevations of the project site and adjacent properties and roadways were obtained from computer-aided design files. Receivers, roadways, and barriers are input into the TNM model using three-dimensional coordinates.

The TNM model allows the user to choose from a number of ground conditions. “Pavement” ground conditions were assumed for the analysis of future conditions, since a large portion of the site would be paved. The average annual temperature in the project area is 62 degrees Fahrenheit. The average relative humidity was assumed to be 69 percent based on the yearly average humidity at Lindbergh Field (Western Regional Climate Center 2012).

Exterior traffic noise levels to first-floor receivers were calculated. Calculations were completed for a daytime hour, and the resulting hourly $L_{eq}$s were weighted and combined into CNEL values. Projected CNEL values based on the traffic distributions used here are approximately 2 dB higher than the daytime hourly $L_{eq}$ calculated by TNM, as previously indicated.

# 3.0 Existing Conditions

As shown in Figure 2, a majority of the project site is currently undeveloped open space covered in vegetation and eucalyptus woodland. Additionally, a baseball field is located at the western property boundary. Elevations on this study area range from 560 to 792 feet above mean sea level. Residential development is located to the north and northwest, Alliant International University is located to the west, and the Chabad Educational Center headquarters is located to the east of the project site. Marine Corps Air Station (MCAS) Miramar is located to the south of the project site.

## 3.1 Existing Noise Level Measurements

Noise measurements were taken on the project site on Wednesday, July 18, 2012 to obtain existing ambient noise levels. The weather was warm and sunny with a slight breeze. A total of three 15-minute measurements were made on the project site as described below. The primary source of on-site noise was due to traffic on Pomerado Road. The locations of the measurements are shown on Figure 2, and the noise measurement data are contained in Attachment 1.

Measurement 1 was located at the northeast corner of the project site at 35 feet from the centerline of Pomerado Road. The main noise source at this location was vehicle traffic noise on Pomerado Road. The measurement was also located adjacent to Chabad Center Driveway; however, only one vehicle used this roadway during the measurement period and had a minor influence on the measurement. During the measurement period, traffic was moving freely on Pomerado Road at approximately 45 mph. Traffic volumes were counted and the results are shown in Table 3. The average measured noise level during Measurement 1 was 71.4 dB(A) $L_{eq}$.

**TABLE 3**
**15-MINUTE TRAFFIC COUNTS**

| | Cars | Motorcycles | Buses | Medium Trucks | Heavy Trucks |
|---|---|---|---|---|---|
| Eastbound Pomerado | 171 | 2 | 0 | 1 | 1 |
| Westbound Pomerado | 163 | 1 | 1 | 1 | 0 |
| **TOTAL** | **334** | **3** | **1** | **2** | **1** |

Measurement 2 was taken at the western project boundary adjacent to the existing baseball field. Pomerado Road was audible from the measurement location and was the main source of noise during the measurement period. The average measured noise level during Measurement 2 was 48.8 dB(A) $L_{eq}$.

Measurement 3 was taken east of Measurement 2 at the southern project boundary on a dirt trail. As with Measurement 2, Pomerado Road was audible at Measurement 3. Additionally, military aircraft taking off at MCAS Miramar could be heard. Vehicle traffic on Pomerado Road and aircraft operations at MCAS Miramar were the main noise sources during the measurement period. The average measured noise level during Measurement 3 was 51.0 dB(A) $L_{eq}$.

To determine whether or not the computer-modeled parameters to be used were reasonable, the TNM model was run using the existing traffic volumes for Pomerado Road and the mix data indicated in Table 1 for Measurement 1. Because the measurement was located adjacent to the roadway, pavement ground conditions were used for modeling the noise measurement location.

Table 4 shows the measured noise level compared with the modeled noise level using the existing counted traffic volumes and an average speed of 45 mph. This speed is consistent with the posted speed as well as the speeds observed in the field. The model output should be close to the same level as the measured value if the model is accurately representing the existing physical conditions. From Table 4, it can be seen that the modeled parameters result in good agreement between the measured and modeled noise levels. TNM input and output data for modeling the measured conditions are provided in Attachment 2.

**TABLE 4**
**COMPARISON OF MEASURED AND MODELED NOISE LEVELS**
**[dB(A) $L_{eq}$]**

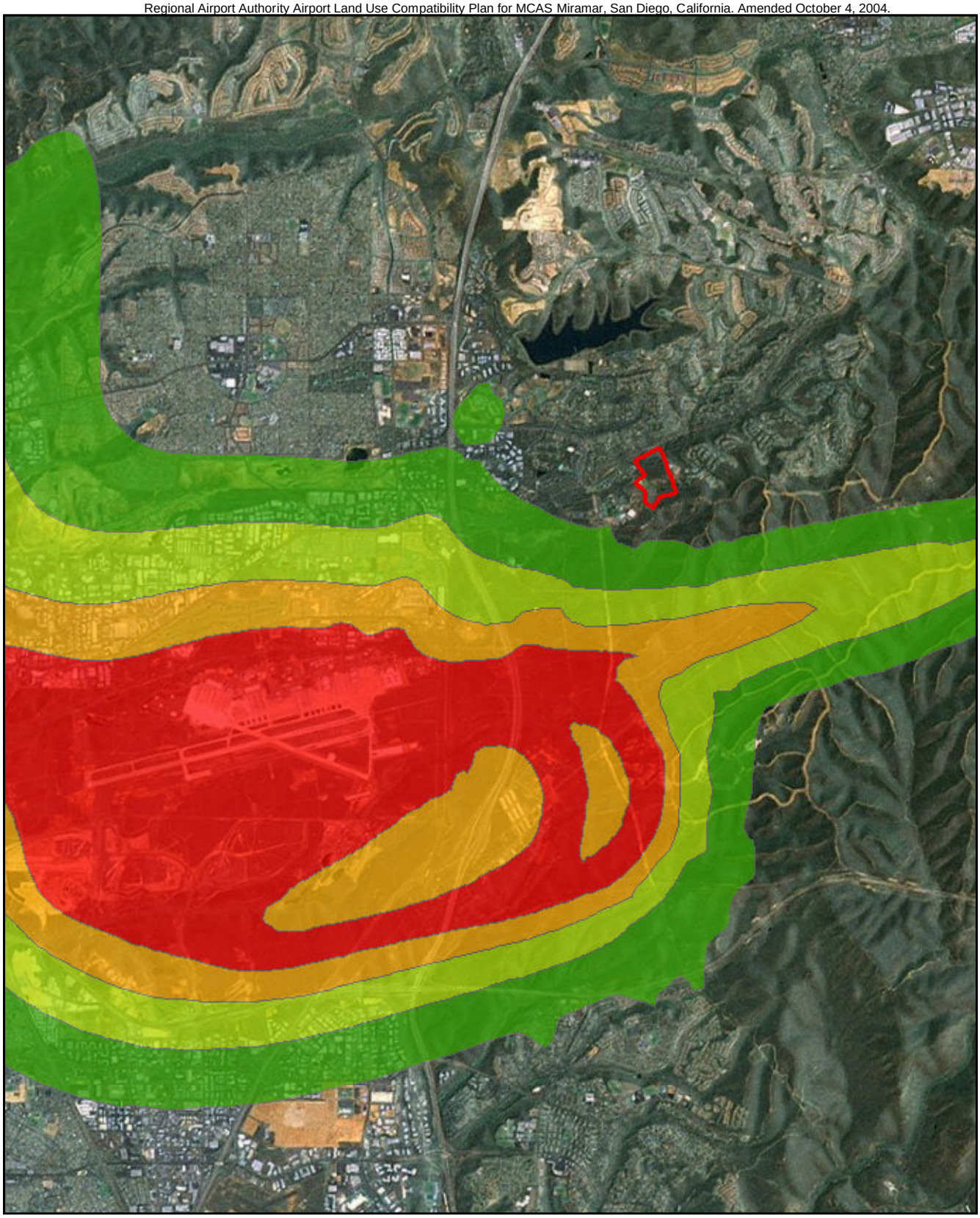
| Measurement Location | Measured Noise Level | Modeled Noise Levels | Difference |
|---|---|---|---|
| 1 | 71.4 | 71.4 | 0.0 |

# 3.2 Existing Aircraft Noise

MCAS Miramar is located south of the project site. There are four runways that serve the airfield. The MCAS Miramar runways are approximately 2.5 miles southwest of the project site. Operational squadrons currently include FA/18 fighters, C-12 transport airframes, and rotary wing squadrons of CH-46 and CH-53 aircraft at Miramar. Marine air operations include, but are not limited to, Seawolf and Julian departures, touch-and-gos, field carrier landing practice, and ground control approach box patterns for both fixed and rotary-wing aircraft.

Existing noise level contours for aircraft operations at MCAS Miramar are shown in Figure 4 (San Diego County Regional Airport Authority 2004). As shown, the project lies outside the 60 CNEL contour.

Image Source: Copyright 2011, Aerials Express, All Rights Reserved (flown March 2010), Data Source: San Diego Regional Airport Authority Airport Land Use Compatibility Plan for MCAS Miramar, San Diego, California. Amended October 4, 2004.



Project Boundary

**MCAS Miramar Noise Contours**

- 60 CNEL
- 65 CNEL
- 70 CNEL
- 75 CNEL

0 Miles 1

RECON

M:\JOBS4\6054\common_gis\fig4_nos.mxd 8/20/2012 sab

FIGURE 4

MCAS Miramar Noise Contours

# 4.0 Future Acoustical Environment and Impacts

The methods used in the analysis of future conditions are described in the Analysis Methodology section of this report.

## 4.1 Traffic Noise

Noise levels were modeled for a series of ground-floor receivers located throughout the project area to determine the future noise contours over the project site due to traffic on Pomerado Road. TNM input and output are provided in Attachment 3. The resulting noise contours at five feet above the ground are shown in Figure 5. These noise contours take into account topography and proposed grading elevations, but do not take into account any shielding provided by the proposed buildings. “Pavement” ground conditions were used in modeling noise levels at these receivers to account for the future site condition.

As seen in Figure 5, noise levels are projected to be less than 65 CNEL across the entire project site. The exterior use areas would be located at the Villa units, the courtyard at the center of the Garden Terrace building, at the center of the Commons Building and Apartment Style units building, the tennis court, and the rose garden. These areas are illustrated in Figure 6. Noise levels at these exterior use areas are projected to be less than 65 CNEL, and would be less than significant.

Noise levels were also modeled for a series of 55 receivers to determine noise levels at each of the proposed buildings. Receiver locations are shown in Figure 7. Noise levels were modeled at first- through fourth-floor receivers to determine the need for an interior noise study. TNM input and output are provided in Attachment 4. Noise levels at these locations include the effects of future grading on the property, but do not include any shielding provided by proposed buildings.

Table 5 indicates the projected future noise levels at the 55 modeled receivers. As seen from this table, exterior noise levels at all proposed buildings are projected to be less than 60 CNEL. As noted above, modeled noise levels do not account for building shielding. Thus, the noise levels shown in Table 5 are conservative, and actual noise levels would be quieter than what is shown.

Image Source: Copyright 2011, Aerials Express, All Rights Reserved (flown March 2010)


Project Boundary

**Future Noise Contours**

- 55 CNEL
- 60 CNEL
- 65 CNEL
- 70 CNEL

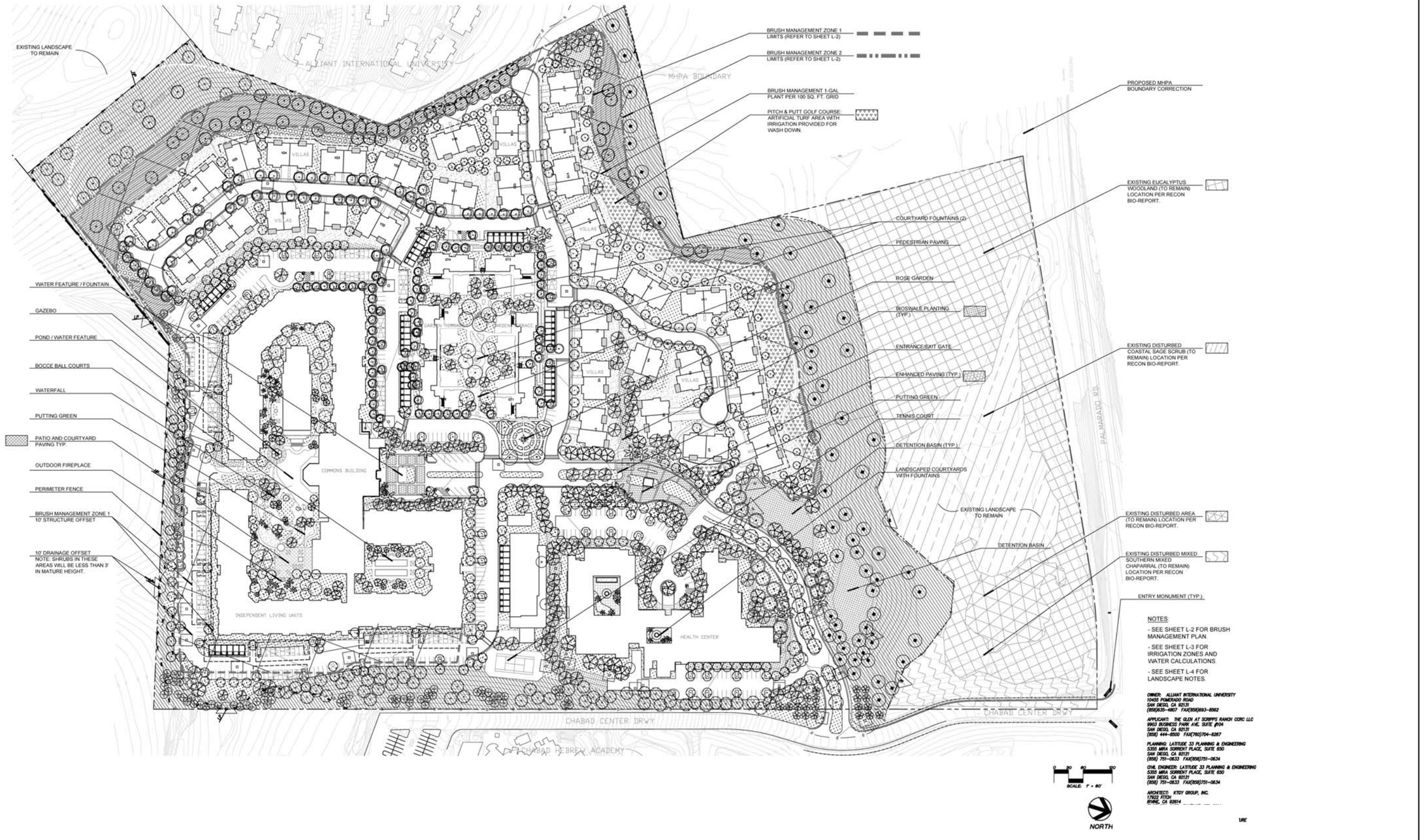
0 Feet 350

FIGURE 5

Future Vehicle Traffic Noise Contours

RECON

M:\JOBS4\6054\common_gis\fig5_nos.mxd 7/18/2014 ccn




0 Feet 120

RECON

M:\JOBS4\6054\nos\graphics\fig3.ai 07/21/14

FIGURE 6

Illustrative Site Plan

***THIS PAGE IS INTENTIONALLY BLANK.***


FIGURE 7

Modeled Receiver Locations

RECON

M:\JOBS4\6054\common_gis\fig7_nos.mxd 7/18/2014 ccn

**TABLE 5**
**FUTURE MODELED NOISE LEVELS**

| Receiver | Building/Unit | Modeled Noise Level (CNEL) | | | |
|---|---|---|---|---|---|
| | | First-Floor | Second-Floor | Third-Floor | Fourth-Floor |
| 1 | Villa units | 59 | -- | -- | -- |
| 2 | Villa units | 59 | -- | -- | -- |
| 3 | Villa units | 59 | -- | -- | -- |
| 4 | Villa units | 58 | -- | -- | -- |
| 5 | Villa units | 58 | -- | -- | -- |
| 6 | Villa units | 57 | -- | -- | -- |
| 7 | Villa units | 57 | -- | -- | -- |
| 8 | Villa units | 56 | -- | -- | -- |
| 9 | Villa units | 56 | -- | -- | -- |
| 10 | Villa units | 56 | -- | -- | -- |
| 11 | Villa units | 58 | -- | -- | -- |
| 12 | Villa units | 58 | -- | -- | -- |
| 13 | Villa units | 58 | -- | -- | -- |
| 14 | Villa units | 57 | -- | -- | -- |
| 15 | Villa units | 57 | -- | -- | -- |
| 16 | Villa units | 57 | -- | -- | -- |
| 17 | Villa units | 57 | -- | -- | -- |
| 18 | Villa units | 56 | -- | -- | -- |
| 19 | Villa units | 56 | -- | -- | -- |
| 20 | Villa units | 55 | -- | -- | -- |
| 21 | Villa units | 55 | -- | -- | -- |
| 22 | Villa units | 54 | -- | -- | -- |
| 23 | Villa units | 54 | -- | -- | -- |
| 24 | Villa units | 53 | -- | -- | -- |
| 25 | Villa units | 53 | -- | -- | -- |
| 26 | Villa units | 52 | -- | -- | -- |
| 27 | Villa units | 52 | -- | -- | -- |
| 28 | Villa units | 52 | -- | -- | -- |
| 29 | Villa units | 53 | -- | -- | -- |
| 30 | Villa units | 53 | -- | -- | -- |
| 31 | Villa units | 54 | -- | -- | -- |
| 32 | Villa units | 54 | -- | -- | -- |
| 33 | Garden Terrace Units | 55 | 54 | -- | -- |
| 34 | Garden Terrace Units | 56 | 55 | -- | -- |
| 35 | Garden Terrace Units | 56 | 55 | -- | -- |
| 36 | Garden Terrace Units | 55 | 55 | -- | -- |
| 37 | Garden Terrace Units | 55 | 54 | -- | -- |
| 38 | Garden Terrace Units | 55 | 54 | -- | -- |
| 39 | Health Center | 58 | 58 | -- | -- |
| 40 | Health Center | 56 | 56 | -- | -- |
| 41 | Facilities Building | 55 | 55 | -- | -- |
| 42 | Facilities Building | 55 | 55 | -- | -- |
| 43 | Apartment Style units | 54 | 54 | 53 | 53 |
| 44 | Apartment Style units | 55 | 54 | 54 | 54 |
| 45 | Apartment Style units | 54 | 54 | 54 | 54 |
| 46 | Apartment Style units | 54 | 53 | 53 | 53 |
| 47 | Apartment Style units | 53 | 52 | 52 | 52 |
| 48 | Apartment Style units | 52 | 52 | 52 | 52 |
| 49 | Apartment Style units | 52 | 52 | 52 | 52 |
| 50 | Apartment Style units | 53 | 52 | 52 | 52 |
| 51 | Apartment Style units | 53 | 52 | 52 | 52 |
| 52 | Apartment Style units | 54 | 53 | 53 | 53 |
| 53 | Apartment Style units | 54 | 53 | 53 | 53 |
| 54 | Commons Building | 54 | 53 | 53 | 53 |
| 55 | Commons Building | 53 | 53 | 53 | 53 |

NOTE: Villa units are one-story; Garden Terrace units, Health Center, and Facilities Buildings are two stories; and Apartment Style units and Commons Building are up to four stories.

The City's exterior noise level standard for senior living use is 65 CNEL. As shown in Table 5, exterior noise levels are projected to be less than 65 CNEL at all modeled receivers. Exterior noise impacts would be less than significant.

As noted, residential uses have an interior standard of 45 CNEL. Standard construction techniques will provide a 15-dB reduction of exterior noise levels to an interior receiver. With these criteria, standard construction could be assumed to result in interior noise levels of 45 CNEL or less, when exterior sources are 60 CNEL or less. Because exterior noise levels would not exceed 60 CNEL, it can be concluded that interior noise levels would not exceed 45 CNEL. Interior noise impacts would be less than significant.

## 4.2 Aircraft Noise

As discussed above, the MCAS Miramar runways are approximately 2.5 miles southwest of the project site. The project lies approximately half a mile north of the 60 CNEL contour (see Figure 4). It is not anticipated that aircraft operations would result in significant noise or vibration at the project site.

## 4.3 Stationary Noise

Heating, ventilation, and air conditioning equipment could be a primary noise source associated with the project. Heating, ventilation, and air conditioning equipment is often mounted on rooftops, located on the ground, or located within mechanical rooms. The noise sources could take the form of fans, pumps, air compressors, chillers, or cooling towers. Noise generated by mechanical building equipment would occur on an intermittent basis, primarily during the day and evening hours and less frequently during nighttime hours.

Emergency generators may be used to supply necessary power requirements to vital systems within the proposed health center. Emergency generators are typically operated under two conditions: loss of main electrical supply, or preventive maintenance/testing. The emergency generator would be located in a room on the western side of the facilities building. The operation of mechanical equipment associated with emergency operations is exempt from the noise standards outlined in the Municipal Code; thus, noise generated by emergency generators is not compared to the limits shown in Table 1. Because the emergency generator would be located in a room shielded from adjacent uses and would only be used during emergencies and for routine maintenance/testing, noise would be less than significant.

In general, noise levels generated by building mechanical equipment typically average between 55 and 85 dB(A) $L_{eq}$ at 3 feet (Bolt, Beranek, and Newman 1971). Mechanical equipment is typically shielded from direct public exposure and usually housed on rooftops, within equipment rooms, or within exterior enclosures.

The facilities building, health center, garden terrace, and independent living uses would include mechanical equipment on the rooftops. The general locations of the equipment are shown in Figure 8. Depending on the placement and type of equipment used, the operation of mechanical equipment could result in noise impacts on the adjacent residential uses north of Pomerado Road and west on Scripps Ranch Row, student housing on the Alliant University campus, and school uses at the Chabad Center to the east.

For this reason, a worst-case analysis was conducted to determine the level of noise impacts. Because no equipment specifications have been developed for the project, a typical noise level of 85 dB(A) $L_{eq}$ at 3 feet was used to model each noise source location. Noise levels were modeled at the multi-family residential uses to the west on Scripps Ranch Row, the student housing on the Alliant University Campus, and the Chabad Center to the east. Receiver locations are shown in Figure 8. Noise levels were calculated based on an attenuation of 6 dB(A) per doubling of distance. Calculations were completed with flat site conditions and did not take into account shielding provided by proposed buildings, rooftop parapets, or equipment enclosures. These therefore represent typical worst-case noise levels.

Table 6 summarizes the mechanical equipment noise levels. As shown, noise levels are not anticipated to exceed the applicable Noise Abatement and Control Ordinance limits. Therefore, impacts would be less than significant.

## 4.4 Construction Noise

Noise associated with the earthwork, excavation, construction, and surface preparation for the proposed project would result in short-term impacts to adjacent residential properties. A variety of noise-generating equipment would be used during the construction phase of the project, such as scrapers, dump trucks, backhoes, front-end loaders, jackhammers, and concrete mixers, along with others.

Table 7 indicates the types of construction equipment typically involved in construction projects. This type of equipment can individually generate noise levels that range between 78 and 91 dB(A) at 50 feet from the source, as listed in Table 7. Ground-clearing activities generally generate the greatest average construction noise levels. Ground-clearing activities are estimated to generate average noise levels of 83 to 84 dB(A) $L_{eq}$ 50 feet from the site of construction (Bolt, Beranek, and Newman, Inc. 1971). These values are based on empirical data on a number and types of equipment at a construction site and their average cycle of operation.

Image Source: Microsoft (flown May 2010)


Project Boundary
Off-Site Modeled Receivers
Stationary Noise Source

0 Feet 300

# FIGURE 8

## Stationary Noise Locations and Modeled Receivers

RECON

M:\JOBS4\6054\common_gis\fig8_nos.mxd 7/18/2014 ccn

**TABLE 6**
**MECHANICAL EQUIPMENT NOISE LEVELS**

| | Mechanical Equipment Noise Source | | | | | | | | | Noise Abatement and Control Ordinance Limit | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Receiver | Facilities Building (#1) | Health Care 1 (#2) | Health Care 2 (#3) | Garden Terrace (#4) | Independent Living 1 (#5) | Independent Living 2 (#6) | Independent Living 3 (#7) | Independent Living 4 (#8) | Total | Daytime | Evening | Nighttime |
| 1 | 34 | 34 | 34 | 36 | 34 | 31 | 33 | 33 | 43 | 55 | 50 | 45 |
| 2 | 35 | 32 | 33 | 41 | 39 | 34 | 35 | 35 | 45 | 60 | 55 | 50 |
| 3 | 35 | 32 | 33 | 41 | 41 | 35 | 35 | 36 | 46 | 60 | 55 | 50 |
| 4 | 34 | 31 | 32 | 39 | 39 | 35 | 34 | 36 | 45 | 60 | 55 | 50 |
| 5 | 33 | 30 | 31 | 36 | 38 | 34 | 33 | 35 | 43 | 60 | 55 | 50 |
| 6 | 44 | 40 | 44 | 36 | 37 | 39 | 44 | 40 | 50 | 65 | 60 | 60 |
| 7 | 44 | 42 | 48 | 36 | 36 | 37 | 43 | 39 | 51 | 65 | 60 | 60 |

**TABLE 7**
**MEASURED NOISE LEVELS OF**
**COMMON CONSTRUCTION EQUIPMENT**

| Equipment | Approximate Noise Level [dB(A)] |
|---|---|
| Air compressor | 81 |
| Backhoe | 85 |
| Concrete mixer | 85 |
| Dozer | 80 |
| Generator | 78 |
| Grader | 85 |
| Jackhammer | 88 |
| Loader | 79 |
| Paver | 89 |
| Pneumatic tool | 86 |
| Saw | 78 |
| Scraper | 88 |
| Truck | 91 |

SOURCE: Bolt, Beranek, and Newman 1971.
NOTE: Noise levels at 50 feet from the source.

Construction noise generally can be treated as a point source and would attenuate at approximately 6 dB(A) for every doubling of distance. Construction activities, such as grading, generate the loudest noise levels. A grading noise level of 84 dB(A) $L_{eq}$ at 50 feet would attenuate to approximately 75 dB(A) $L_{eq}$ at 140 feet from the noise source.

The Noise Ordinance states that ". . . it shall be unlawful for any person, including the City of San Diego, to conduct any construction activity so as to cause, at or beyond the property lines of any property zoned residential, an average sound level greater than 75 decibels during the 12-hour period from 7:00 A.M. to 7:00 P.M."

As discussed above, there are residential uses to the north and northwest of the project site. These residential uses are further than 140 feet from the project boundary. Therefore, construction noise levels are not anticipated to exceed 75 dB(A)$L_{eq}$. Construction noise impacts would be less than significant. Hours of construction would be limited by the City's Noise Abatement and Control Ordinance as detailed in Section 3.1.3.

# 4.5 Ground-borne Vibration/Noise

The project does not propose any uses that would generate ground-borne vibration or noise. Project construction would not require pile driving. Ground-borne vibration impacts would be less than significant.

# 5.0 Noise Abatement Measures

## 5.1 Traffic Noise

As seen in Figure 5, noise levels are projected to be less than 65 CNEL across the entire project site. Additionally, as shown in Table 5, exterior noise levels are projected to be less than 60 CNEL at all proposed buildings. Standard construction would result in interior noise levels that are less than 45 CNEL. Exterior and interior noise impacts would be less than significant.

## 5.2 Aircraft Noise

The project lies approximately half a mile outside of the 60- CNEL MCAS Miramar noise contour. It is not anticipated that aircraft operations would result in significant noise or vibration at the project site.

## 5.3 Stationary Noise

Noise levels are not projected to exceed the applicable Noise Abatement and Control Ordinance limits. Therefore, impacts would be less than significant.

## 5.4 Construction Noise

Construction noise levels are not anticipated to exceed 75 dB(A)$L_{eq}$ at the nearest residential uses. Therefore, construction noise impacts would be less than significant.

## 5.5 Ground-borne Vibration/Noise

The project does not propose any uses that would generate ground-borne vibration or noise. Project construction would not require pile driving. Ground-borne vibration impacts would be less than significant.

# 6.0 References Cited

Beranek, Leo L.

1988 *Noise and Vibration Control.* Revised Edition. Institute of Noise Control Engineering. Washington D.C.

Bolt, Beranek, and Newman, Inc.
1971 Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances. Prepared for the U.S. Environmental Protection Agency, Office of Noise Abatement and Control. NTID300.1. December 31. Cambridge, Mass.

1973 *Fundamentals and Abatement of Highway Traffic Noise.* Prepared for the Federal Highway Administration. Report No. PB-222-703. June.

San Diego, City of
2008 General Plan.

2011 CEQA Significance Determination Thresholds. January.

San Diego County Regional Airport Authority
2004 Airport Land Use Compatibility Plan for MCAS Miramar, San Diego, California. Amended October 4.

Urban Systems Associates, Inc.
2012 Traffic Impacts Analysis for the Glen at Scripps Ranch—A Continuing Care Retirement Community. Prepared for the City of San Diego and Continuing Life Communities Management, LLC. June 25.

Western Regional Climate Center (WRCC)
2012 Western U.S. Climate Historical Summaries: http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca7740 and http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca7111. Accessed July 11.

***THIS PAGE IS INTENTIONALLY BLANK.***

# ATTACHMENTS

***THIS PAGE IS INTENTIONALLY BLANK.***

# ATTACHMENT 1

# Noise Measurement Data

***THIS PAGE IS INTENTIONALLY BLANK.***

C:\NOISE\LARDAV\SLMUTIL\18JUL_13.bin  Interval Data

| Meas Site | Location | Number | Date | Time | Duration | Leq | SEL | Lmax | Lmin | Peak | Uwpk |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Measurement 1** | | | | | | | | | | | |
| 0 | | 0 | 18Jul 12 | 14:29:00 | 59.6 | 70.3 | 88.0 | 77.9 | 52.5 | 95.0 | 95.9 |
| 0 | | 0 | 18Jul 12 | 14:30:00 | 60.0 | 71.0 | 88.8 | 80.0 | 54.4 | 93.1 | 95.9 |
| 0 | | 0 | 18Jul 12 | 14:31:00 | 60.0 | 70.6 | 88.3 | 77.9 | 50.7 | 91.1 | 95.9 |
| 0 | | 0 | 18Jul 12 | 14:32:00 | 60.0 | 70.4 | 88.2 | 80.0 | 51.4 | 96.0 | 97.4 |
| 0 | | 0 | 18Jul 12 | 14:33:00 | 60.0 | 73.4 | 91.2 | 85.5 | 54.9 | 95.9 | 102.3 |
| 0 | | 0 | 18Jul 12 | 14:34:00 | 60.0 | 70.2 | 88.0 | 75.9 | 50.0 | 93.1 | 93.9 |
| 0 | | 0 | 18Jul 12 | 14:35:00 | 60.0 | 73.2 | 91.0 | 79.1 | 51.8 | 93.7 | 95.0 |
| 0 | | 0 | 18Jul 12 | 14:36:00 | 60.0 | 70.4 | 88.1 | 78.3 | 47.9 | 92.8 | 93.9 |
| 0 | | 0 | 18Jul 12 | 14:37:00 | 60.0 | 69.0 | 86.7 | 78.6 | 48.2 | 92.5 | 99.9 |
| 0 | | 0 | 18Jul 12 | 14:38:00 | 60.0 | 71.0 | 88.7 | 77.6 | 51.6 | 95.0 | 95.0 |
| 0 | | 0 | 18Jul 12 | 14:39:00 | 60.0 | 69.7 | 87.5 | 77.7 | 52.3 | 91.7 | 95.0 |
| 0 | | 0 | 18Jul 12 | 14:40:00 | 60.0 | 70.1 | 87.9 | 77.0 | 48.1 | 90.1 | 98.8 |
| 0 | | 0 | 18Jul 12 | 14:41:00 | 60.0 | 73.2 | 91.0 | 85.1 | 56.9 | 98.1 | 99.9 |
| 0 | | 0 | 18Jul 12 | 14:42:00 | 60.0 | 73.0 | 90.8 | 79.8 | 53.0 | 96.9 | 98.1 |
| 0 | | 0 | 18Jul 12 | 14:43:00 | 60.0 | 72.2 | 90.0 | 80.4 | 54.6 | 95.7 | 99.9 |
| 0 | | 0 | 18Jul 12 | 14:44:00 | 0.3 | 72.1 | 67.0 | 73.9 | 70.5 | 85.5 | 83.8 |
| **Measurement 2** | | | | | | | | | | | |
| 0 | | 0 | 18Jul 12 | 15:00:30 | 29.7 | 49.2 | 63.9 | 64.4 | 45.2 | 85.2 | 85.4 |
| 0 | | 0 | 18Jul 12 | 15:01:00 | 60.0 | 48.3 | 66.1 | 57.7 | 45.5 | 76.3 | 85.4 |
| 0 | | 0 | 18Jul 12 | 15:02:00 | 60.0 | 49.7 | 67.5 | 53.9 | 47.6 | 79.1 | 87.9 |
| 0 | | 0 | 18Jul 12 | 15:03:00 | 60.0 | 49.4 | 67.1 | 56.6 | 46.8 | 78.3 | 85.4 |
| 0 | | 0 | 18Jul 12 | 15:04:00 | 60.0 | 48.7 | 66.5 | 56.8 | 45.8 | 78.2 | 97.4 |
| 0 | | 0 | 18Jul 12 | 15:05:00 | 60.0 | 47.9 | 65.7 | 52.7 | 44.5 | 65.4 | 0.0 |
| 0 | | 0 | 18Jul 12 | 15:06:00 | 60.0 | 48.6 | 66.4 | 65.9 | 44.6 | 80.2 | 0.0 |
| 0 | | 0 | 18Jul 12 | 15:07:00 | 60.0 | 47.8 | 65.6 | 50.9 | 45.0 | 64.0 | 91.4 |
| 0 | | 0 | 18Jul 12 | 15:08:00 | 60.0 | 48.3 | 66.1 | 54.5 | 46.1 | 76.9 | 0.0 |
| 0 | | 0 | 18Jul 12 | 15:09:00 | 60.0 | 49.3 | 67.1 | 55.6 | 46.2 | 72.6 | 85.4 |
| 0 | | 0 | 18Jul 12 | 15:10:00 | 60.0 | 47.4 | 65.2 | 57.7 | 43.2 | 77.6 | 85.4 |
| 0 | | 0 | 18Jul 12 | 15:11:00 | 60.0 | 49.0 | 66.8 | 51.7 | 47.4 | 65.5 | 0.0 |
| 0 | | 0 | 18Jul 12 | 15:12:00 | 60.0 | 49.9 | 67.6 | 52.9 | 47.5 | 75.1 | 93.9 |
| 0 | | 0 | 18Jul 12 | 15:13:00 | 60.0 | 49.2 | 67.0 | 52.2 | 45.5 | 70.4 | 91.4 |
| 0 | | 0 | 18Jul 12 | 15:14:00 | 60.0 | 49.2 | 67.0 | 51.7 | 46.2 | 67.4 | 92.7 |
| 0 | | 0 | 18Jul 12 | 15:15:00 | 60.0 | 48.4 | 66.2 | 55.9 | 46.3 | 78.1 | 0.0 |
| 0 | | 0 | 18Jul 12 | 15:16:00 | 0.3 | 48.3 | 43.2 | 51.2 | 47.1 | 72.8 | 0.0 |
| **Measurement 3** | | | | | | | | | | | |
| 0 | | 0 | 18Jul 12 | 15:19:00 | 59.7 | 49.2 | 66.9 | 59.0 | 45.5 | 78.5 | 85.4 |
| 0 | | 0 | 18Jul 12 | 15:20:00 | 60.0 | 46.5 | 64.2 | 50.9 | 44.6 | 74.6 | 0.0 |
| 0 | | 0 | 18Jul 12 | 15:21:00 | 60.0 | 55.8 | 73.6 | 60.1 | 47.0 | 74.5 | 87.9 |
| 0 | | 0 | 18Jul 12 | 15:22:00 | 60.0 | 51.0 | 68.7 | 57.1 | 44.5 | 75.1 | 0.0 |
| 0 | | 0 | 18Jul 12 | 15:23:00 | 60.0 | 48.3 | 66.0 | 51.7 | 45.4 | 71.8 | 87.9 |
| 0 | | 0 | 18Jul 12 | 15:24:00 | 60.0 | 46.8 | 64.6 | 49.5 | 44.9 | 76.0 | 0.0 |
| 0 | | 0 | 18Jul 12 | 15:25:00 | 60.0 | 48.0 | 65.8 | 51.0 | 46.2 | 67.4 | 0.0 |
| 0 | | 0 | 18Jul 12 | 15:26:00 | 60.0 | 47.1 | 64.9 | 50.1 | 44.9 | 63.3 | 85.4 |
| 0 | | 0 | 18Jul 12 | 15:27:00 | 60.0 | 49.1 | 66.9 | 52.2 | 44.9 | 65.1 | 89.9 |
| 0 | | 0 | 18Jul 12 | 15:28:00 | 60.0 | 47.3 | 65.1 | 51.4 | 45.0 | 66.8 | 0.0 |
| 0 | | 0 | 18Jul 12 | 15:29:00 | 60.0 | 56.5 | 74.3 | 62.2 | 51.4 | 79.0 | 91.4 |
| 0 | | 0 | 18Jul 12 | 15:30:00 | 60.0 | 54.9 | 72.6 | 62.5 | 46.4 | 71.8 | 92.7 |
| 0 | | 0 | 18Jul 12 | 15:31:00 | 60.0 | 46.8 | 64.6 | 49.7 | 44.1 | 64.3 | 0.0 |
| 0 | | 0 | 18Jul 12 | 15:32:00 | 60.0 | 47.2 | 65.0 | 50.6 | 45.2 | 68.8 | 0.0 |
| 0 | | 0 | 18Jul 12 | 15:33:00 | 60.0 | 46.3 | 64.1 | 49.6 | 42.0 | 68.3 | 0.0 |
| 0 | | 0 | 18Jul 12 | 15:34:00 | 0.3 | 44.9 | 39.9 | 48.0 | 42.7 | 68.7 | 0.0 |

C:\NOISE\LARDAV\SLMUTIL\18JUL_13.bin  Time History Data
Sample Period (sec):  5.000

| Site | Location | Meas Number | Date | Time | Level | Lmax | SEL |
|---|---|---|---|---|---|---|---|
| Run | Key | | | | | | |
| **Measurement 1** | | | | | | | |
| 0 | | 0 | 18Jul 12 | 14:29:00 | 70.1 | 71.7 | 77.1 |
| 0 | | 0 | 18Jul 12 | 14:29:05 | 72.4 | 77.9 | 79.4 |
| 0 | | 0 | 18Jul 12 | 14:29:10 | 71.3 | 76.9 | 78.3 |
| 0 | | 0 | 18Jul 12 | 14:29:15 | 59.2 | 66.6 | 66.2 |
| 0 | | 0 | 18Jul 12 | 14:29:20 | 72.1 | 75.8 | 79.1 |
| 0 | | 0 | 18Jul 12 | 14:29:25 | 55.6 | 62.6 | 62.6 |
| 0 | | 0 | 18Jul 12 | 14:29:30 | 64.8 | 69.4 | 71.8 |
| 0 | | 0 | 18Jul 12 | 14:29:35 | 64.3 | 67.6 | 71.3 |
| 0 | | 0 | 18Jul 12 | 14:29:40 | 72.5 | 76.2 | 79.5 |
| 0 | | 0 | 18Jul 12 | 14:29:45 | 70.8 | 74.0 | 77.8 |
| 0 | | 0 | 18Jul 12 | 14:29:50 | 70.0 | 74.3 | 77.0 |
| 0 | | 0 | 18Jul 12 | 14:29:55 | 74.0 | 77.6 | 81.0 |
| 0 | | 0 | 18Jul 12 | 14:30:00 | 73.7 | 80.0 | 80.6 |
| 0 | | 0 | 18Jul 12 | 14:30:05 | 57.7 | 59.8 | 64.7 |
| 0 | | 0 | 18Jul 12 | 14:30:10 | 69.4 | 72.8 | 76.4 |
| 0 | | 0 | 18Jul 12 | 14:30:15 | 65.6 | 69.0 | 72.6 |
| 0 | | 0 | 18Jul 12 | 14:30:20 | 66.6 | 70.7 | 73.6 |
| 0 | | 0 | 18Jul 12 | 14:30:25 | 67.8 | 70.6 | 74.8 |
| 0 | | 0 | 18Jul 12 | 14:30:30 | 67.4 | 70.2 | 74.4 |
| 0 | | 0 | 18Jul 12 | 14:30:35 | 74.4 | 77.5 | 81.4 |
| 0 | | 0 | 18Jul 12 | 14:30:40 | 73.0 | 76.5 | 80.0 |
| 0 | | 0 | 18Jul 12 | 14:30:45 | 74.6 | 77.7 | 81.6 |
| 0 | | 0 | 18Jul 12 | 14:30:50 | 72.6 | 78.6 | 79.6 |
| 0 | | 0 | 18Jul 12 | 14:30:55 | 64.4 | 69.6 | 71.4 |
| 0 | | 0 | 18Jul 12 | 14:31:00 | 61.3 | 69.1 | 68.3 |
| 0 | | 0 | 18Jul 12 | 14:31:05 | 65.9 | 73.4 | 72.9 |
| 0 | | 0 | 18Jul 12 | 14:31:10 | 61.8 | 70.0 | 68.7 |
| 0 | | 0 | 18Jul 12 | 14:31:15 | 63.9 | 67.7 | 70.9 |
| 0 | | 0 | 18Jul 12 | 14:31:20 | 72.3 | 77.9 | 79.3 |
| 0 | | 0 | 18Jul 12 | 14:31:25 | 75.1 | 77.2 | 82.1 |
| 0 | | 0 | 18Jul 12 | 14:31:30 | 73.9 | 76.0 | 80.9 |
| 0 | | 0 | 18Jul 12 | 14:31:35 | 73.8 | 77.4 | 80.7 |
| 0 | | 0 | 18Jul 12 | 14:31:40 | 69.4 | 70.7 | 76.4 |
| 0 | | 0 | 18Jul 12 | 14:31:45 | 72.8 | 77.2 | 79.8 |
| 0 | | 0 | 18Jul 12 | 14:31:50 | 56.9 | 60.3 | 63.9 |
| 0 | | 0 | 18Jul 12 | 14:31:55 | 53.5 | 55.6 | 60.5 |
| 0 | | 0 | 18Jul 12 | 14:32:00 | 54.7 | 57.4 | 61.7 |
| 0 | | 0 | 18Jul 12 | 14:32:05 | 71.1 | 76.1 | 78.1 |
| 0 | | 0 | 18Jul 12 | 14:32:10 | 73.4 | 77.7 | 80.4 |
| 0 | | 0 | 18Jul 12 | 14:32:15 | 73.5 | 78.0 | 80.4 |
| 0 | | 0 | 18Jul 12 | 14:32:20 | 71.2 | 74.6 | 78.2 |
| 0 | | 0 | 18Jul 12 | 14:32:25 | 75.0 | 80.0 | 82.0 |
| 0 | | 0 | 18Jul 12 | 14:32:30 | 55.9 | 60.6 | 62.9 |
| 0 | | 0 | 18Jul 12 | 14:32:35 | 53.8 | 56.4 | 60.8 |
| 0 | | 0 | 18Jul 12 | 14:32:40 | 53.2 | 55.5 | 60.2 |
| 0 | | 0 | 18Jul 12 | 14:32:45 | 70.1 | 74.3 | 77.1 |
| 0 | | 0 | 18Jul 12 | 14:32:50 | 71.7 | 75.1 | 78.7 |
| 0 | | 0 | 18Jul 12 | 14:32:55 | 65.6 | 71.1 | 72.5 |
| 0 | | 0 | 18Jul 12 | 14:33:00 | 79.4 | 85.5 | 86.4 |
| 0 | | 0 | 18Jul 12 | 14:33:05 | 73.1 | 78.8 | 80.0 |
| 0 | | 0 | 18Jul 12 | 14:33:10 | 72.4 | 75.8 | 79.4 |
| 0 | | 0 | 18Jul 12 | 14:33:15 | 71.0 | 73.6 | 78.0 |
| 0 | | 0 | 18Jul 12 | 14:33:20 | 70.5 | 72.5 | 77.5 |
| 0 | | 0 | 18Jul 12 | 14:33:25 | 69.3 | 74.6 | 76.3 |
| 0 | | 0 | 18Jul 12 | 14:33:30 | 75.2 | 78.1 | 82.2 |
| 0 | | 0 | 18Jul 12 | 14:33:35 | 73.5 | 78.8 | 80.4 |
| 0 | | 0 | 18Jul 12 | 14:33:40 | 71.8 | 76.4 | 78.8 |
| 0 | | 0 | 18Jul 12 | 14:33:45 | 74.1 | 77.6 | 81.0 |
| 0 | | 0 | 18Jul 12 | 14:33:50 | 66.0 | 70.4 | 72.9 |
| 0 | | 0 | 18Jul 12 | 14:33:55 | 65.6 | 69.5 | 72.6 |
| 0 | | 0 | 18Jul 12 | 14:34:00 | 66.0 | 68.4 | 72.9 |
| 0 | | 0 | 18Jul 12 | 14:34:05 | 57.4 | 62.7 | 64.4 |
| 0 | | 0 | 18Jul 12 | 14:34:10 | 69.0 | 75.0 | 75.9 |
| 0 | | 0 | 18Jul 12 | 14:34:15 | 71.4 | 73.0 | 78.4 |
| 0 | | 0 | 18Jul 12 | 14:34:20 | 69.8 | 73.6 | 76.7 |
| 0 | | 0 | 18Jul 12 | 14:34:25 | 73.8 | 75.0 | 80.7 |
| 0 | | 0 | 18Jul 12 | 14:34:30 | 71.6 | 75.9 | 78.5 |
| 0 | | 0 | 18Jul 12 | 14:34:35 | 73.3 | 75.7 | 80.3 |
| 0 | | 0 | 18Jul 12 | 14:34:40 | 71.8 | 74.7 | 78.8 |
| 0 | | 0 | 18Jul 12 | 14:34:45 | 62.7 | 69.7 | 69.7 |
| 0 | | 0 | 18Jul 12 | 14:34:50 | 69.9 | 72.0 | 76.9 |
| 0 | | 0 | 18Jul 12 | 14:34:55 | 65.9 | 69.8 | 72.9 |
| 0 | | 0 | 18Jul 12 | 14:35:00 | 75.1 | 78.0 | 82.1 |
| 0 | | 0 | 18Jul 12 | 14:35:05 | 76.2 | 78.7 | 83.2 |
| 0 | | 0 | 18Jul 12 | 14:35:10 | 76.0 | 78.9 | 83.0 |
| 0 | | 0 | 18Jul 12 | 14:35:15 | 71.7 | 75.9 | 78.6 |
| 0 | | 0 | 18Jul 12 | 14:35:20 | 69.6 | 75.3 | 76.6 |
| 0 | | 0 | 18Jul 12 | 14:35:25 | 52.8 | 54.8 | 59.8 |
| 0 | | 0 | 18Jul 12 | 14:35:30 | 70.7 | 75.9 | 77.6 |
| 0 | | 0 | 18Jul 12 | 14:35:35 | 74.7 | 77.9 | 81.6 |
| 0 | | 0 | 18Jul 12 | 14:35:40 | 67.1 | 74.6 | 74.0 |
| 0 | | 0 | 18Jul 12 | 14:35:45 | 62.2 | 68.8 | 69.2 |
| 0 | | 0 | 18Jul 12 | 14:35:50 | 74.1 | 79.1 | 81.1 |
| 0 | | 0 | 18Jul 12 | 14:35:55 | 76.4 | 78.7 | 83.4 |
| 0 | | 0 | 18Jul 12 | 14:36:00 | 70.5 | 76.6 | 77.5 |
| 0 | | 0 | 18Jul 12 | 14:36:05 | 73.1 | 77.8 | 80.1 |
| 0 | | 0 | 18Jul 12 | 14:36:10 | 74.9 | 78.3 | 81.9 |
| 0 | | 0 | 18Jul 12 | 14:36:15 | 69.9 | 78.2 | 76.9 |
| 0 | | 0 | 18Jul 12 | 14:36:20 | 49.7 | 52.1 | 56.7 |
| 0 | | 0 | 18Jul 12 | 14:36:25 | 49.8 | 53.2 | 56.8 |
| 0 | | 0 | 18Jul 12 | 14:36:30 | 64.5 | 68.8 | 71.5 |
| 0 | | 0 | 18Jul 12 | 14:36:35 | 70.6 | 74.9 | 77.6 |
| 0 | | 0 | 18Jul 12 | 14:36:40 | 70.5 | 75.6 | 77.5 |
| 0 | | 0 | 18Jul 12 | 14:36:45 | 72.1 | 75.3 | 79.1 |
| 0 | | 0 | 18Jul 12 | 14:36:50 | 71.1 | 76.3 | 78.1 |
| 0 | | 0 | 18Jul 12 | 14:36:55 | 53.4 | 55.4 | 60.4 |
| 0 | | 0 | 18Jul 12 | 14:37:00 | 71.4 | 76.6 | 78.4 |
| 0 | | 0 | 18Jul 12 | 14:37:05 | 73.7 | 76.4 | 80.7 |
| 0 | | 0 | 18Jul 12 | 14:37:10 | 62.7 | 71.0 | 69.6 |
| 0 | | 0 | 18Jul 12 | 14:37:15 | 52.9 | 57.9 | 59.9 |
| 0 | | 0 | 18Jul 12 | 14:37:20 | 49.6 | 51.2 | 56.5 |
| 0 | | 0 | 18Jul 12 | 14:37:25 | 51.8 | 52.8 | 58.7 |
| 0 | | 0 | 18Jul 12 | 14:37:30 | 52.7 | 58.2 | 59.7 |
| 0 | | 0 | 18Jul 12 | 14:37:35 | 59.9 | 62.1 | 66.9 |
| 0 | | 0 | 18Jul 12 | 14:37:40 | 58.6 | 60.2 | 65.6 |
| 0 | | 0 | 18Jul 12 | 14:37:45 | 66.1 | 71.3 | 73.1 |
| 0 | | 0 | 18Jul 12 | 14:37:50 | 75.3 | 78.6 | 82.3 |
| 0 | | 0 | 18Jul 12 | 14:37:55 | 72.3 | 75.7 | 79.3 |
| 0 | | 0 | 18Jul 12 | 14:38:00 | 70.7 | 75.1 | 77.6 |
| 0 | | 0 | 18Jul 12 | 14:38:05 | 65.1 | 67.2 | 72.0 |
| 0 | | 0 | 18Jul 12 | 14:38:10 | 66.9 | 71.3 | 73.9 |
| 0 | | 0 | 18Jul 12 | 14:38:15 | 73.0 | 76.1 | 80.0 |
| 0 | | 0 | 18Jul 12 | 14:38:20 | 69.1 | 75.5 | 76.1 |
| 0 | | 0 | 18Jul 12 | 14:38:25 | 53.7 | 56.0 | 60.7 |
| 0 | | 0 | 18Jul 12 | 14:38:30 | 70.3 | 77.0 | 77.3 |
| 0 | | 0 | 18Jul 12 | 14:38:35 | 73.5 | 75.6 | 80.5 |
| 0 | | 0 | 18Jul 12 | 14:38:40 | 71.5 | 76.8 | 78.5 |
| 0 | | 0 | 18Jul 12 | 14:38:45 | 72.3 | 75.2 | 79.3 |
| 0 | | 0 | 18Jul 12 | 14:38:50 | 73.4 | 77.6 | 80.4 |
| 0 | | 0 | 18Jul 12 | 14:38:55 | 71.9 | 75.8 | 78.9 |
| 0 | | 0 | 18Jul 12 | 14:39:00 | 70.9 | 75.6 | 77.9 |
| 0 | | 0 | 18Jul 12 | 14:39:05 | 74.1 | 77.7 | 81.0 |
| 0 | | 0 | 18Jul 12 | 14:39:10 | 68.1 | 70.1 | 75.1 |
| 0 | | 0 | 18Jul 12 | 14:39:15 | 69.4 | 70.8 | 76.4 |
| 0 | | 0 | 18Jul 12 | 14:39:20 | 69.6 | 72.2 | 76.5 |
| 0 | | 0 | 18Jul 12 | 14:39:25 | 71.9 | 74.3 | 78.9 |
| 0 | | 0 | 18Jul 12 | 14:39:30 | 69.1 | 71.1 | 76.1 |
| 0 | | 0 | 18Jul 12 | 14:39:35 | 67.6 | 71.0 | 74.6 |
| 0 | | 0 | 18Jul 12 | 14:39:40 | 67.5 | 70.8 | 74.4 |
| 0 | | 0 | 18Jul 12 | 14:39:45 | 56.9 | 63.9 | 63.9 |
| 0 | | 0 | 18Jul 12 | 14:39:50 | 69.1 | 72.7 | 76.0 |
| 0 | | 0 | 18Jul 12 | 14:39:55 | 67.3 | 71.2 | 74.3 |
| 0 | | 0 | 18Jul 12 | 14:40:00 | 57.6 | 63.9 | 64.5 |
| 0 | | 0 | 18Jul 12 | 14:40:05 | 54.4 | 62.5 | 61.4 |
| 0 | | 0 | 18Jul 12 | 14:40:10 | 69.9 | 75.2 | 76.9 |
| 0 | | 0 | 18Jul 12 | 14:40:15 | 49.3 | 52.0 | 56.2 |
| 0 | | 0 | 18Jul 12 | 14:40:20 | 64.1 | 70.7 | 71.1 |
| 0 | | 0 | 18Jul 12 | 14:40:25 | 69.3 | 71.2 | 76.3 |
| 0 | | 0 | 18Jul 12 | 14:40:30 | 67.9 | 72.1 | 74.9 |
| 0 | | 0 | 18Jul 12 | 14:40:35 | 71.3 | 74.2 | 78.3 |
| 0 | | 0 | 18Jul 12 | 14:40:40 | 71.0 | 72.7 | 77.9 |
| 0 | | 0 | 18Jul 12 | 14:40:45 | 73.5 | 75.6 | 80.5 |
| 0 | | 0 | 18Jul 12 | 14:40:50 | 75.1 | 77.0 | 82.1 |
| 0 | | 0 | 18Jul 12 | 14:40:55 | 71.8 | 74.7 | 78.8 |
| 0 | | 0 | 18Jul 12 | 14:41:00 | 71.3 | 73.7 | 78.3 |
| 0 | | 0 | 18Jul 12 | 14:41:05 | 71.2 | 74.4 | 78.2 |
| 0 | | 0 | 18Jul 12 | 14:41:10 | 68.7 | 70.7 | 75.7 |
| 0 | | 0 | 18Jul 12 | 14:41:15 | 69.6 | 74.2 | 76.6 |
| 0 | | 0 | 18Jul 12 | 14:41:20 | 69.2 | 73.0 | 76.2 |
| 0 | | 0 | 18Jul 12 | 14:41:25 | 65.0 | 73.8 | 72.0 |
| 0 | | 0 | 18Jul 12 | 14:41:30 | 72.6 | 75.8 | 79.5 |
| 0 | | 0 | 18Jul 12 | 14:41:35 | 73.6 | 76.8 | 80.6 |
| 0 | | 0 | 18Jul 12 | 14:41:40 | 74.4 | 78.4 | 81.4 |
| 0 | | 0 | 18Jul 12 | 14:41:45 | 71.6 | 76.1 | 78.5 |
| 0 | | 0 | 18Jul 12 | 14:41:50 | 79.3 | 85.1 | 86.3 |
| 0 | | 0 | 18Jul 12 | 14:41:55 | 74.9 | 77.1 | 81.9 |
| 0 | | 0 | 18Jul 12 | 14:42:00 | 76.4 | 79.8 | 83.4 |
| 0 | | 0 | 18Jul 12 | 14:42:05 | 72.5 | 74.9 | 79.5 |
| 0 | | 0 | 18Jul 12 | 14:42:10 | 68.4 | 72.3 | 75.4 |
| 0 | | 0 | 18Jul 12 | 14:42:15 | 72.7 | 76.5 | 79.7 |
| 0 | | 0 | 18Jul 12 | 14:42:20 | 74.9 | 77.5 | 81.9 |
| 0 | | 0 | 18Jul 12 | 14:42:25 | 69.8 | 72.9 | 76.8 |
| 0 | | 0 | 18Jul 12 | 14:42:30 | 73.1 | 76.8 | 80.1 |
| 0 | | 0 | 18Jul 12 | 14:42:35 | 73.0 | 76.6 | 80.0 |
| 0 | | 0 | 18Jul 12 | 14:42:40 | 74.8 | 77.0 | 81.7 |
| 0 | | 0 | 18Jul 12 | 14:42:45 | 73.6 | 76.3 | 80.6 |
| 0 | | 0 | 18Jul 12 | 14:42:50 | 72.2 | 76.6 | 79.1 |
| 0 | | 0 | 18Jul 12 | 14:42:55 | 55.3 | 58.9 | 62.3 |
| 0 | | 0 | 18Jul 12 | 14:43:00 | 70.4 | 75.2 | 77.4 |
| 0 | | 0 | 18Jul 12 | 14:43:05 | 73.0 | 77.8 | 80.0 |
| 0 | | 0 | 18Jul 12 | 14:43:10 | 72.4 | 76.1 | 79.4 |
| 0 | | 0 | 18Jul 12 | 14:43:15 | 73.5 | 77.1 | 80.5 |
| 0 | | 0 | 18Jul 12 | 14:43:20 | 73.2 | 75.6 | 80.1 |
| 0 | | 0 | 18Jul 12 | 14:43:25 | 67.7 | 72.4 | 74.7 |
| 0 | | 0 | 18Jul 12 | 14:43:30 | 72.0 | 74.0 | 78.9 |
| 0 | | 0 | 18Jul 12 | 14:43:35 | 66.2 | 72.4 | 73.2 |
| 0 | | 0 | 18Jul 12 | 14:43:40 | 69.8 | 75.2 | 76.8 |
| 0 | | 0 | 18Jul 12 | 14:43:45 | 70.3 | 76.2 | 77.3 |
| 0 | | 0 | 18Jul 12 | 14:43:50 | 76.0 | 80.3 | 83.0 |
| 0 | | 0 | 18Jul 12 | 14:43:55 | 73.3 | 78.8 | 80.3 |
| Stop | Key | | | | | | |
| Run | Key | | | | | | |
| **Measurement 2** | | | | | | | |
| 0 | | 0 | 18Jul 12 | 15:00:30 | 48.1 | 52.3 | 55.1 |
| 0 | | 0 | 18Jul 12 | 15:00:35 | 46.0 | 46.5 | 53.0 |
| 0 | | 0 | 18Jul 12 | 15:00:40 | 46.1 | 47.2 | 53.0 |
| 0 | | 0 | 18Jul 12 | 15:00:45 | 47.6 | 51.3 | 54.6 |
| 0 | | 0 | 18Jul 12 | 15:00:50 | 48.3 | 53.9 | 55.3 |
| 0 | | 0 | 18Jul 12 | 15:00:55 | 53.8 | 64.4 | 60.8 |
| 0 | | 0 | 18Jul 12 | 15:01:00 | 49.2 | 57.7 | 56.1 |
| 0 | | 0 | 18Jul 12 | 15:01:05 | 47.1 | 48.8 | 54.1 |
| 0 | | 0 | 18Jul 12 | 15:01:10 | 46.9 | 48.3 | 53.9 |
| 0 | | 0 | 18Jul 12 | 15:01:15 | 46.8 | 48.0 | 53.8 |
| 0 | | 0 | 18Jul 12 | 15:01:20 | 47.1 | 48.0 | 54.1 |
| 0 | | 0 | 18Jul 12 | 15:01:25 | 46.8 | 49.0 | 53.8 |
| 0 | | 0 | 18Jul 12 | 15:01:30 | 47.0 | 48.4 | 54.0 |
| 0 | | 0 | 18Jul 12 | 15:01:35 | 48.4 | 49.4 | 55.4 |
| 0 | | 0 | 18Jul 12 | 15:01:40 | 49.9 | 51.8 | 56.9 |
| 0 | | 0 | 18Jul 12 | 15:01:45 | 49.3 | 50.8 | 56.3 |
| 0 | | 0 | 18Jul 12 | 15:01:50 | 48.6 | 49.5 | 55.6 |
| 0 | | 0 | 18Jul 12 | 15:01:55 | 49.3 | 50.8 | 56.3 |
| 0 | | 0 | 18Jul 12 | 15:02:00 | 48.6 | 49.9 | 55.6 |
| 0 | | 0 | 18Jul 12 | 15:02:05 | 48.5 | 49.5 | 55.5 |
| 0 | | 0 | 18Jul 12 | 15:02:10 | 48.5 | 49.4 | 55.4 |
| 0 | | 0 | 18Jul 12 | 15:02:15 | 49.6 | 51.9 | 56.6 |
| 0 | | 0 | 18Jul 12 | 15:02:20 | 50.0 | 53.4 | 57.0 |
| 0 | | 0 | 18Jul 12 | 15:02:25 | 50.0 | 52.1 | 57.0 |
| 0 | | 0 | 18Jul 12 | 15:02:30 | 50.7 | 53.9 | 57.6 |
| 0 | | 0 | 18Jul 12 | 15:02:35 | 51.3 | 52.5 | 58.3 |
| 0 | | 0 | 18Jul 12 | 15:02:40 | 50.0 | 52.4 | 57.0 |
| 0 | | 0 | 18Jul 12 | 15:02:45 | 49.4 | 52.0 | 56.4 |
| 0 | | 0 | 18Jul 12 | 15:02:50 | 49.4 | 53.5 | 56.4 |
| 0 | | 0 | 18Jul 12 | 15:02:55 | 49.4 | 53.0 | 56.4 |
| 0 | | 0 | 18Jul 12 | 15:03:00 | 50.3 | 55.0 | 57.3 |
| 0 | | 0 | 18Jul 12 | 15:03:05 | 50.1 | 52.5 | 57.1 |
| 0 | | 0 | 18Jul 12 | 15:03:10 | 49.0 | 50.4 | 55.9 |
| 0 | | 0 | 18Jul 12 | 15:03:15 | 49.0 | 50.6 | 56.0 |
| 0 | | 0 | 18Jul 12 | 15:03:20 | 50.0 | 53.5 | 57.0 |
| 0 | | 0 | 18Jul 12 | 15:03:25 | 49.2 | 53.1 | 56.2 |
| 0 | | 0 | 18Jul 12 | 15:03:30 | 50.2 | 56.6 | 57.2 |
| 0 | | 0 | 18Jul 12 | 15:03:35 | 49.4 | 51.5 | 56.4 |
| 0 | | 0 | 18Jul 12 | 15:03:40 | 48.8 | 51.1 | 55.8 |
| 0 | | 0 | 18Jul 12 | 15:03:45 | 48.4 | 49.9 | 55.4 |
| 0 | | 0 | 18Jul 12 | 15:03:50 | 48.2 | 49.9 | 55.1 |
| 0 | | 0 | 18Jul 12 | 15:03:55 | 48.9 | 50.6 | 55.9 |
| 0 | | 0 | 18Jul 12 | 15:04:00 | 48.6 | 50.4 | 55.6 |
| 0 | | 0 | 18Jul 12 | 15:04:05 | 49.0 | 53.2 | 56.0 |
| 0 | | 0 | 18Jul 12 | 15:04:10 | 48.8 | 50.5 | 55.7 |
| 0 | | 0 | 18Jul 12 | 15:04:15 | 49.1 | 50.3 | 56.1 |
| 0 | | 0 | 18Jul 12 | 15:04:20 | 48.9 | 52.4 | 55.9 |
| 0 | | 0 | 18Jul 12 | 15:04:25 | 48.4 | 56.8 | 55.4 |
| 0 | | 0 | 18Jul 12 | 15:04:30 | 46.9 | 48.0 | 53.9 |
| 0 | | 0 | 18Jul 12 | 15:04:35 | 47.2 | 47.8 | 54.2 |
| 0 | | 0 | 18Jul 12 | 15:04:40 | 48.2 | 49.9 | 55.1 |
| 0 | | 0 | 18Jul 12 | 15:04:45 | 48.9 | 49.9 | 55.9 |
| 0 | | 0 | 18Jul 12 | 15:04:50 | 49.6 | 50.6 | 56.6 |
| 0 | | 0 | 18Jul 12 | 15:04:55 | 50.1 | 51.9 | 57.1 |
| 0 | | 0 | 18Jul 12 | 15:05:00 | 50.6 | 51.8 | 57.6 |
| 0 | | 0 | 18Jul 12 | 15:05:05 | 49.1 | 49.6 | 56.1 |
| 0 | | 0 | 18Jul 12 | 15:05:10 | 49.5 | 52.7 | 56.4 |
| 0 | | 0 | 18Jul 12 | 15:05:15 | 49.1 | 50.4 | 56.1 |
| 0 | | 0 | 18Jul 12 | 15:05:20 | 48.7 | 50.1 | 55.7 |
| 0 | | 0 | 18Jul 12 | 15:05:25 | 47.4 | 48.8 | 54.4 |
| 0 | | 0 | 18Jul 12 | 15:05:30 | 46.8 | 48.0 | 53.7 |
| 0 | | 0 | 18Jul 12 | 15:05:35 | 46.4 | 48.1 | 53.4 |
| 0 | | 0 | 18Jul 12 | 15:05:40 | 45.8 | 47.4 | 52.8 |
| 0 | | 0 | 18Jul 12 | 15:05:45 | 45.8 | 48.8 | 52.8 |
| 0 | | 0 | 18Jul 12 | 15:05:50 | 45.1 | 46.3 | 52.1 |
| 0 | | 0 | 18Jul 12 | 15:05:55 | 46.1 | 46.9 | 53.1 |
| 0 | | 0 | 18Jul 12 | 15:06:00 | 46.5 | 48.5 | 53.5 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | | 0 | 18Jul 12 15:06:05 | 47.1 | 48.6 | 54.1 | 0 | | 0 | 18Jul 12 15:19:30 | 48.5 | 49.6 | 55.5 |
| 0 | | 0 | 18Jul 12 15:06:10 | 54.7 | 65.9 | 61.7 | 0 | | 0 | 18Jul 12 15:19:35 | 48.8 | 50.2 | 55.7 |
| 0 | | 0 | 18Jul 12 15:06:15 | 48.1 | 51.5 | 55.1 | 0 | | 0 | 18Jul 12 15:19:40 | 48.6 | 49.8 | 55.6 |
| 0 | | 0 | 18Jul 12 15:06:20 | 47.6 | 49.9 | 54.6 | 0 | | 0 | 18Jul 12 15:19:45 | 51.2 | 58.2 | 58.2 |
| 0 | | 0 | 18Jul 12 15:06:25 | 46.6 | 48.8 | 53.6 | 0 | | 0 | 18Jul 12 15:19:50 | 48.5 | 52.0 | 55.5 |
| 0 | | 0 | 18Jul 12 15:06:30 | 45.8 | 46.6 | 52.7 | 0 | | 0 | 18Jul 12 15:19:55 | 47.7 | 54.5 | 54.6 |
| 0 | | 0 | 18Jul 12 15:06:35 | 45.6 | 46.6 | 52.6 | 0 | | 0 | 18Jul 12 15:20:00 | 46.6 | 48.0 | 53.6 |
| 0 | | 0 | 18Jul 12 15:06:40 | 46.6 | 48.4 | 53.6 | 0 | | 0 | 18Jul 12 15:20:05 | 46.1 | 47.5 | 53.1 |
| 0 | | 0 | 18Jul 12 15:06:45 | 46.8 | 48.4 | 53.8 | 0 | | 0 | 18Jul 12 15:20:10 | 46.0 | 47.0 | 53.0 |
| 0 | | 0 | 18Jul 12 15:06:50 | 47.5 | 48.6 | 54.5 | 0 | | 0 | 18Jul 12 15:20:15 | 46.1 | 47.1 | 53.1 |
| 0 | | 0 | 18Jul 12 15:06:55 | 49.0 | 50.1 | 56.0 | 0 | | 0 | 18Jul 12 15:20:20 | 45.6 | 46.7 | 52.6 |
| 0 | | 0 | 18Jul 12 15:07:00 | 48.8 | 50.9 | 55.7 | 0 | | 0 | 18Jul 12 15:20:25 | 45.6 | 46.5 | 52.6 |
| 0 | | 0 | 18Jul 12 15:07:05 | 49.2 | 50.1 | 56.2 | 0 | | 0 | 18Jul 12 15:20:30 | 46.5 | 50.9 | 53.5 |
| 0 | | 0 | 18Jul 12 15:07:10 | 48.5 | 49.7 | 55.5 | 0 | | 0 | 18Jul 12 15:20:35 | 46.2 | 48.5 | 53.1 |
| 0 | | 0 | 18Jul 12 15:07:15 | 48.6 | 49.5 | 55.6 | 0 | | 0 | 18Jul 12 15:20:40 | 45.5 | 47.2 | 52.5 |
| 0 | | 0 | 18Jul 12 15:07:20 | 48.5 | 49.9 | 55.5 | 0 | | 0 | 18Jul 12 15:20:45 | 46.8 | 48.2 | 53.8 |
| 0 | | 0 | 18Jul 12 15:07:25 | 48.8 | 49.6 | 55.8 | 0 | | 0 | 18Jul 12 15:20:50 | 47.7 | 48.6 | 54.6 |
| 0 | | 0 | 18Jul 12 15:07:30 | 47.3 | 48.0 | 54.3 | 0 | | 0 | 18Jul 12 15:20:55 | 47.8 | 48.6 | 54.8 |
| 0 | | 0 | 18Jul 12 15:07:35 | 46.0 | 46.9 | 52.9 | 0 | | 0 | 18Jul 12 15:21:00 | 49.2 | 51.5 | 56.2 |
| 0 | | 0 | 18Jul 12 15:07:40 | 45.8 | 46.5 | 52.7 | 0 | | 0 | 18Jul 12 15:21:05 | 54.0 | 55.8 | 61.0 |
| 0 | | 0 | 18Jul 12 15:07:45 | 46.3 | 48.4 | 53.3 | 0 | | 0 | 18Jul 12 15:21:10 | 55.0 | 56.2 | 62.0 |
| 0 | | 0 | 18Jul 12 15:07:50 | 46.6 | 47.5 | 53.6 | 0 | | 0 | 18Jul 12 15:21:15 | 55.3 | 56.8 | 62.3 |
| 0 | | 0 | 18Jul 12 15:07:55 | 47.2 | 48.6 | 54.2 | 0 | | 0 | 18Jul 12 15:21:20 | 57.3 | 59.0 | 64.3 |
| 0 | | 0 | 18Jul 12 15:08:00 | 47.6 | 48.9 | 54.6 | 0 | | 0 | 18Jul 12 15:21:25 | 57.9 | 59.1 | 64.9 |
| 0 | | 0 | 18Jul 12 15:08:05 | 46.9 | 47.7 | 53.9 | 0 | | 0 | 18Jul 12 15:21:30 | 56.6 | 58.1 | 63.6 |
| 0 | | 0 | 18Jul 12 15:08:10 | 47.8 | 49.1 | 54.8 | 0 | | 0 | 18Jul 12 15:21:35 | 55.9 | 57.7 | 62.9 |
| 0 | | 0 | 18Jul 12 15:08:15 | 49.2 | 50.6 | 56.1 | 0 | | 0 | 18Jul 12 15:21:40 | 56.7 | 60.1 | 63.7 |
| 0 | | 0 | 18Jul 12 15:08:20 | 49.3 | 50.9 | 56.3 | 0 | | 0 | 18Jul 12 15:21:45 | 56.6 | 58.2 | 63.6 |
| 0 | | 0 | 18Jul 12 15:08:25 | 48.6 | 50.4 | 55.6 | 0 | | 0 | 18Jul 12 15:21:50 | 55.5 | 58.0 | 62.5 |
| 0 | | 0 | 18Jul 12 15:08:30 | 49.2 | 54.3 | 56.2 | 0 | | 0 | 18Jul 12 15:21:55 | 54.6 | 56.8 | 61.6 |
| 0 | | 0 | 18Jul 12 15:08:35 | 48.3 | 49.2 | 55.2 | 0 | | 0 | 18Jul 12 15:22:00 | 55.3 | 56.8 | 62.3 |
| 0 | | 0 | 18Jul 12 15:08:40 | 47.9 | 49.1 | 54.9 | 0 | | 0 | 18Jul 12 15:22:05 | 55.5 | 57.1 | 62.4 |
| 0 | | 0 | 18Jul 12 15:08:45 | 47.8 | 49.0 | 54.8 | 0 | | 0 | 18Jul 12 15:22:10 | 54.3 | 56.2 | 61.2 |
| 0 | | 0 | 18Jul 12 15:08:50 | 47.4 | 48.1 | 54.4 | 0 | | 0 | 18Jul 12 15:22:15 | 51.2 | 53.0 | 58.2 |
| 0 | | 0 | 18Jul 12 15:08:55 | 49.1 | 54.5 | 56.1 | 0 | | 0 | 18Jul 12 15:22:20 | 49.1 | 50.6 | 56.1 |
| 0 | | 0 | 18Jul 12 15:09:00 | 49.3 | 50.9 | 56.3 | 0 | | 0 | 18Jul 12 15:22:25 | 47.7 | 48.8 | 54.7 |
| 0 | | 0 | 18Jul 12 15:09:05 | 47.8 | 50.4 | 54.8 | 0 | | 0 | 18Jul 12 15:22:30 | 46.3 | 47.2 | 53.3 |
| 0 | | 0 | 18Jul 12 15:09:10 | 47.3 | 49.0 | 54.3 | 0 | | 0 | 18Jul 12 15:22:35 | 45.5 | 46.2 | 52.5 |
| 0 | | 0 | 18Jul 12 15:09:15 | 48.5 | 49.6 | 55.4 | 0 | | 0 | 18Jul 12 15:22:40 | 45.3 | 46.6 | 52.3 |
| 0 | | 0 | 18Jul 12 15:09:20 | 49.1 | 49.9 | 56.1 | 0 | | 0 | 18Jul 12 15:22:45 | 45.8 | 47.3 | 52.7 |
| 0 | | 0 | 18Jul 12 15:09:25 | 50.2 | 52.0 | 57.2 | 0 | | 0 | 18Jul 12 15:22:50 | 45.6 | 46.7 | 52.6 |
| 0 | | 0 | 18Jul 12 15:09:30 | 50.1 | 55.6 | 57.1 | 0 | | 0 | 18Jul 12 15:22:55 | 47.5 | 48.8 | 54.5 |
| 0 | | 0 | 18Jul 12 15:09:35 | 49.8 | 53.9 | 56.8 | 0 | | 0 | 18Jul 12 15:23:00 | 48.8 | 50.1 | 55.8 |
| 0 | | 0 | 18Jul 12 15:09:40 | 50.1 | 51.5 | 57.1 | 0 | | 0 | 18Jul 12 15:23:05 | 48.9 | 51.7 | 55.9 |
| 0 | | 0 | 18Jul 12 15:09:45 | 49.7 | 51.0 | 56.7 | 0 | | 0 | 18Jul 12 15:23:10 | 48.2 | 49.0 | 55.2 |
| 0 | | 0 | 18Jul 12 15:09:50 | 49.6 | 52.5 | 56.6 | 0 | | 0 | 18Jul 12 15:23:15 | 49.0 | 50.0 | 56.0 |
| 0 | | 0 | 18Jul 12 15:09:55 | 48.8 | 51.9 | 55.8 | 0 | | 0 | 18Jul 12 15:23:20 | 48.6 | 49.5 | 55.6 |
| 0 | | 0 | 18Jul 12 15:10:00 | 48.9 | 52.7 | 55.9 | 0 | | 0 | 18Jul 12 15:23:25 | 49.1 | 50.2 | 56.1 |
| 0 | | 0 | 18Jul 12 15:10:05 | 47.1 | 50.0 | 54.1 | 0 | | 0 | 18Jul 12 15:23:30 | 48.5 | 49.6 | 55.5 |
| 0 | | 0 | 18Jul 12 15:10:10 | 46.3 | 49.5 | 53.3 | 0 | | 0 | 18Jul 12 15:23:35 | 47.4 | 48.5 | 54.4 |
| 0 | | 0 | 18Jul 12 15:10:15 | 48.1 | 57.7 | 55.1 | 0 | | 0 | 18Jul 12 15:23:40 | 48.1 | 49.3 | 55.1 |
| 0 | | 0 | 18Jul 12 15:10:20 | 45.6 | 51.5 | 52.6 | 0 | | 0 | 18Jul 12 15:23:45 | 48.1 | 49.0 | 55.1 |
| 0 | | 0 | 18Jul 12 15:10:25 | 44.1 | 45.1 | 51.1 | 0 | | 0 | 18Jul 12 15:23:50 | 46.8 | 48.1 | 53.8 |
| 0 | | 0 | 18Jul 12 15:10:30 | 44.5 | 50.5 | 51.5 | 0 | | 0 | 18Jul 12 15:23:55 | 46.2 | 47.6 | 53.2 |
| 0 | | 0 | 18Jul 12 15:10:35 | 46.0 | 48.2 | 53.0 | 0 | | 0 | 18Jul 12 15:24:00 | 47.2 | 49.1 | 54.2 |
| 0 | | 0 | 18Jul 12 15:10:40 | 46.7 | 48.2 | 53.7 | 0 | | 0 | 18Jul 12 15:24:05 | 47.3 | 49.0 | 54.3 |
| 0 | | 0 | 18Jul 12 15:10:45 | 48.7 | 50.1 | 55.7 | 0 | | 0 | 18Jul 12 15:24:10 | 47.0 | 49.2 | 53.9 |
| 0 | | 0 | 18Jul 12 15:10:50 | 49.1 | 50.3 | 56.1 | 0 | | 0 | 18Jul 12 15:24:15 | 46.8 | 47.8 | 53.8 |
| 0 | | 0 | 18Jul 12 15:10:55 | 49.7 | 50.3 | 56.7 | 0 | | 0 | 18Jul 12 15:24:20 | 47.3 | 49.1 | 54.3 |
| 0 | | 0 | 18Jul 12 15:11:00 | 49.8 | 50.6 | 56.8 | 0 | | 0 | 18Jul 12 15:24:25 | 48.4 | 49.5 | 55.4 |
| 0 | | 0 | 18Jul 12 15:11:05 | 49.5 | 50.8 | 56.5 | 0 | | 0 | 18Jul 12 15:24:30 | 47.2 | 49.0 | 54.2 |
| 0 | | 0 | 18Jul 12 15:11:10 | 48.7 | 50.0 | 55.7 | 0 | | 0 | 18Jul 12 15:24:35 | 46.2 | 49.4 | 53.2 |
| 0 | | 0 | 18Jul 12 15:11:15 | 48.2 | 49.5 | 55.2 | 0 | | 0 | 18Jul 12 15:24:40 | 45.6 | 46.5 | 52.6 |
| 0 | | 0 | 18Jul 12 15:11:20 | 49.4 | 51.7 | 56.4 | 0 | | 0 | 18Jul 12 15:24:45 | 45.6 | 47.2 | 52.6 |
| 0 | | 0 | 18Jul 12 15:11:25 | 48.7 | 50.2 | 55.7 | 0 | | 0 | 18Jul 12 15:24:50 | 45.4 | 47.5 | 52.4 |
| 0 | | 0 | 18Jul 12 15:11:30 | 48.5 | 49.7 | 55.5 | 0 | | 0 | 18Jul 12 15:24:55 | 46.3 | 48.4 | 53.3 |
| 0 | | 0 | 18Jul 12 15:11:35 | 48.6 | 51.6 | 55.6 | 0 | | 0 | 18Jul 12 15:25:00 | 47.2 | 51.0 | 54.2 |
| 0 | | 0 | 18Jul 12 15:11:40 | 48.1 | 48.8 | 55.1 | 0 | | 0 | 18Jul 12 15:25:05 | 47.6 | 48.6 | 54.6 |
| 0 | | 0 | 18Jul 12 15:11:45 | 49.0 | 50.7 | 56.0 | 0 | | 0 | 18Jul 12 15:25:10 | 48.1 | 49.1 | 55.1 |
| 0 | | 0 | 18Jul 12 15:11:50 | 48.8 | 50.0 | 55.8 | 0 | | 0 | 18Jul 12 15:25:15 | 48.3 | 49.5 | 55.3 |
| 0 | | 0 | 18Jul 12 15:11:55 | 50.1 | 51.1 | 57.1 | 0 | | 0 | 18Jul 12 15:25:20 | 48.3 | 48.9 | 55.3 |
| 0 | | 0 | 18Jul 12 15:12:00 | 50.7 | 51.5 | 57.7 | 0 | | 0 | 18Jul 12 15:25:25 | 47.9 | 49.1 | 54.9 |
| 0 | | 0 | 18Jul 12 15:12:05 | 50.5 | 51.3 | 57.5 | 0 | | 0 | 18Jul 12 15:25:30 | 47.8 | 48.6 | 54.8 |
| 0 | | 0 | 18Jul 12 15:12:10 | 51.3 | 52.8 | 58.2 | 0 | | 0 | 18Jul 12 15:25:35 | 47.3 | 48.2 | 54.2 |
| 0 | | 0 | 18Jul 12 15:12:15 | 50.5 | 51.5 | 57.5 | 0 | | 0 | 18Jul 12 15:25:40 | 47.1 | 47.7 | 54.1 |
| 0 | | 0 | 18Jul 12 15:12:20 | 50.1 | 51.2 | 57.1 | 0 | | 0 | 18Jul 12 15:25:45 | 47.4 | 48.6 | 54.4 |
| 0 | | 0 | 18Jul 12 15:12:25 | 49.3 | 50.1 | 56.2 | 0 | | 0 | 18Jul 12 15:25:50 | 48.5 | 49.4 | 55.5 |
| 0 | | 0 | 18Jul 12 15:12:30 | 49.0 | 52.1 | 56.0 | 0 | | 0 | 18Jul 12 15:25:55 | 49.6 | 50.7 | 56.6 |
| 0 | | 0 | 18Jul 12 15:12:35 | 49.0 | 51.1 | 56.0 | 0 | | 0 | 18Jul 12 15:26:00 | 49.2 | 50.1 | 56.1 |
| 0 | | 0 | 18Jul 12 15:12:40 | 49.7 | 50.3 | 56.7 | 0 | | 0 | 18Jul 12 15:26:05 | 48.2 | 49.5 | 55.2 |
| 0 | | 0 | 18Jul 12 15:12:45 | 49.4 | 50.0 | 56.4 | 0 | | 0 | 18Jul 12 15:26:10 | 47.7 | 48.7 | 54.6 |
| 0 | | 0 | 18Jul 12 15:12:50 | 49.4 | 50.2 | 56.4 | 0 | | 0 | 18Jul 12 15:26:15 | 47.3 | 48.6 | 54.3 |
| 0 | | 0 | 18Jul 12 15:12:55 | 48.1 | 49.2 | 55.1 | 0 | | 0 | 18Jul 12 15:26:20 | 46.5 | 48.4 | 53.5 |
| 0 | | 0 | 18Jul 12 15:13:00 | 47.7 | 50.5 | 54.7 | 0 | | 0 | 18Jul 12 15:26:25 | 45.4 | 46.1 | 52.4 |
| 0 | | 0 | 18Jul 12 15:13:05 | 46.4 | 47.1 | 53.4 | 0 | | 0 | 18Jul 12 15:26:30 | 45.6 | 46.5 | 52.6 |
| 0 | | 0 | 18Jul 12 15:13:10 | 46.7 | 47.3 | 53.7 | 0 | | 0 | 18Jul 12 15:26:35 | 45.9 | 46.9 | 52.9 |
| 0 | | 0 | 18Jul 12 15:13:15 | 47.7 | 49.0 | 54.7 | 0 | | 0 | 18Jul 12 15:26:40 | 46.3 | 47.2 | 53.3 |
| 0 | | 0 | 18Jul 12 15:13:20 | 48.2 | 49.6 | 55.2 | 0 | | 0 | 18Jul 12 15:26:45 | 46.4 | 47.4 | 53.4 |
| 0 | | 0 | 18Jul 12 15:13:25 | 48.4 | 50.1 | 55.4 | 0 | | 0 | 18Jul 12 15:26:50 | 46.8 | 48.2 | 53.8 |
| 0 | | 0 | 18Jul 12 15:13:30 | 49.5 | 51.5 | 56.5 | 0 | | 0 | 18Jul 12 15:26:55 | 48.3 | 50.0 | 55.3 |
| 0 | | 0 | 18Jul 12 15:13:35 | 49.8 | 50.8 | 56.8 | 0 | | 0 | 18Jul 12 15:27:00 | 50.0 | 51.1 | 57.0 |
| 0 | | 0 | 18Jul 12 15:13:40 | 50.9 | 52.1 | 57.9 | 0 | | 0 | 18Jul 12 15:27:05 | 50.3 | 52.2 | 57.3 |
| 0 | | 0 | 18Jul 12 15:13:45 | 50.7 | 51.8 | 57.6 | 0 | | 0 | 18Jul 12 15:27:10 | 50.5 | 51.6 | 57.4 |
| 0 | | 0 | 18Jul 12 15:13:50 | 50.7 | 52.1 | 57.7 | 0 | | 0 | 18Jul 12 15:27:15 | 50.0 | 50.9 | 56.9 |
| 0 | | 0 | 18Jul 12 15:13:55 | 50.8 | 52.2 | 57.8 | 0 | | 0 | 18Jul 12 15:27:20 | 49.6 | 51.6 | 56.6 |
| 0 | | 0 | 18Jul 12 15:14:00 | 50.6 | 51.7 | 57.6 | 0 | | 0 | 18Jul 12 15:27:25 | 49.6 | 50.7 | 56.6 |
| 0 | | 0 | 18Jul 12 15:14:05 | 50.4 | 51.7 | 57.4 | 0 | | 0 | 18Jul 12 15:27:30 | 50.0 | 51.7 | 57.0 |
| 0 | | 0 | 18Jul 12 15:14:10 | 50.0 | 51.5 | 57.0 | 0 | | 0 | 18Jul 12 15:27:35 | 48.6 | 49.4 | 55.6 |
| 0 | | 0 | 18Jul 12 15:14:15 | 48.8 | 49.7 | 55.8 | 0 | | 0 | 18Jul 12 15:27:40 | 48.2 | 49.6 | 55.1 |
| 0 | | 0 | 18Jul 12 15:14:20 | 49.1 | 49.8 | 56.1 | 0 | | 0 | 18Jul 12 15:27:45 | 47.3 | 48.5 | 54.3 |
| 0 | | 0 | 18Jul 12 15:14:25 | 47.9 | 50.1 | 54.9 | 0 | | 0 | 18Jul 12 15:27:50 | 46.0 | 46.9 | 53.0 |
| 0 | | 0 | 18Jul 12 15:14:30 | 47.0 | 47.7 | 54.0 | 0 | | 0 | 18Jul 12 15:27:55 | 45.8 | 47.2 | 52.7 |
| 0 | | 0 | 18Jul 12 15:14:35 | 47.4 | 48.7 | 54.4 | 0 | | 0 | 18Jul 12 15:28:00 | 46.5 | 47.6 | 53.4 |
| 0 | | 0 | 18Jul 12 15:14:40 | 48.5 | 49.8 | 55.5 | 0 | | 0 | 18Jul 12 15:28:05 | 46.8 | 48.5 | 53.8 |
| 0 | | 0 | 18Jul 12 15:14:45 | 49.4 | 51.2 | 56.4 | 0 | | 0 | 18Jul 12 15:28:10 | 46.4 | 47.4 | 53.4 |
| 0 | | 0 | 18Jul 12 15:14:50 | 49.4 | 51.2 | 56.4 | 0 | | 0 | 18Jul 12 15:28:15 | 47.6 | 49.0 | 54.6 |
| 0 | | 0 | 18Jul 12 15:14:55 | 49.5 | 50.2 | 56.5 | 0 | | 0 | 18Jul 12 15:28:20 | 48.1 | 49.6 | 55.1 |
| 0 | | 0 | 18Jul 12 15:15:00 | 48.7 | 49.7 | 55.7 | 0 | | 0 | 18Jul 12 15:28:25 | 47.0 | 48.0 | 54.0 |
| 0 | | 0 | 18Jul 12 15:15:05 | 48.5 | 49.5 | 55.5 | 0 | | 0 | 18Jul 12 15:28:30 | 46.1 | 47.4 | 53.0 |
| 0 | | 0 | 18Jul 12 15:15:10 | 48.9 | 49.6 | 55.9 | 0 | | 0 | 18Jul 12 15:28:35 | 47.2 | 48.9 | 54.2 |
| 0 | | 0 | 18Jul 12 15:15:15 | 49.0 | 50.1 | 56.0 | 0 | | 0 | 18Jul 12 15:28:40 | 46.7 | 49.4 | 53.7 |
| 0 | | 0 | 18Jul 12 15:15:20 | 49.6 | 53.6 | 56.6 | 0 | | 0 | 18Jul 12 15:28:45 | 46.6 | 48.2 | 53.5 |
| 0 | | 0 | 18Jul 12 15:15:25 | 48.1 | 48.8 | 55.1 | 0 | | 0 | 18Jul 12 15:28:50 | 47.3 | 48.2 | 54.3 |
| 0 | | 0 | 18Jul 12 15:15:30 | 48.2 | 49.8 | 55.2 | 0 | | 0 | 18Jul 12 15:28:55 | 50.1 | 52.6 | 57.1 |
| 0 | | 0 | 18Jul 12 15:15:35 | 48.7 | 55.9 | 55.7 | 0 | | 0 | 18Jul 12 15:29:00 | 53.0 | 54.4 | 59.9 |
| 0 | | 0 | 18Jul 12 15:15:40 | 48.1 | 49.3 | 55.0 | 0 | | 0 | 18Jul 12 15:29:05 | 54.9 | 57.0 | 61.9 |
| 0 | | 0 | 18Jul 12 15:15:45 | 47.5 | 48.6 | 54.5 | 0 | | 0 | 18Jul 12 15:29:10 | 56.2 | 57.7 | 63.2 |
| 0 | | 0 | 18Jul 12 15:15:50 | 47.1 | 47.8 | 54.1 | 0 | | 0 | 18Jul 12 15:29:15 | 56.7 | 58.2 | 63.7 |
| 0 | | 0 | 18Jul 12 15:15:55 | 47.3 | 51.2 | 54.3 | 0 | | 0 | 18Jul 12 15:29:20 | 56.9 | 58.4 | 63.9 |
| 0 | | 0 | 18Jul 12 15:16:00 | 50.8 | 50.8 | 57.8 | 0 | | 0 | 18Jul 12 15:29:25 | 57.2 | 58.7 | 64.2 |
| Stop Key | | | | | | | 0 | | 0 | 18Jul 12 15:29:30 | 59.7 | 62.2 | 66.7 |
| Run Key | | | | | | | 0 | | 0 | 18Jul 12 15:29:35 | 56.5 | 59.3 | 63.5 |
| **Measurement 3** | | | | | | | 0 | | 0 | 18Jul 12 15:29:40 | 56.9 | 59.5 | 63.9 |
| 0 | | 0 | 18Jul 12 15:19:00 | 48.5 | 50.8 | 55.5 | 0 | | 0 | 18Jul 12 15:29:45 | 55.5 | 56.7 | 62.5 |
| 0 | | 0 | 18Jul 12 15:19:05 | 50.2 | 59.0 | 57.2 | 0 | | 0 | 18Jul 12 15:29:50 | 55.9 | 57.4 | 62.9 |
| 0 | | 0 | 18Jul 12 15:19:10 | 50.4 | 53.7 | 57.4 | 0 | | 0 | 18Jul 12 15:29:55 | 56.0 | 57.7 | 63.0 |
| 0 | | 0 | 18Jul 12 15:19:15 | 49.1 | 51.5 | 56.0 | 0 | | 0 | 18Jul 12 15:30:00 | 56.1 | 58.1 | 63.1 |
| 0 | | 0 | 18Jul 12 15:19:20 | 48.5 | 49.3 | 55.5 | 0 | | 0 | 18Jul 12 15:30:05 | 57.3 | 60.8 | 64.3 |
| 0 | | 0 | 18Jul 12 15:19:25 | 48.5 | 49.6 | 55.5 | 0 | | 0 | 18Jul 12 15:30:10 | 55.9 | 60.6 | 62.9 |

```
   0                          0   18Jul 12 15:30:15  58.2  62.5  65.2
   0                          0   18Jul 12 15:30:20  58.6  62.1  65.6
   0                          0   18Jul 12 15:30:25  55.1  58.2  62.1
   0                          0   18Jul 12 15:30:30  53.1  55.2  60.1
   0                          0   18Jul 12 15:30:35  50.2  51.6  57.2
   0                          0   18Jul 12 15:30:40  48.5  49.5  55.5
   0                          0   18Jul 12 15:30:45  48.4  50.1  55.4
   0                          0   18Jul 12 15:30:50  48.0  49.5  54.9
   0                          0   18Jul 12 15:30:55  48.6  50.1  55.6
   0                          0   18Jul 12 15:31:00  48.1  49.7  55.1
   0                          0   18Jul 12 15:31:05  47.6  48.9  54.6
   0                          0   18Jul 12 15:31:10  46.8  48.0  53.7
   0                          0   18Jul 12 15:31:15  45.6  47.0  52.6
   0                          0   18Jul 12 15:31:20  44.7  45.2  51.7
   0                          0   18Jul 12 15:31:25  45.6  46.7  52.6
   0                          0   18Jul 12 15:31:30  46.0  46.9  52.9
   0                          0   18Jul 12 15:31:35  46.9  48.1  53.9
   0                          0   18Jul 12 15:31:40  46.5  47.6  53.5
   0                          0   18Jul 12 15:31:45  47.3  47.9  54.2
   0                          0   18Jul 12 15:31:50  48.1  49.0  55.1
   0                          0   18Jul 12 15:31:55  46.8  47.6  53.8
   0                          0   18Jul 12 15:32:00  46.7  47.7  53.7
   0                          0   18Jul 12 15:32:05  47.0  47.9  54.0
   0                          0   18Jul 12 15:32:10  47.2  47.7  54.2
   0                          0   18Jul 12 15:32:15  47.5  48.5  54.5
   0                          0   18Jul 12 15:32:20  48.2  50.0  55.2
   0                          0   18Jul 12 15:32:25  47.5  48.6  54.5
   0                          0   18Jul 12 15:32:30  47.7  50.6  54.7
   0                          0   18Jul 12 15:32:35  46.8  49.5  53.8
   0                          0   18Jul 12 15:32:40  46.1  47.9  53.1
   0                          0   18Jul 12 15:32:45  46.8  47.7  53.8
   0                          0   18Jul 12 15:32:50  46.9  48.0  53.9
   0                          0   18Jul 12 15:32:55  46.9  48.1  53.9
   0                          0   18Jul 12 15:33:00  46.8  49.6  53.7
   0                          0   18Jul 12 15:33:05  47.2  48.1  54.2
   0                          0   18Jul 12 15:33:10  47.1  48.1  54.1
   0                          0   18Jul 12 15:33:15  47.5  49.0  54.5
   0                          0   18Jul 12 15:33:20  47.4  49.5  54.4
   0                          0   18Jul 12 15:33:25  46.8  47.7  53.8
   0                          0   18Jul 12 15:33:30  46.3  46.9  53.3
   0                          0   18Jul 12 15:33:35  46.3  47.1  53.3
   0                          0   18Jul 12 15:33:40  46.0  47.0  53.0
   0                          0   18Jul 12 15:33:45  44.8  46.2  51.8
   0                          0   18Jul 12 15:33:50  43.0  44.0  50.0
   0                          0   18Jul 12 15:33:55  42.9  48.0  49.9
C:\NOISE\LARDAV\SLMUTIL\18JUL_13.bin    Time History Data
Sample Period (sec):     5.000

                          Meas
Site Location             Number    Date      Time   Level  Lmax  SEL
------------------------------------------------------------------
   0                          0   18Jul 12 15:34:00  47.2  47.2  54.2
 Stop   Key
```

# ATTACHMENT 2

# TNM Input/Output: Noise Measurement Conditions

***THIS PAGE IS INTENTIONALLY BLANK.***

RECON
Jessica Fleming

3 October 2012
TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: 6054
RUN: Scripps Ranch CLC - Measured Receiver

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

| Roadway Name | Width | Points Name | No. | Coordinates (pavement) X | Y | Z | Flow Control Control Device | Speed Constraint | Percent Vehicles Affected | Segment Pvmt Type | On Struct? |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | ft | | | ft | ft | ft | | mph | % | | |
| EB Pomerado | 16.0 | 1 | 1 | 6,305,818.0 | 1,910,245.0 | 618.00 | | | | Average | |
| | | 2 | 2 | 6,305,438.0 | 1,910,122.9 | 616.00 | | | | Average | |
| | | 3 | 3 | 6,304,959.0 | 1,909,920.2 | 612.00 | | | | Average | |
| | | 4 | 4 | 6,304,415.5 | 1,909,703.8 | 608.00 | | | | Average | |
| | | 5 | 5 | 6,304,031.0 | 1,909,549.5 | 604.00 | | | | Average | |
| | | 6 | 6 | 6,303,851.0 | 1,909,457.4 | 602.00 | | | | Average | |
| | | 7 | 7 | 6,303,501.0 | 1,909,268.5 | 600.00 | | | | Average | |
| | | 8 | 8 | 6,303,183.5 | 1,909,105.0 | 596.00 | | | | Average | |
| | | 9 | 9 | 6,302,983.0 | 1,909,026.8 | 594.00 | | | | Average | |
| | | 10 | 10 | 6,302,764.0 | 1,908,959.9 | 592.00 | | | | Average | |
| | | 11 | 11 | 6,302,566.0 | 1,908,900.0 | 592.00 | | | | Average | |
| | | 12 | 12 | 6,302,324.5 | 1,908,801.0 | 594.00 | | | | Average | |
| | | 13 | 13 | 6,302,029.5 | 1,908,646.8 | 588.00 | | | | Average | |
| | | 14 | 14 | 6,301,769.0 | 1,908,483.2 | 582.00 | | | | Average | |
| | | 15 | 15 | 6,301,523.0 | 1,908,351.9 | 578.00 | | | | Average | |
| | | 16 | 16 | 6,301,209.5 | 1,908,199.9 | 570.00 | | | | | |
| WB Pomerado | 16.0 | 1 | 17 | 6,301,221.0 | 1,908,170.0 | 570.00 | | | | Average | |
| | | 2 | 18 | 6,301,529.5 | 1,908,335.8 | 578.00 | | | | Average | |
| | | 3 | 19 | 6,301,778.5 | 1,908,464.8 | 582.00 | | | | Average | |
| | | 4 | 20 | 6,302,036.5 | 1,908,626.0 | 588.00 | | | | Average | |
| | | 5 | 21 | 6,302,331.0 | 1,908,784.9 | 594.00 | | | | Average | |
| | | 6 | 22 | 6,302,573.0 | 1,908,877.0 | 592.00 | | | | Average | |
| | | 7 | 23 | 6,302,773.5 | 1,908,941.5 | 592.00 | | | | Average | |
| | | 8 | 24 | 6,302,992.0 | 1,909,008.2 | 594.00 | | | | Average | |
| | | 9 | 25 | 6,303,195.0 | 1,909,088.9 | 596.00 | | | | Average | |

Attachment 2-1

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 10 | 26 | 6,303,512.5 | 1,909,250.1 | 600.00 | | | | Average | |
| | | 11 | 27 | 6,303,865.0 | 1,909,434.2 | 602.00 | | | | Average | |
| | | 12 | 28 | 6,304,044.5 | 1,909,517.2 | 604.00 | | | | Average | |
| | | 13 | 29 | 6,304,424.5 | 1,909,683.0 | 608.00 | | | | Average | |
| | | 14 | 30 | 6,304,966.0 | 1,909,897.2 | 612.00 | | | | Average | |
| | | 15 | 31 | 6,305,458.5 | 1,910,086.1 | 616.00 | | | | Average | |
| | | 16 | 32 | 6,305,827.0 | 1,910,208.1 | 618.00 | | | | | |

RECON
Jessica Fleming

3 October 2012
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: 6054
RUN: Scripps Ranch CLC - Measured Receiver

| Roadway | Points | | Segment | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Name | Name | No. | Autos | | MTrucks | | HTrucks | | Buses | | Motorcycles | |
| | | | V | S | V | S | V | S | V | S | V | S |
| | | | veh/hr | mph | veh/hr | mph | veh/hr | mph | veh/hr | mph | veh/hr | mph |
| EB Pomerado | 1 | 1 | 668 | 45 | 4 | 45 | 2 | 45 | 2 | 45 | 6 | 45 |
| | 2 | 2 | 668 | 45 | 4 | 45 | 2 | 45 | 2 | 45 | 6 | 45 |
| | 3 | 3 | 668 | 45 | 4 | 45 | 2 | 45 | 2 | 45 | 6 | 45 |
| | 4 | 4 | 668 | 45 | 4 | 45 | 2 | 45 | 2 | 45 | 6 | 45 |
| | 5 | 5 | 668 | 45 | 4 | 45 | 2 | 45 | 2 | 45 | 6 | 45 |
| | 6 | 6 | 668 | 45 | 4 | 45 | 2 | 45 | 2 | 45 | 6 | 45 |
| | 7 | 7 | 668 | 45 | 4 | 45 | 2 | 45 | 2 | 45 | 6 | 45 |
| | 8 | 8 | 668 | 45 | 4 | 45 | 2 | 45 | 2 | 45 | 6 | 45 |
| | 9 | 9 | 668 | 45 | 4 | 45 | 2 | 45 | 2 | 45 | 6 | 45 |
| | 10 | 10 | 668 | 45 | 4 | 45 | 2 | 45 | 2 | 45 | 6 | 45 |
| | 11 | 11 | 668 | 45 | 4 | 45 | 2 | 45 | 2 | 45 | 6 | 45 |
| | 12 | 12 | 668 | 45 | 4 | 45 | 2 | 45 | 2 | 45 | 6 | 45 |
| | 13 | 13 | 668 | 45 | 4 | 45 | 2 | 45 | 2 | 45 | 6 | 45 |
| | 14 | 14 | 668 | 45 | 4 | 45 | 2 | 45 | 2 | 45 | 6 | 45 |
| | 15 | 15 | 668 | 45 | 4 | 45 | 2 | 45 | 2 | 45 | 6 | 45 |
| | 16 | 16 | | | | | | | | | | |
| WB Pomerado | 1 | 17 | 668 | 45 | 4 | 45 | 2 | 45 | 2 | 45 | 6 | 45 |
| | 2 | 18 | 668 | 45 | 4 | 45 | 2 | 45 | 2 | 45 | 6 | 45 |
| | 3 | 19 | 668 | 45 | 4 | 45 | 2 | 45 | 2 | 45 | 6 | 45 |
| | 4 | 20 | 668 | 45 | 4 | 45 | 2 | 45 | 2 | 45 | 6 | 45 |
| | 5 | 21 | 668 | 45 | 4 | 45 | 2 | 45 | 2 | 45 | 6 | 45 |
| | 6 | 22 | 668 | 45 | 4 | 45 | 2 | 45 | 2 | 45 | 6 | 45 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 7 | 23 | 668 | 45 | 4 | 45 | 2 | 45 | 2 | 45 | 6 | 45 |
| | 8 | 24 | 668 | 45 | 4 | 45 | 2 | 45 | 2 | 45 | 6 | 45 |
| | 9 | 25 | 668 | 45 | 4 | 45 | 2 | 45 | 2 | 45 | 6 | 45 |
| | 10 | 26 | 668 | 45 | 4 | 45 | 2 | 45 | 2 | 45 | 6 | 45 |
| | 11 | 27 | 668 | 45 | 4 | 45 | 2 | 45 | 2 | 45 | 6 | 45 |
| | 12 | 28 | 668 | 45 | 4 | 45 | 2 | 45 | 2 | 45 | 6 | 45 |
| | 13 | 29 | 668 | 45 | 4 | 45 | 2 | 45 | 2 | 45 | 6 | 45 |
| | 14 | 30 | 668 | 45 | 4 | 45 | 2 | 45 | 2 | 45 | 6 | 45 |
| | 15 | 31 | 668 | 45 | 4 | 45 | 2 | 45 | 2 | 45 | 6 | 45 |
| | 16 | 32 | | | | | | | | | | |

RECON
Jessica Fleming

3 October 2012
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: 6054
RUN: Scripps Ranch CLC - Measured Receiver

| Receiver Name | No. | #DUs | Coordinates (ground) X | Y | Z | Height above Ground | Input Sound Levels and Criteria Existing LAeq1h | Impact Criteria LAeq1h | Impact Criteria Sub'l | NR Goal | Active in Calc. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | ft | ft | ft | ft | dBA | dBA | dB | dB | |
| 1 | 122 | 1 | 6,304,171.0 | 1,909,552.2 | 604.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |

Attachment 2-5

RECON
Jessica Fleming

3 October 2012
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 6054
RUN: Scripps Ranch CLC - Measured Receiver
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 62 deg F, 69% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier LAeq1h Calculated | Crit'n | Increase over existing Calculated | Crit'n Sub'l Inc | Type Impact | With Barrier Calculated LAeq1h | Noise Reduction Calculated | Goal | Calculated minus Goal |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| 1 | 122 | 1 | 0.0 | 71.4 | 66 | 71.4 | 10 | Snd Lvl | 71.4 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction Min | Avg | Max |
|---|---|---|---|---|
| | | dB | dB | dB |
| All Selected | 1 | 0.0 | 0.0 | 0.0 |
| All Impacted | 1 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |

Attachment 2-6

# ATTACHMENT 3

# TNM Input/Output: Future Noise Contours

***THIS PAGE IS INTENTIONALLY BLANK.***

RECON
Jessica Fleming

3 October 2012
TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: 6054
RUN: Scripps Ranch CLC - Contours

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

| Roadway Name | Width | Points Name | No. | Coordinates (pavement) X | Y | Z | Flow Control Control Device | Speed Constraint | Percent Vehicles Affected | Segment Pvmt Type | On Struct? |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | ft | | | ft | ft | ft | | mph | % | | |
| EB Pomerado | 16.0 | 1 | 1 | 6,305,818.0 | 1,910,245.0 | 618.00 | | | | Average | |
| | | 2 | 2 | 6,305,438.0 | 1,910,122.9 | 616.00 | | | | Average | |
| | | 3 | 3 | 6,304,959.0 | 1,909,920.2 | 612.00 | | | | Average | |
| | | 4 | 4 | 6,304,415.5 | 1,909,703.8 | 608.00 | | | | Average | |
| | | 5 | 5 | 6,304,031.0 | 1,909,549.5 | 604.00 | | | | Average | |
| | | 6 | 6 | 6,303,851.0 | 1,909,457.4 | 602.00 | | | | Average | |
| | | 7 | 7 | 6,303,501.0 | 1,909,268.5 | 600.00 | | | | Average | |
| | | 8 | 8 | 6,303,183.5 | 1,909,105.0 | 596.00 | | | | Average | |
| | | 9 | 9 | 6,302,983.0 | 1,909,026.8 | 594.00 | | | | Average | |
| | | 10 | 10 | 6,302,764.0 | 1,908,959.9 | 592.00 | | | | Average | |
| | | 11 | 11 | 6,302,566.0 | 1,908,900.0 | 592.00 | | | | Average | |
| | | 12 | 12 | 6,302,324.5 | 1,908,801.0 | 594.00 | | | | Average | |
| | | 13 | 13 | 6,302,029.5 | 1,908,646.8 | 588.00 | | | | Average | |
| | | 14 | 14 | 6,301,769.0 | 1,908,483.2 | 582.00 | | | | Average | |
| | | 15 | 15 | 6,301,523.0 | 1,908,351.9 | 578.00 | | | | Average | |
| | | 16 | 16 | 6,301,209.5 | 1,908,199.9 | 570.00 | | | | | |
| WB Pomerado | 16.0 | 1 | 17 | 6,301,221.0 | 1,908,170.0 | 570.00 | | | | Average | |
| | | 2 | 18 | 6,301,529.5 | 1,908,335.8 | 578.00 | | | | Average | |
| | | 3 | 19 | 6,301,778.5 | 1,908,464.8 | 582.00 | | | | Average | |
| | | 4 | 20 | 6,302,036.5 | 1,908,626.0 | 588.00 | | | | Average | |
| | | 5 | 21 | 6,302,331.0 | 1,908,784.9 | 594.00 | | | | Average | |
| | | 6 | 22 | 6,302,573.0 | 1,908,877.0 | 592.00 | | | | Average | |
| | | 7 | 23 | 6,302,773.5 | 1,908,941.5 | 592.00 | | | | Average | |
| | | 8 | 24 | 6,302,992.0 | 1,909,008.2 | 594.00 | | | | Average | |
| | | 9 | 25 | 6,303,195.0 | 1,909,088.9 | 596.00 | | | | Average | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 10 | 26 | 6,303,512.5 | 1,909,250.1 | 600.00 | | | | Average | |
| | | 11 | 27 | 6,303,865.0 | 1,909,434.2 | 602.00 | | | | Average | |
| | | 12 | 28 | 6,304,044.5 | 1,909,517.2 | 604.00 | | | | Average | |
| | | 13 | 29 | 6,304,424.5 | 1,909,683.0 | 608.00 | | | | Average | |
| | | 14 | 30 | 6,304,966.0 | 1,909,897.2 | 612.00 | | | | Average | |
| | | 15 | 31 | 6,305,458.5 | 1,910,086.1 | 616.00 | | | | Average | |
| | | 16 | 32 | 6,305,827.0 | 1,910,208.1 | 618.00 | | | | | |

RECON
Jessica Fleming

3 October 2012
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: 6054
RUN: Scripps Ranch CLC - Contours

| Roadway Name | Points Name | No. | Segment Autos V veh/hr | Autos S mph | MTrucks V veh/hr | MTrucks S mph | HTrucks V veh/hr | HTrucks S mph | Buses V veh/hr | Buses S mph | Motorcycles V veh/hr | Motorcycles S mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EB Pomerado | 1 | 1 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 2 | 2 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 3 | 3 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 4 | 4 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 5 | 5 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 6 | 6 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 7 | 7 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 8 | 8 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 9 | 9 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 10 | 10 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 11 | 11 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 12 | 12 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 13 | 13 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 14 | 14 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 15 | 15 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 16 | 16 | | | | | | | | | | |
| WB Pomerado | 1 | 17 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 2 | 18 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 3 | 19 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 4 | 20 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 5 | 21 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 6 | 22 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 7 | 23 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 8 | 24 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 9 | 25 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 10 | 26 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 11 | 27 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 12 | 28 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 13 | 29 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 14 | 30 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 15 | 31 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 16 | 32 | | | | | | | | | | |

RECON
Jessica Fleming

3 October 2012
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: 6054
RUN: Scripps Ranch CLC - Contours

| Receiver Name | No. | #DUs | Coordinates (ground) X | Y | Z | Height above Ground | Input Sound Levels and Criteria Existing LAeq1h | Impact Criteria LAeq1h | Impact Criteria Sub'l | NR Goal | Active in Calc. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | ft | ft | ft | ft | dBA | dBA | dB | dB | |
| 1 | 1 | 1 | 6,304,180.5 | 1,909,466.1 | 581.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 2 | 2 | 1 | 6,304,256.5 | 1,909,286.5 | 586.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 3 | 3 | 1 | 6,304,336.0 | 1,909,096.6 | 601.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 4 | 4 | 1 | 6,304,415.5 | 1,908,886.0 | 636.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 5 | 5 | 1 | 6,304,481.0 | 1,908,692.5 | 644.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 6 | 6 | 1 | 6,304,567.0 | 1,908,471.5 | 663.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 7 | 7 | 1 | 6,304,633.0 | 1,908,305.8 | 679.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 8 | 8 | 1 | 6,304,709.0 | 1,908,108.9 | 681.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 9 | 9 | 1 | 6,304,778.0 | 1,907,922.5 | 660.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 10 | 10 | 1 | 6,304,840.0 | 1,907,742.9 | 669.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 11 | 11 | 1 | 6,304,094.0 | 1,909,341.8 | 572.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 12 | 12 | 1 | 6,304,184.0 | 1,909,158.8 | 572.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 13 | 13 | 1 | 6,304,270.0 | 1,908,951.5 | 632.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 14 | 14 | 1 | 6,304,356.5 | 1,908,747.8 | 644.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 15 | 15 | 1 | 6,304,450.0 | 1,908,544.0 | 644.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 16 | 16 | 1 | 6,304,512.0 | 1,908,361.0 | 657.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 17 | 17 | 1 | 6,304,584.5 | 1,908,153.9 | 660.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 18 | 18 | 1 | 6,304,626.0 | 1,907,970.8 | 660.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 19 | 19 | 1 | 6,304,719.0 | 1,907,787.8 | 660.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 20 | 20 | 1 | 6,303,925.0 | 1,909,338.4 | 575.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 21 | 21 | 1 | 6,304,004.5 | 1,909,200.2 | 570.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 22 | 22 | 1 | 6,304,094.0 | 1,908,996.5 | 595.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 23 | 23 | 1 | 6,304,194.5 | 1,908,803.0 | 637.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 24 | 24 | 1 | 6,304,291.0 | 1,908,595.9 | 645.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 25 | 25 | 1 | 6,304,384.0 | 1,908,412.9 | 646.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 26 | 26 | 1 | 6,304,439.5 | 1,908,219.5 | 660.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 27 | 27 | 1 | 6,304,519.0 | 1,908,029.5 | 660.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 28 | 28 | 1 | 6,304,584.5 | 1,907,839.6 | 660.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 29 | 29 | 1 | 6,304,619.0 | 1,907,670.4 | 660.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 30 | 30 | 1 | 6,303,852.5 | 1,909,207.1 | 570.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 31 | 31 | 1 | 6,303,945.5 | 1,909,055.1 | 570.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 32 | 32 | 1 | 6,304,025.0 | 1,908,844.5 | 635.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 33 | 33 | 1 | 6,304,139.0 | 1,908,661.5 | 643.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 34 | 34 | 1 | 6,304,260.0 | 1,908,450.8 | 644.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 35 | 35 | 1 | 6,304,308.0 | 1,908,295.4 | 657.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 36 | 36 | 1 | 6,304,391.0 | 1,908,088.2 | 660.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 37 | 37 | 1 | 6,304,460.0 | 1,907,922.5 | 648.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 38 | 38 | 1 | 6,304,515.5 | 1,907,739.4 | 660.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 39 | 39 | 1 | 6,303,679.5 | 1,909,200.2 | 573.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 40 | 40 | 1 | 6,303,769.5 | 1,909,062.0 | 568.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 41 | 41 | 1 | 6,303,863.0 | 1,908,906.6 | 567.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 42 | 42 | 1 | 6,303,959.5 | 1,908,716.8 | 642.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 43 | 43 | 1 | 6,304,063.0 | 1,908,540.6 | 644.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 44 | 44 | 1 | 6,304,194.5 | 1,908,354.1 | 652.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 45 | 45 | 1 | 6,304,273.5 | 1,908,171.1 | 660.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 46 | 46 | 1 | 6,304,363.5 | 1,907,977.8 | 648.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 47 | 47 | 1 | 6,304,398.0 | 1,907,794.6 | 658.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 48 | 48 | 1 | 6,304,450.0 | 1,907,622.0 | 660.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 49 | 49 | 1 | 6,303,635.0 | 1,909,079.4 | 566.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 50 | 50 | 1 | 6,303,700.5 | 1,908,927.4 | 566.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 51 | 51 | 1 | 6,303,811.0 | 1,908,772.0 | 603.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 52 | 52 | 1 | 6,303,911.0 | 1,908,575.1 | 641.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 53 | 53 | 1 | 6,303,990.5 | 1,908,405.9 | 648.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 54 | 54 | 1 | 6,304,118.5 | 1,908,423.2 | 650.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 55 | 55 | 1 | 6,304,135.5 | 1,908,254.0 | 655.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 56 | 56 | 1 | 6,304,204.5 | 1,908,091.6 | 660.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 57 | 57 | 1 | 6,304,280.5 | 1,907,919.0 | 648.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 58 | 58 | 1 | 6,304,336.0 | 1,907,767.0 | 652.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 59 | 59 | 1 | 6,304,329.0 | 1,907,590.9 | 656.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 60 | 60 | 1 | 6,303,490.0 | 1,909,069.0 | 564.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 61 | 61 | 1 | 6,303,559.0 | 1,908,927.4 | 564.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 62 | 62 | 1 | 6,303,666.0 | 1,908,778.9 | 567.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 63 | 63 | 1 | 6,303,776.5 | 1,908,613.1 | 646.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 64 | 64 | 1 | 6,303,849.0 | 1,908,440.5 | 646.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 65 | 65 | 1 | 6,303,928.5 | 1,908,292.0 | 653.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 66 | 66 | 1 | 6,304,066.5 | 1,908,126.2 | 654.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 67 | 67 | 1 | 6,304,153.0 | 1,907,950.1 | 655.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 68 | 68 | 1 | 6,304,222.0 | 1,907,784.4 | 648.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 69 | 69 | 1 | 6,304,194.5 | 1,907,566.8 | 653.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 70 | 70 | 1 | 6,303,400.0 | 1,908,934.2 | 561.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 71 | 71 | 1 | 6,303,517.5 | 1,908,789.2 | 563.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 72 | 72 | 1 | 6,303,638.5 | 1,908,623.5 | 626.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 73 | 73 | 1 | 6,303,700.5 | 1,908,478.5 | 645.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 74 | 74 | 1 | 6,303,790.0 | 1,908,302.4 | 646.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 75 | 75 | 1 | 6,303,876.5 | 1,908,129.6 | 654.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 76 | 76 | 1 | 6,304,008.0 | 1,907,967.4 | 654.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 77 | 77 | 1 | 6,304,059.5 | 1,907,794.6 | 650.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 78 | 78 | 1 | 6,304,063.0 | 1,907,622.0 | 650.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 79 | 79 | 1 | 6,303,293.0 | 1,908,965.4 | 566.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 80 | 80 | 1 | 6,303,376.0 | 1,909,044.8 | 564.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 81 | 81 | 1 | 6,303,431.0 | 1,908,789.2 | 561.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 82 | 82 | 1 | 6,303,538.0 | 1,908,609.6 | 591.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 83 | 83 | 1 | 6,303,662.5 | 1,908,381.8 | 645.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 84 | 84 | 1 | 6,303,552.0 | 1,908,267.8 | 630.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 85 | 85 | 1 | 6,303,355.0 | 1,908,126.2 | 640.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 86 | 86 | 1 | 6,303,490.0 | 1,907,963.9 | 646.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 87 | 87 | 1 | 6,303,500.0 | 1,908,105.5 | 645.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 88 | 88 | 1 | 6,303,662.5 | 1,908,188.4 | 648.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 89 | 89 | 1 | 6,303,641.5 | 1,908,029.5 | 647.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 90 | 90 | 1 | 6,303,797.0 | 1,908,043.4 | 654.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 91 | 91 | 1 | 6,303,666.0 | 1,907,898.2 | 652.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 92 | 92 | 1 | 6,303,901.0 | 1,907,908.6 | 654.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 93 | 93 | 1 | 6,303,804.0 | 1,907,839.6 | 656.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 94 | 94 | 1 | 6,303,970.0 | 1,907,684.1 | 651.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 95 | 95 | 1 | 6,303,735.0 | 1,907,722.1 | 659.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 96 | 96 | 1 | 6,303,717.5 | 1,907,573.6 | 663.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 97 | 97 | 1 | 6,303,686.5 | 1,907,401.0 | 707.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 98 | 98 | 1 | 6,303,856.0 | 1,907,587.5 | 662.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 99 | 99 | 1 | 6,303,994.0 | 1,907,490.8 | 667.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 100 | 100 | 1 | 6,303,859.5 | 1,907,445.9 | 667.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 101 | 101 | 1 | 6,303,800.5 | 1,907,321.6 | 713.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 102 | 102 | 1 | 6,303,876.5 | 1,907,176.5 | 740.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 103 | 103 | 1 | 6,304,001.0 | 1,907,262.9 | 690.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 104 | 104 | 1 | 6,303,932.0 | 1,907,342.2 | 667.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 105 | 105 | 1 | 6,304,059.5 | 1,907,425.1 | 667.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 106 | 106 | 1 | 6,303,648.5 | 1,907,262.9 | 756.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 107 | 107 | 1 | 6,303,438.0 | 1,908,257.4 | 590.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 108 | 108 | 1 | 6,303,483.0 | 1,908,195.2 | 628.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 109 | 109 | 1 | 6,303,673.0 | 1,908,699.5 | 603.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 110 | 110 | 1 | 6,303,790.0 | 1,908,699.5 | 632.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 111 | 111 | 1 | 6,303,901.0 | 1,908,861.8 | 591.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 112 | 112 | 1 | 6,303,938.5 | 1,908,827.2 | 616.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 113 | 113 | 1 | 6,304,066.5 | 1,908,920.5 | 621.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 114 | 114 | 1 | 6,304,035.5 | 1,908,979.1 | 588.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 115 | 115 | 1 | 6,304,191.0 | 1,908,979.1 | 611.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 116 | 116 | 1 | 6,304,073.5 | 1,908,830.6 | 635.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 117 | 117 | 1 | 6,303,707.5 | 1,908,561.4 | 645.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 118 | 118 | 1 | 6,303,690.0 | 1,907,508.0 | 678.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 119 | 119 | 1 | 6,303,876.5 | 1,907,742.9 | 658.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 120 | 120 | 1 | 6,304,325.5 | 1,907,825.8 | 648.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 121 | 122 | 1 | 6,304,157.0 | 1,909,542.0 | 604.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 122 | 123 | 1 | 6,304,138.5 | 1,909,470.6 | 577.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 123 | 124 | 1 | 6,304,062.5 | 1,909,426.6 | 574.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 124 | 125 | 1 | 6,304,023.0 | 1,909,479.8 | 600.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 125 | 126 | 1 | 6,303,946.0 | 1,909,441.8 | 599.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 126 | 127 | 1 | 6,303,967.0 | 1,909,406.9 | 581.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 127 | 128 | 1 | 6,303,882.0 | 1,909,350.6 | 578.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |

**INPUT: RECEIVERS** **6054**

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 128 | 129 | 1 | 6,303,822.5 | 1,909,373.5 | 590.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 129 | 130 | 1 | 6,303,794.0 | 1,909,303.6 | 577.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 130 | 131 | 1 | 6,303,744.0 | 1,909,268.6 | 584.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 131 | 132 | 1 | 6,303,710.5 | 1,909,312.8 | 594.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 132 | 133 | 1 | 6,303,643.5 | 1,909,273.2 | 592.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 133 | 134 | 1 | 6,303,692.0 | 1,909,245.9 | 582.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 134 | 135 | 1 | 6,303,617.5 | 1,909,197.2 | 572.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 135 | 136 | 1 | 6,303,567.5 | 1,909,233.8 | 590.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 136 | 137 | 1 | 6,303,519.0 | 1,909,197.2 | 588.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 137 | 138 | 1 | 6,303,545.0 | 1,909,156.2 | 572.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 138 | 139 | 1 | 6,303,470.5 | 1,909,106.1 | 569.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 139 | 140 | 1 | 6,303,450.5 | 1,909,148.6 | 586.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 140 | 141 | 1 | 6,303,371.5 | 1,909,132.0 | 586.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 141 | 142 | 1 | 6,303,327.5 | 1,909,103.1 | 589.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 142 | 143 | 1 | 6,303,271.5 | 1,909,071.1 | 589.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 143 | 144 | 1 | 6,303,239.5 | 1,909,039.2 | 586.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 144 | 145 | 1 | 6,303,327.5 | 1,909,025.6 | 572.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 145 | 146 | 1 | 6,304,111.5 | 1,909,513.2 | 598.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |

RECON
Jessica Fleming

3 October 2012
TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: 6054
RUN: Scripps Ranch CLC - 1st Floor

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

| Roadway | | Points | | | | | Flow Control | | | Segment | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Name | Width | Name | No. | Coordinates (pavement) X | Y | Z | Control Device | Speed Constraint | Percent Vehicles Affected | Pvmt Type | On Struct? |
| | ft | | | ft | ft | ft | | mph | % | | |
| EB Pomerado | 16.0 | 1 | 1 | 6,305,818.0 | 1,910,245.0 | 618.00 | | | | Average | |
| | | 2 | 2 | 6,305,438.0 | 1,910,122.9 | 616.00 | | | | Average | |
| | | 3 | 3 | 6,304,959.0 | 1,909,920.2 | 612.00 | | | | Average | |
| | | 4 | 4 | 6,304,415.5 | 1,909,703.8 | 608.00 | | | | Average | |
| | | 5 | 5 | 6,304,031.0 | 1,909,549.5 | 604.00 | | | | Average | |
| | | 6 | 6 | 6,303,851.0 | 1,909,457.4 | 602.00 | | | | Average | |
| | | 7 | 7 | 6,303,501.0 | 1,909,268.5 | 600.00 | | | | Average | |
| | | 8 | 8 | 6,303,183.5 | 1,909,105.0 | 596.00 | | | | Average | |
| | | 9 | 9 | 6,302,983.0 | 1,909,026.8 | 594.00 | | | | Average | |
| | | 10 | 10 | 6,302,764.0 | 1,908,959.9 | 592.00 | | | | Average | |
| | | 11 | 11 | 6,302,566.0 | 1,908,900.0 | 592.00 | | | | Average | |
| | | 12 | 12 | 6,302,324.5 | 1,908,801.0 | 594.00 | | | | Average | |
| | | 13 | 13 | 6,302,029.5 | 1,908,646.8 | 588.00 | | | | Average | |
| | | 14 | 14 | 6,301,769.0 | 1,908,483.2 | 582.00 | | | | Average | |
| | | 15 | 15 | 6,301,523.0 | 1,908,351.9 | 578.00 | | | | Average | |
| | | 16 | 16 | 6,301,209.5 | 1,908,199.9 | 570.00 | | | | | |
| WB Pomerado | 16.0 | 1 | 17 | 6,301,221.0 | 1,908,170.0 | 570.00 | | | | Average | |
| | | 2 | 18 | 6,301,529.5 | 1,908,335.8 | 578.00 | | | | Average | |
| | | 3 | 19 | 6,301,778.5 | 1,908,464.8 | 582.00 | | | | Average | |
| | | 4 | 20 | 6,302,036.5 | 1,908,626.0 | 588.00 | | | | Average | |
| | | 5 | 21 | 6,302,331.0 | 1,908,784.9 | 594.00 | | | | Average | |
| | | 6 | 22 | 6,302,573.0 | 1,908,877.0 | 592.00 | | | | Average | |
| | | 7 | 23 | 6,302,773.5 | 1,908,941.5 | 592.00 | | | | Average | |
| | | 8 | 24 | 6,302,992.0 | 1,909,008.2 | 594.00 | | | | Average | |
| | | 9 | 25 | 6,303,195.0 | 1,909,088.9 | 596.00 | | | | Average | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 10 | 26 | 6,303,512.5 | 1,909,250.1 | 600.00 | | | | Average | |
| | | 11 | 27 | 6,303,865.0 | 1,909,434.2 | 602.00 | | | | Average | |
| | | 12 | 28 | 6,304,044.5 | 1,909,517.2 | 604.00 | | | | Average | |
| | | 13 | 29 | 6,304,424.5 | 1,909,683.0 | 608.00 | | | | Average | |
| | | 14 | 30 | 6,304,966.0 | 1,909,897.2 | 612.00 | | | | Average | |
| | | 15 | 31 | 6,305,458.5 | 1,910,086.1 | 616.00 | | | | Average | |
| | | 16 | 32 | 6,305,827.0 | 1,910,208.1 | 618.00 | | | | | |

RECON
Jessica Fleming

3 October 2012
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 6054
RUN: Scripps Ranch CLC - Contours
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 62 deg F, 69% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier | | | | | With Barrier | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | LAeq1h | | Increase over existing | | Type | Calculated | Noise Reduction | | |
| | | | | Calculated | Crit'n | Calculated | Crit'n Sub'l Inc | Impact | LAeq1h | Calculated | Goal | Calculated minus Goal |
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| 1 | 1 | 1 | 0.0 | 61.9 | 66 | 61.9 | 10 | ---- | 61.9 | 0.0 | 8 | -8.0 |
| 2 | 2 | 1 | 0.0 | 60.4 | 66 | 60.4 | 10 | ---- | 60.4 | 0.0 | 8 | -8.0 |
| 3 | 3 | 1 | 0.0 | 59.2 | 66 | 59.2 | 10 | ---- | 59.2 | 0.0 | 8 | -8.0 |
| 4 | 4 | 1 | 0.0 | 56.9 | 66 | 56.9 | 10 | ---- | 56.9 | 0.0 | 8 | -8.0 |
| 5 | 5 | 1 | 0.0 | 55.4 | 66 | 55.4 | 10 | ---- | 55.4 | 0.0 | 8 | -8.0 |
| 6 | 6 | 1 | 0.0 | 53.8 | 66 | 53.8 | 10 | ---- | 53.8 | 0.0 | 8 | -8.0 |
| 7 | 7 | 1 | 0.0 | 52.7 | 66 | 52.7 | 10 | ---- | 52.7 | 0.0 | 8 | -8.0 |
| 8 | 8 | 1 | 0.0 | 51.6 | 66 | 51.6 | 10 | ---- | 51.6 | 0.0 | 8 | -8.0 |
| 9 | 9 | 1 | 0.0 | 50.6 | 66 | 50.6 | 10 | ---- | 50.6 | 0.0 | 8 | -8.0 |
| 10 | 10 | 1 | 0.0 | 49.7 | 66 | 49.7 | 10 | ---- | 49.7 | 0.0 | 8 | -8.0 |
| 11 | 11 | 1 | 0.0 | 60.4 | 66 | 60.4 | 10 | ---- | 60.4 | 0.0 | 8 | -8.0 |
| 12 | 12 | 1 | 0.0 | 58.5 | 66 | 58.5 | 10 | ---- | 58.5 | 0.0 | 8 | -8.0 |
| 13 | 13 | 1 | 0.0 | 58.1 | 66 | 58.1 | 10 | ---- | 58.1 | 0.0 | 8 | -8.0 |
| 14 | 14 | 1 | 0.0 | 56.1 | 66 | 56.1 | 10 | ---- | 56.1 | 0.0 | 8 | -8.0 |
| 15 | 15 | 1 | 0.0 | 54.5 | 66 | 54.5 | 10 | ---- | 54.5 | 0.0 | 8 | -8.0 |
| 16 | 16 | 1 | 0.0 | 53.3 | 66 | 53.3 | 10 | ---- | 53.3 | 0.0 | 8 | -8.0 |
| 17 | 17 | 1 | 0.0 | 52.1 | 66 | 52.1 | 10 | ---- | 52.1 | 0.0 | 8 | -8.0 |
| 18 | 18 | 1 | 0.0 | 51.1 | 66 | 51.1 | 10 | ---- | 51.1 | 0.0 | 8 | -8.0 |
| 19 | 19 | 1 | 0.0 | 50.2 | 66 | 50.2 | 10 | ---- | 50.2 | 0.0 | 8 | -8.0 |
| 20 | 20 | 1 | 0.0 | 61.5 | 66 | 61.5 | 10 | ---- | 61.5 | 0.0 | 8 | -8.0 |
| 21 | 21 | 1 | 0.0 | 59.9 | 66 | 59.9 | 10 | ---- | 59.9 | 0.0 | 8 | -8.0 |
| 22 | 22 | 1 | 0.0 | 59.3 | 66 | 59.3 | 10 | ---- | 59.3 | 0.0 | 8 | -8.0 |
| 23 | 23 | 1 | 0.0 | 57.1 | 66 | 57.1 | 10 | ---- | 57.1 | 0.0 | 8 | -8.0 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24 | 24 | 1 | 0.0 | 55.3 | 66 | 55.3 | 10 | ---- | 55.3 | 0.0 | 8 | -8.0 |
| 25 | 25 | 1 | 0.0 | 53.9 | 66 | 53.9 | 10 | ---- | 53.9 | 0.0 | 8 | -8.0 |
| 26 | 26 | 1 | 0.0 | 52.7 | 66 | 52.7 | 10 | ---- | 52.7 | 0.0 | 8 | -8.0 |
| 27 | 27 | 1 | 0.0 | 51.6 | 66 | 51.6 | 10 | ---- | 51.6 | 0.0 | 8 | -8.0 |
| 28 | 28 | 1 | 0.0 | 50.7 | 66 | 50.7 | 10 | ---- | 50.7 | 0.0 | 8 | -8.0 |
| 29 | 29 | 1 | 0.0 | 49.9 | 66 | 49.9 | 10 | ---- | 49.9 | 0.0 | 8 | -8.0 |
| 30 | 30 | 1 | 0.0 | 61.0 | 66 | 61.0 | 10 | ---- | 61.0 | 0.0 | 8 | -8.0 |
| 31 | 31 | 1 | 0.0 | 58.6 | 66 | 58.6 | 10 | ---- | 58.6 | 0.0 | 8 | -8.0 |
| 32 | 32 | 1 | 0.0 | 58.2 | 66 | 58.2 | 10 | ---- | 58.2 | 0.0 | 8 | -8.0 |
| 33 | 33 | 1 | 0.0 | 56.3 | 66 | 56.3 | 10 | ---- | 56.3 | 0.0 | 8 | -8.0 |
| 34 | 34 | 1 | 0.0 | 54.5 | 66 | 54.5 | 10 | ---- | 54.5 | 0.0 | 8 | -8.0 |
| 35 | 35 | 1 | 0.0 | 53.5 | 66 | 53.5 | 10 | ---- | 53.5 | 0.0 | 8 | -8.0 |
| 36 | 36 | 1 | 0.0 | 52.2 | 66 | 52.2 | 10 | ---- | 52.2 | 0.0 | 8 | -8.0 |
| 37 | 37 | 1 | 0.0 | 51.3 | 66 | 51.3 | 10 | ---- | 51.3 | 0.0 | 8 | -8.0 |
| 38 | 38 | 1 | 0.0 | 50.4 | 66 | 50.4 | 10 | ---- | 50.4 | 0.0 | 8 | -8.0 |
| 39 | 39 | 1 | 0.0 | 61.3 | 66 | 61.3 | 10 | ---- | 61.3 | 0.0 | 8 | -8.0 |
| 40 | 40 | 1 | 0.0 | 59.7 | 66 | 59.7 | 10 | ---- | 59.7 | 0.0 | 8 | -8.0 |
| 41 | 41 | 1 | 0.0 | 57.5 | 66 | 57.5 | 10 | ---- | 57.5 | 0.0 | 8 | -8.0 |
| 42 | 42 | 1 | 0.0 | 57.3 | 66 | 57.3 | 10 | ---- | 57.3 | 0.0 | 8 | -8.0 |
| 43 | 43 | 1 | 0.0 | 55.7 | 66 | 55.7 | 10 | ---- | 55.7 | 0.0 | 8 | -8.0 |
| 44 | 44 | 1 | 0.0 | 54.1 | 66 | 54.1 | 10 | ---- | 54.1 | 0.0 | 8 | -8.0 |
| 45 | 45 | 1 | 0.0 | 52.9 | 66 | 52.9 | 10 | ---- | 52.9 | 0.0 | 8 | -8.0 |
| 46 | 46 | 1 | 0.0 | 51.7 | 66 | 51.7 | 10 | ---- | 51.7 | 0.0 | 8 | -8.0 |
| 47 | 47 | 1 | 0.0 | 50.9 | 66 | 50.9 | 10 | ---- | 50.9 | 0.0 | 8 | -8.0 |
| 48 | 48 | 1 | 0.0 | 50.0 | 66 | 50.0 | 10 | ---- | 50.0 | 0.0 | 8 | -8.0 |
| 49 | 49 | 1 | 0.0 | 60.8 | 66 | 60.8 | 10 | ---- | 60.8 | 0.0 | 8 | -8.0 |
| 50 | 50 | 1 | 0.0 | 58.5 | 66 | 58.5 | 10 | ---- | 58.5 | 0.0 | 8 | -8.0 |
| 51 | 51 | 1 | 0.0 | 58.5 | 66 | 58.5 | 10 | ---- | 58.5 | 0.0 | 8 | -8.0 |
| 52 | 52 | 1 | 0.0 | 56.4 | 66 | 56.4 | 10 | ---- | 56.4 | 0.0 | 8 | -8.0 |
| 53 | 53 | 1 | 0.0 | 55.0 | 66 | 55.0 | 10 | ---- | 55.0 | 0.0 | 8 | -8.0 |
| 54 | 54 | 1 | 0.0 | 54.7 | 66 | 54.7 | 10 | ---- | 54.7 | 0.0 | 8 | -8.0 |
| 55 | 55 | 1 | 0.0 | 53.7 | 66 | 53.7 | 10 | ---- | 53.7 | 0.0 | 8 | -8.0 |
| 56 | 56 | 1 | 0.0 | 52.7 | 66 | 52.7 | 10 | ---- | 52.7 | 0.0 | 8 | -8.0 |
| 57 | 57 | 1 | 0.0 | 51.7 | 66 | 51.7 | 10 | ---- | 51.7 | 0.0 | 8 | -8.0 |
| 58 | 58 | 1 | 0.0 | 50.9 | 66 | 50.9 | 10 | ---- | 50.9 | 0.0 | 8 | -8.0 |
| 59 | 59 | 1 | 0.0 | 50.1 | 66 | 50.1 | 10 | ---- | 50.1 | 0.0 | 8 | -8.0 |
| 60 | 60 | 1 | 0.0 | 60.4 | 66 | 60.4 | 10 | ---- | 60.4 | 0.0 | 8 | -8.0 |
| 61 | 61 | 1 | 0.0 | 59.4 | 66 | 59.4 | 10 | ---- | 59.4 | 0.0 | 8 | -8.0 |
| 62 | 62 | 1 | 0.0 | 57.2 | 66 | 57.2 | 10 | ---- | 57.2 | 0.0 | 8 | -8.0 |
| 63 | 63 | 1 | 0.0 | 57.2 | 66 | 57.2 | 10 | ---- | 57.2 | 0.0 | 8 | -8.0 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 64 | 64 | 1 | 0.0 | 55.7 | 66 | 55.7 | 10 | ---- | 55.7 | 0.0 | 8 | -8.0 |
| 65 | 65 | 1 | 0.0 | 54.5 | 66 | 54.5 | 10 | ---- | 54.5 | 0.0 | 8 | -8.0 |
| 66 | 66 | 1 | 0.0 | 53.2 | 66 | 53.2 | 10 | ---- | 53.2 | 0.0 | 8 | -8.0 |
| 67 | 67 | 1 | 0.0 | 52.1 | 66 | 52.1 | 10 | ---- | 52.1 | 0.0 | 8 | -8.0 |
| 68 | 68 | 1 | 0.0 | 51.2 | 66 | 51.2 | 10 | ---- | 51.2 | 0.0 | 8 | -8.0 |
| 69 | 69 | 1 | 0.0 | 50.3 | 66 | 50.3 | 10 | ---- | 50.3 | 0.0 | 8 | -8.0 |
| 70 | 70 | 1 | 0.0 | 60.5 | 66 | 60.5 | 10 | ---- | 60.5 | 0.0 | 8 | -8.0 |
| 71 | 71 | 1 | 0.0 | 58.0 | 66 | 58.0 | 10 | ---- | 58.0 | 0.0 | 8 | -8.0 |
| 72 | 72 | 1 | 0.0 | 57.8 | 66 | 57.8 | 10 | ---- | 57.8 | 0.0 | 8 | -8.0 |
| 73 | 73 | 1 | 0.0 | 56.4 | 66 | 56.4 | 10 | ---- | 56.4 | 0.0 | 8 | -8.0 |
| 74 | 74 | 1 | 0.0 | 54.9 | 66 | 54.9 | 10 | ---- | 54.9 | 0.0 | 8 | -8.0 |
| 75 | 75 | 1 | 0.0 | 53.7 | 66 | 53.7 | 10 | ---- | 53.7 | 0.0 | 8 | -8.0 |
| 76 | 76 | 1 | 0.0 | 52.5 | 66 | 52.5 | 10 | ---- | 52.5 | 0.0 | 8 | -8.0 |
| 77 | 77 | 1 | 0.0 | 51.6 | 66 | 51.6 | 10 | ---- | 51.6 | 0.0 | 8 | -8.0 |
| 78 | 78 | 1 | 0.0 | 50.8 | 66 | 50.8 | 10 | ---- | 50.8 | 0.0 | 8 | -8.0 |
| 79 | 79 | 1 | 0.0 | 61.6 | 66 | 61.6 | 10 | ---- | 61.6 | 0.0 | 8 | -8.0 |
| 80 | 80 | 1 | 0.0 | 61.1 | 66 | 61.1 | 10 | ---- | 61.1 | 0.0 | 8 | -8.0 |
| 81 | 81 | 1 | 0.0 | 58.4 | 66 | 58.4 | 10 | ---- | 58.4 | 0.0 | 8 | -8.0 |
| 82 | 82 | 1 | 0.0 | 58.1 | 66 | 58.1 | 10 | ---- | 58.1 | 0.0 | 8 | -8.0 |
| 83 | 83 | 1 | 0.0 | 55.8 | 66 | 55.8 | 10 | ---- | 55.8 | 0.0 | 8 | -8.0 |
| 84 | 84 | 1 | 0.0 | 55.4 | 66 | 55.4 | 10 | ---- | 55.4 | 0.0 | 8 | -8.0 |
| 85 | 85 | 1 | 0.0 | 55.0 | 66 | 55.0 | 10 | ---- | 55.0 | 0.0 | 8 | -8.0 |
| 86 | 86 | 1 | 0.0 | 53.7 | 66 | 53.7 | 10 | ---- | 53.7 | 0.0 | 8 | -8.0 |
| 87 | 87 | 1 | 0.0 | 54.5 | 66 | 54.5 | 10 | ---- | 54.5 | 0.0 | 8 | -8.0 |
| 88 | 88 | 1 | 0.0 | 54.6 | 66 | 54.6 | 10 | ---- | 54.6 | 0.0 | 8 | -8.0 |
| 89 | 89 | 1 | 0.0 | 53.7 | 66 | 53.7 | 10 | ---- | 53.7 | 0.0 | 8 | -8.0 |
| 90 | 90 | 1 | 0.0 | 53.4 | 66 | 53.4 | 10 | ---- | 53.4 | 0.0 | 8 | -8.0 |
| 91 | 91 | 1 | 0.0 | 52.9 | 66 | 52.9 | 10 | ---- | 52.9 | 0.0 | 8 | -8.0 |
| 92 | 92 | 1 | 0.0 | 52.5 | 66 | 52.5 | 10 | ---- | 52.5 | 0.0 | 8 | -8.0 |
| 93 | 93 | 1 | 0.0 | 52.3 | 66 | 52.3 | 10 | ---- | 52.3 | 0.0 | 8 | -8.0 |
| 94 | 94 | 1 | 0.0 | 51.2 | 66 | 51.2 | 10 | ---- | 51.2 | 0.0 | 8 | -8.0 |
| 95 | 95 | 1 | 0.0 | 51.9 | 66 | 51.9 | 10 | ---- | 51.9 | 0.0 | 8 | -8.0 |
| 96 | 96 | 1 | 0.0 | 51.2 | 66 | 51.2 | 10 | ---- | 51.2 | 0.0 | 8 | -8.0 |
| 97 | 97 | 1 | 0.0 | 50.5 | 66 | 50.5 | 10 | ---- | 50.5 | 0.0 | 8 | -8.0 |
| 98 | 98 | 1 | 0.0 | 51.0 | 66 | 51.0 | 10 | ---- | 51.0 | 0.0 | 8 | -8.0 |
| 99 | 99 | 1 | 0.0 | 50.3 | 66 | 50.3 | 10 | ---- | 50.3 | 0.0 | 8 | -8.0 |
| 100 | 100 | 1 | 0.0 | 50.4 | 66 | 50.4 | 10 | ---- | 50.4 | 0.0 | 8 | -8.0 |
| 101 | 101 | 1 | 0.0 | 49.9 | 66 | 49.9 | 10 | ---- | 49.9 | 0.0 | 8 | -8.0 |
| 102 | 102 | 1 | 0.0 | 49.2 | 66 | 49.2 | 10 | ---- | 49.2 | 0.0 | 8 | -8.0 |
| 103 | 103 | 1 | 0.0 | 49.4 | 66 | 49.4 | 10 | ---- | 49.4 | 0.0 | 8 | -8.0 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 104 | 104 | 1 | 0.0 | 49.9 | 66 | 49.9 | 10 | ---- | 49.9 | 0.0 | 8 | -8.0 |
| 105 | 105 | 1 | 0.0 | 50.0 | 66 | 50.0 | 10 | ---- | 50.0 | 0.0 | 8 | -8.0 |
| 106 | 106 | 1 | 0.0 | 49.9 | 66 | 49.9 | 10 | ---- | 49.9 | 0.0 | 8 | -8.0 |
| 107 | 107 | 1 | 0.0 | 55.6 | 66 | 55.6 | 10 | ---- | 55.6 | 0.0 | 8 | -8.0 |
| 108 | 108 | 1 | 0.0 | 55.1 | 66 | 55.1 | 10 | ---- | 55.1 | 0.0 | 8 | -8.0 |
| 109 | 109 | 1 | 0.0 | 58.4 | 66 | 58.4 | 10 | ---- | 58.4 | 0.0 | 8 | -8.0 |
| 110 | 110 | 1 | 0.0 | 57.9 | 66 | 57.9 | 10 | ---- | 57.9 | 0.0 | 8 | -8.0 |
| 111 | 111 | 1 | 0.0 | 58.8 | 66 | 58.8 | 10 | ---- | 58.8 | 0.0 | 8 | -8.0 |
| 112 | 112 | 1 | 0.0 | 58.4 | 66 | 58.4 | 10 | ---- | 58.4 | 0.0 | 8 | -8.0 |
| 113 | 113 | 1 | 0.0 | 58.7 | 66 | 58.7 | 10 | ---- | 58.7 | 0.0 | 8 | -8.0 |
| 114 | 114 | 1 | 0.0 | 59.0 | 66 | 59.0 | 10 | ---- | 59.0 | 0.0 | 8 | -8.0 |
| 115 | 115 | 1 | 0.0 | 58.7 | 66 | 58.7 | 10 | ---- | 58.7 | 0.0 | 8 | -8.0 |
| 116 | 116 | 1 | 0.0 | 57.8 | 66 | 57.8 | 10 | ---- | 57.8 | 0.0 | 8 | -8.0 |
| 117 | 117 | 1 | 0.0 | 57.1 | 66 | 57.1 | 10 | ---- | 57.1 | 0.0 | 8 | -8.0 |
| 118 | 118 | 1 | 0.0 | 51.0 | 66 | 51.0 | 10 | ---- | 51.0 | 0.0 | 8 | -8.0 |
| 119 | 119 | 1 | 0.0 | 51.7 | 66 | 51.7 | 10 | ---- | 51.7 | 0.0 | 8 | -8.0 |
| 120 | 120 | 1 | 0.0 | 51.2 | 66 | 51.2 | 10 | ---- | 51.2 | 0.0 | 8 | -8.0 |
| 121 | 122 | 1 | 0.0 | 72.3 | 66 | 72.3 | 10 | Snd Lvl | 72.3 | 0.0 | 8 | -8.0 |
| 122 | 123 | 1 | 0.0 | 62.2 | 66 | 62.2 | 10 | ---- | 62.2 | 0.0 | 8 | -8.0 |
| 123 | 124 | 1 | 0.0 | 61.9 | 66 | 61.9 | 10 | ---- | 61.9 | 0.0 | 8 | -8.0 |
| 124 | 125 | 1 | 0.0 | 71.9 | 66 | 71.9 | 10 | Snd Lvl | 71.9 | 0.0 | 8 | -8.0 |
| 125 | 126 | 1 | 0.0 | 71.6 | 66 | 71.6 | 10 | Snd Lvl | 71.6 | 0.0 | 8 | -8.0 |
| 126 | 127 | 1 | 0.0 | 63.0 | 66 | 63.0 | 10 | ---- | 63.0 | 0.0 | 8 | -8.0 |
| 127 | 128 | 1 | 0.0 | 62.4 | 66 | 62.4 | 10 | ---- | 62.4 | 0.0 | 8 | -8.0 |
| 128 | 129 | 1 | 0.0 | 65.6 | 66 | 65.6 | 10 | ---- | 65.6 | 0.0 | 8 | -8.0 |
| 129 | 130 | 1 | 0.0 | 62.4 | 66 | 62.4 | 10 | ---- | 62.4 | 0.0 | 8 | -8.0 |
| 130 | 131 | 1 | 0.0 | 64.1 | 66 | 64.1 | 10 | ---- | 64.1 | 0.0 | 8 | -8.0 |
| 131 | 132 | 1 | 0.0 | 68.1 | 66 | 68.1 | 10 | Snd Lvl | 68.1 | 0.0 | 8 | -8.0 |
| 132 | 133 | 1 | 0.0 | 67.3 | 66 | 67.3 | 10 | Snd Lvl | 67.3 | 0.0 | 8 | -8.0 |
| 133 | 134 | 1 | 0.0 | 62.9 | 66 | 62.9 | 10 | ---- | 62.9 | 0.0 | 8 | -8.0 |
| 134 | 135 | 1 | 0.0 | 61.9 | 66 | 61.9 | 10 | ---- | 61.9 | 0.0 | 8 | -8.0 |
| 135 | 136 | 1 | 0.0 | 66.6 | 66 | 66.6 | 10 | Snd Lvl | 66.6 | 0.0 | 8 | -8.0 |
| 136 | 137 | 1 | 0.0 | 65.9 | 66 | 65.9 | 10 | ---- | 65.9 | 0.0 | 8 | -8.0 |
| 137 | 138 | 1 | 0.0 | 61.9 | 66 | 61.9 | 10 | ---- | 61.9 | 0.0 | 8 | -8.0 |
| 138 | 139 | 1 | 0.0 | 61.6 | 66 | 61.6 | 10 | ---- | 61.6 | 0.0 | 8 | -8.0 |
| 139 | 140 | 1 | 0.0 | 65.4 | 66 | 65.4 | 10 | ---- | 65.4 | 0.0 | 8 | -8.0 |
| 140 | 141 | 1 | 0.0 | 65.2 | 66 | 65.2 | 10 | ---- | 65.2 | 0.0 | 8 | -8.0 |
| 141 | 142 | 1 | 0.0 | 66.8 | 66 | 66.8 | 10 | Snd Lvl | 66.8 | 0.0 | 8 | -8.0 |
| 142 | 143 | 1 | 0.0 | 67.1 | 66 | 67.1 | 10 | Snd Lvl | 67.1 | 0.0 | 8 | -8.0 |
| 143 | 144 | 1 | 0.0 | 65.7 | 66 | 65.7 | 10 | ---- | 65.7 | 0.0 | 8 | -8.0 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 144 | 145 | 1 | 0.0 | 61.7 | 66 | 61.7 | 10 | ---- | 61.7 | 0.0 | 8 | -8.0 |
| 145 | 146 | 1 | 0.0 | 68.5 | 66 | 68.5 | 10 | Snd Lvl | 68.5 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction | | |
|---|---|---|---|---|
| | | Min | Avg | Max |
| | | dB | dB | dB |
| All Selected | 145 | 0.0 | 0.0 | 0.0 |
| All Impacted | 9 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |

# ATTACHMENT 4

# TNM Input/Output: Future Modeled Receivers

***THIS PAGE IS INTENTIONALLY BLANK.***

RECON
Jessica Fleming

3 October 2012
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: 6054
RUN: Scripps Ranch CLC - 1st Floor

| Roadway | Points | | Segment | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Name | Name | No. | Autos | | MTrucks | | HTrucks | | Buses | | Motorcycles | |
| | | | V | S | V | S | V | S | V | S | V | S |
| | | | veh/hr | mph | veh/hr | mph | veh/hr | mph | veh/hr | mph | veh/hr | mph |
| EB Pomerado | 1 | 1 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 2 | 2 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 3 | 3 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 4 | 4 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 5 | 5 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 6 | 6 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 7 | 7 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 8 | 8 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 9 | 9 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 10 | 10 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 11 | 11 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 12 | 12 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 13 | 13 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 14 | 14 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 15 | 15 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 16 | 16 | | | | | | | | | | |
| WB Pomerado | 1 | 17 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 2 | 18 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 3 | 19 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 4 | 20 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 5 | 21 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 6 | 22 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 7 | 23 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 8 | 24 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 9 | 25 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 10 | 26 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 11 | 27 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 12 | 28 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 13 | 29 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 14 | 30 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 15 | 31 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 16 | 32 | | | | | | | | | | |

RECON
Jessica Fleming

3 October 2012
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: 6054
RUN: Scripps Ranch CLC - 1st Floor

| Receiver Name | No. | #DUs | Coordinates (ground) X | Y | Z | Height above Ground | Input Sound Levels and Criteria Existing LAeq1h | Impact Criteria LAeq1h | Impact Criteria Sub'l | NR Goal | Active in Calc. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | ft | ft | ft | ft | dBA | dBA | dB | dB | |
| 1 | 148 | 1 | 6,303,961.5 | 1,908,704.9 | 642.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 2 | 149 | 1 | 6,303,866.0 | 1,908,639.8 | 643.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 3 | 150 | 1 | 6,303,764.0 | 1,908,587.6 | 646.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 4 | 151 | 1 | 6,303,716.0 | 1,908,490.0 | 646.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 5 | 152 | 1 | 6,303,742.5 | 1,908,379.4 | 648.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 6 | 153 | 1 | 6,303,733.5 | 1,908,264.2 | 649.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 7 | 154 | 1 | 6,303,649.0 | 1,908,207.9 | 648.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 8 | 155 | 1 | 6,303,581.5 | 1,908,129.8 | 647.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 9 | 156 | 1 | 6,303,499.0 | 1,908,086.4 | 646.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 10 | 157 | 1 | 6,303,414.5 | 1,908,053.8 | 645.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 11 | 158 | 1 | 6,304,020.0 | 1,908,615.9 | 642.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 12 | 159 | 1 | 6,303,970.0 | 1,908,483.5 | 643.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 13 | 160 | 1 | 6,303,866.0 | 1,908,509.5 | 644.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 14 | 161 | 1 | 6,303,866.0 | 1,908,405.4 | 654.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 15 | 162 | 1 | 6,304,048.5 | 1,908,359.8 | 654.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 16 | 163 | 1 | 6,303,955.0 | 1,908,333.8 | 653.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 17 | 164 | 1 | 6,303,866.0 | 1,908,292.5 | 651.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 18 | 165 | 1 | 6,303,640.5 | 1,908,029.9 | 647.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 19 | 166 | 1 | 6,303,538.5 | 1,907,986.5 | 646.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 20 | 167 | 1 | 6,303,597.0 | 1,907,886.8 | 650.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 21 | 168 | 1 | 6,303,696.5 | 1,907,925.8 | 652.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 22 | 169 | 1 | 6,303,696.5 | 1,907,789.0 | 657.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 23 | 170 | 1 | 6,303,720.5 | 1,907,676.2 | 660.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 24 | 171 | 1 | 6,303,746.5 | 1,907,569.9 | 664.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 25 | 172 | 1 | 6,303,790.0 | 1,907,478.8 | 665.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 26 | 173 | 1 | 6,303,877.0 | 1,907,428.8 | 667.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 27 | 174 | 1 | 6,303,968.0 | 1,907,372.4 | 668.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 28 | 175 | 1 | 6,304,020.0 | 1,907,472.2 | 668.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 29 | 176 | 1 | 6,303,924.5 | 1,907,526.5 | 668.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 30 | 177 | 1 | 6,303,866.0 | 1,907,611.1 | 646.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 31 | 178 | 1 | 6,303,838.0 | 1,907,695.8 | 661.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 32 | 179 | 1 | 6,303,816.0 | 1,907,821.6 | 657.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 33 | 180 | 1 | 6,303,851.0 | 1,907,980.0 | 655.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 34 | 181 | 1 | 6,303,811.5 | 1,908,099.4 | 655.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 35 | 182 | 1 | 6,303,918.0 | 1,908,136.2 | 655.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 36 | 183 | 1 | 6,304,026.5 | 1,908,173.1 | 655.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 37 | 184 | 1 | 6,304,078.5 | 1,908,047.2 | 655.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 38 | 185 | 1 | 6,303,966.0 | 1,908,008.2 | 655.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 39 | 186 | 1 | 6,304,332.5 | 1,908,748.2 | 645.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 40 | 187 | 1 | 6,304,374.0 | 1,908,511.8 | 645.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 41 | 188 | 1 | 6,304,441.0 | 1,908,357.6 | 657.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 42 | 189 | 1 | 6,304,282.5 | 1,908,294.8 | 657.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 43 | 190 | 1 | 6,304,391.0 | 1,908,045.1 | 661.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 44 | 191 | 1 | 6,304,352.0 | 1,908,158.0 | 661.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 45 | 192 | 1 | 6,304,504.0 | 1,908,210.0 | 661.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 46 | 193 | 1 | 6,304,549.5 | 1,908,088.5 | 661.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 47 | 194 | 1 | 6,304,621.0 | 1,907,938.8 | 661.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 48 | 195 | 1 | 6,304,671.0 | 1,907,804.2 | 661.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 49 | 196 | 1 | 6,304,499.5 | 1,907,739.1 | 661.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 50 | 197 | 1 | 6,304,248.0 | 1,907,674.0 | 651.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 51 | 198 | 1 | 6,304,085.0 | 1,907,658.9 | 651.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 52 | 199 | 1 | 6,303,998.5 | 1,907,802.1 | 651.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 53 | 200 | 1 | 6,304,146.0 | 1,907,858.5 | 651.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 54 | 201 | 1 | 6,304,309.0 | 1,907,932.1 | 663.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 55 | 202 | 1 | 6,304,424.0 | 1,907,959.2 | 649.00 | 5.00 | 0.00 | 66 | 10.0 | 8.0 | Y |

RECON
Jessica Fleming

3 October 2012
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 6054
RUN: Scripps Ranch CLC - 1st Floor
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 62 deg F, 69% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier | | | | | With Barrier | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | LAeq1h | | Increase over existing | | Type | Calculated | Noise Reduction | | |
| | | | | Calculated | Crit'n | Calculated | Crit'n Sub'l Inc | Impact | LAeq1h | Calculated | Goal | Calculated minus Goal |
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| 1 | 148 | 1 | 0.0 | 57.2 | 66 | 57.2 | 10 | ---- | 57.2 | 0.0 | 8 | -8.0 |
| 2 | 149 | 1 | 0.0 | 57.1 | 66 | 57.1 | 10 | ---- | 57.1 | 0.0 | 8 | -8.0 |
| 3 | 150 | 1 | 0.0 | 57.1 | 66 | 57.1 | 10 | ---- | 57.1 | 0.0 | 8 | -8.0 |
| 4 | 151 | 1 | 0.0 | 56.5 | 66 | 56.5 | 10 | ---- | 56.5 | 0.0 | 8 | -8.0 |
| 5 | 152 | 1 | 0.0 | 55.6 | 66 | 55.6 | 10 | ---- | 55.6 | 0.0 | 8 | -8.0 |
| 6 | 153 | 1 | 0.0 | 54.8 | 66 | 54.8 | 10 | ---- | 54.8 | 0.0 | 8 | -8.0 |
| 7 | 154 | 1 | 0.0 | 54.7 | 66 | 54.7 | 10 | ---- | 54.7 | 0.0 | 8 | -8.0 |
| 8 | 155 | 1 | 0.0 | 54.5 | 66 | 54.5 | 10 | ---- | 54.5 | 0.0 | 8 | -8.0 |
| 9 | 156 | 1 | 0.0 | 54.4 | 66 | 54.4 | 10 | ---- | 54.4 | 0.0 | 8 | -8.0 |
| 10 | 157 | 1 | 0.0 | 54.4 | 66 | 54.4 | 10 | ---- | 54.4 | 0.0 | 8 | -8.0 |
| 11 | 158 | 1 | 0.0 | 56.3 | 66 | 56.3 | 10 | ---- | 56.3 | 0.0 | 8 | -8.0 |
| 12 | 159 | 1 | 0.0 | 55.6 | 66 | 55.6 | 10 | ---- | 55.6 | 0.0 | 8 | -8.0 |
| 13 | 160 | 1 | 0.0 | 56.1 | 66 | 56.1 | 10 | ---- | 56.1 | 0.0 | 8 | -8.0 |
| 14 | 161 | 1 | 0.0 | 55.4 | 66 | 55.4 | 10 | ---- | 55.4 | 0.0 | 8 | -8.0 |
| 15 | 162 | 1 | 0.0 | 54.6 | 66 | 54.6 | 10 | ---- | 54.6 | 0.0 | 8 | -8.0 |
| 16 | 163 | 1 | 0.0 | 54.7 | 66 | 54.7 | 10 | ---- | 54.7 | 0.0 | 8 | -8.0 |
| 17 | 164 | 1 | 0.0 | 54.6 | 66 | 54.6 | 10 | ---- | 54.6 | 0.0 | 8 | -8.0 |
| 18 | 165 | 1 | 0.0 | 53.7 | 66 | 53.7 | 10 | ---- | 53.7 | 0.0 | 8 | -8.0 |
| 19 | 166 | 1 | 0.0 | 53.7 | 66 | 53.7 | 10 | ---- | 53.7 | 0.0 | 8 | -8.0 |
| 20 | 167 | 1 | 0.0 | 53.0 | 66 | 53.0 | 10 | ---- | 53.0 | 0.0 | 8 | -8.0 |
| 21 | 168 | 1 | 0.0 | 53.0 | 66 | 53.0 | 10 | ---- | 53.0 | 0.0 | 8 | -8.0 |
| 22 | 169 | 1 | 0.0 | 52.3 | 66 | 52.3 | 10 | ---- | 52.3 | 0.0 | 8 | -8.0 |
| 23 | 170 | 1 | 0.0 | 51.7 | 66 | 51.7 | 10 | ---- | 51.7 | 0.0 | 8 | -8.0 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24 | 171 | 1 | 0.0 | 51.1 | 66 | 51.1 | 10 | ---- | 51.1 | 0.0 | 8 | -8.0 |
| 25 | 172 | 1 | 0.0 | 50.6 | 66 | 50.6 | 10 | ---- | 50.6 | 0.0 | 8 | -8.0 |
| 26 | 173 | 1 | 0.0 | 50.3 | 66 | 50.3 | 10 | ---- | 50.3 | 0.0 | 8 | -8.0 |
| 27 | 174 | 1 | 0.0 | 49.9 | 66 | 49.9 | 10 | ---- | 49.9 | 0.0 | 8 | -8.0 |
| 28 | 175 | 1 | 0.0 | 50.2 | 66 | 50.2 | 10 | ---- | 50.2 | 0.0 | 8 | -8.0 |
| 29 | 176 | 1 | 0.0 | 50.6 | 66 | 50.6 | 10 | ---- | 50.6 | 0.0 | 8 | -8.0 |
| 30 | 177 | 1 | 0.0 | 51.1 | 66 | 51.1 | 10 | ---- | 51.1 | 0.0 | 8 | -8.0 |
| 31 | 178 | 1 | 0.0 | 51.6 | 66 | 51.6 | 10 | ---- | 51.6 | 0.0 | 8 | -8.0 |
| 32 | 179 | 1 | 0.0 | 52.2 | 66 | 52.2 | 10 | ---- | 52.2 | 0.0 | 8 | -8.0 |
| 33 | 180 | 1 | 0.0 | 52.9 | 66 | 52.9 | 10 | ---- | 52.9 | 0.0 | 8 | -8.0 |
| 34 | 181 | 1 | 0.0 | 53.7 | 66 | 53.7 | 10 | ---- | 53.7 | 0.0 | 8 | -8.0 |
| 35 | 182 | 1 | 0.0 | 53.6 | 66 | 53.6 | 10 | ---- | 53.6 | 0.0 | 8 | -8.0 |
| 36 | 183 | 1 | 0.0 | 53.5 | 66 | 53.5 | 10 | ---- | 53.5 | 0.0 | 8 | -8.0 |
| 37 | 184 | 1 | 0.0 | 52.7 | 66 | 52.7 | 10 | ---- | 52.7 | 0.0 | 8 | -8.0 |
| 38 | 185 | 1 | 0.0 | 52.8 | 66 | 52.8 | 10 | ---- | 52.8 | 0.0 | 8 | -8.0 |
| 39 | 186 | 1 | 0.0 | 56.2 | 66 | 56.2 | 10 | ---- | 56.2 | 0.0 | 8 | -8.0 |
| 40 | 187 | 1 | 0.0 | 54.5 | 66 | 54.5 | 10 | ---- | 54.5 | 0.0 | 8 | -8.0 |
| 41 | 188 | 1 | 0.0 | 53.5 | 66 | 53.5 | 10 | ---- | 53.5 | 0.0 | 8 | -8.0 |
| 42 | 189 | 1 | 0.0 | 53.5 | 66 | 53.5 | 10 | ---- | 53.5 | 0.0 | 8 | -8.0 |
| 43 | 190 | 1 | 0.0 | 52.0 | 66 | 52.0 | 10 | ---- | 52.0 | 0.0 | 8 | -8.0 |
| 44 | 191 | 1 | 0.0 | 52.7 | 66 | 52.7 | 10 | ---- | 52.7 | 0.0 | 8 | -8.0 |
| 45 | 192 | 1 | 0.0 | 52.5 | 66 | 52.5 | 10 | ---- | 52.5 | 0.0 | 8 | -8.0 |
| 46 | 193 | 1 | 0.0 | 51.9 | 66 | 51.9 | 10 | ---- | 51.9 | 0.0 | 8 | -8.0 |
| 47 | 194 | 1 | 0.0 | 51.0 | 66 | 51.0 | 10 | ---- | 51.0 | 0.0 | 8 | -8.0 |
| 48 | 195 | 1 | 0.0 | 50.4 | 66 | 50.4 | 10 | ---- | 50.4 | 0.0 | 8 | -8.0 |
| 49 | 196 | 1 | 0.0 | 50.4 | 66 | 50.4 | 10 | ---- | 50.4 | 0.0 | 8 | -8.0 |
| 50 | 197 | 1 | 0.0 | 50.6 | 66 | 50.6 | 10 | ---- | 50.6 | 0.0 | 8 | -8.0 |
| 51 | 198 | 1 | 0.0 | 50.9 | 66 | 50.9 | 10 | ---- | 50.9 | 0.0 | 8 | -8.0 |
| 52 | 199 | 1 | 0.0 | 51.7 | 66 | 51.7 | 10 | ---- | 51.7 | 0.0 | 8 | -8.0 |
| 53 | 200 | 1 | 0.0 | 51.7 | 66 | 51.7 | 10 | ---- | 51.7 | 0.0 | 8 | -8.0 |
| 54 | 201 | 1 | 0.0 | 51.7 | 66 | 51.7 | 10 | ---- | 51.7 | 0.0 | 8 | -8.0 |
| 55 | 202 | 1 | 0.0 | 51.5 | 66 | 51.5 | 10 | ---- | 51.5 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction | | |
|---|---|---|---|---|
| | | Min | Avg | Max |
| | | dB | dB | dB |
| All Selected | 55 | 0.0 | 0.0 | 0.0 |
| All Impacted | 0 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |

RECON
Jessica Fleming

3 October 2012
TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: 6054
RUN: Scripps Ranch CLC - 2nd Floor

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

| Roadway Name | Width | Points Name | No. | Coordinates (pavement) X | Y | Z | Flow Control Control Device | Speed Constraint | Percent Vehicles Affected | Segment Pvmt Type | On Struct? |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | ft | | | ft | ft | ft | | mph | % | | |
| EB Pomerado | 16.0 | 1 | 1 | 6,305,818.0 | 1,910,245.0 | 618.00 | | | | Average | |
| | | 2 | 2 | 6,305,438.0 | 1,910,122.9 | 616.00 | | | | Average | |
| | | 3 | 3 | 6,304,959.0 | 1,909,920.2 | 612.00 | | | | Average | |
| | | 4 | 4 | 6,304,415.5 | 1,909,703.8 | 608.00 | | | | Average | |
| | | 5 | 5 | 6,304,031.0 | 1,909,549.5 | 604.00 | | | | Average | |
| | | 6 | 6 | 6,303,851.0 | 1,909,457.4 | 602.00 | | | | Average | |
| | | 7 | 7 | 6,303,501.0 | 1,909,268.5 | 600.00 | | | | Average | |
| | | 8 | 8 | 6,303,183.5 | 1,909,105.0 | 596.00 | | | | Average | |
| | | 9 | 9 | 6,302,983.0 | 1,909,026.8 | 594.00 | | | | Average | |
| | | 10 | 10 | 6,302,764.0 | 1,908,959.9 | 592.00 | | | | Average | |
| | | 11 | 11 | 6,302,566.0 | 1,908,900.0 | 592.00 | | | | Average | |
| | | 12 | 12 | 6,302,324.5 | 1,908,801.0 | 594.00 | | | | Average | |
| | | 13 | 13 | 6,302,029.5 | 1,908,646.8 | 588.00 | | | | Average | |
| | | 14 | 14 | 6,301,769.0 | 1,908,483.2 | 582.00 | | | | Average | |
| | | 15 | 15 | 6,301,523.0 | 1,908,351.9 | 578.00 | | | | Average | |
| | | 16 | 16 | 6,301,209.5 | 1,908,199.9 | 570.00 | | | | | |
| WB Pomerado | 16.0 | 1 | 17 | 6,301,221.0 | 1,908,170.0 | 570.00 | | | | Average | |
| | | 2 | 18 | 6,301,529.5 | 1,908,335.8 | 578.00 | | | | Average | |
| | | 3 | 19 | 6,301,778.5 | 1,908,464.8 | 582.00 | | | | Average | |
| | | 4 | 20 | 6,302,036.5 | 1,908,626.0 | 588.00 | | | | Average | |
| | | 5 | 21 | 6,302,331.0 | 1,908,784.9 | 594.00 | | | | Average | |
| | | 6 | 22 | 6,302,573.0 | 1,908,877.0 | 592.00 | | | | Average | |
| | | 7 | 23 | 6,302,773.5 | 1,908,941.5 | 592.00 | | | | Average | |
| | | 8 | 24 | 6,302,992.0 | 1,909,008.2 | 594.00 | | | | Average | |
| | | 9 | 25 | 6,303,195.0 | 1,909,088.9 | 596.00 | | | | Average | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 10 | 26 | 6,303,512.5 | 1,909,250.1 | 600.00 | | | | Average | |
| | | 11 | 27 | 6,303,865.0 | 1,909,434.2 | 602.00 | | | | Average | |
| | | 12 | 28 | 6,304,044.5 | 1,909,517.2 | 604.00 | | | | Average | |
| | | 13 | 29 | 6,304,424.5 | 1,909,683.0 | 608.00 | | | | Average | |
| | | 14 | 30 | 6,304,966.0 | 1,909,897.2 | 612.00 | | | | Average | |
| | | 15 | 31 | 6,305,458.5 | 1,910,086.1 | 616.00 | | | | Average | |
| | | 16 | 32 | 6,305,827.0 | 1,910,208.1 | 618.00 | | | | | |

RECON
Jessica Fleming

3 October 2012
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: 6054
RUN: Scripps Ranch CLC - 2nd Floor

| Roadway | Points | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Name | Name | No. | Segment | | | | | | | | | |
| | | | Autos | | MTrucks | | HTrucks | | Buses | | Motorcycles | |
| | | | V | S | V | S | V | S | V | S | V | S |
| | | | veh/hr | mph | veh/hr | mph | veh/hr | mph | veh/hr | mph | veh/hr | mph |
| EB Pomerado | 1 | 1 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 2 | 2 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 3 | 3 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 4 | 4 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 5 | 5 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 6 | 6 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 7 | 7 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 8 | 8 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 9 | 9 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 10 | 10 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 11 | 11 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 12 | 12 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 13 | 13 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 14 | 14 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 15 | 15 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 16 | 16 | | | | | | | | | | |
| WB Pomerado | 1 | 17 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 2 | 18 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 3 | 19 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 4 | 20 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 5 | 21 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 6 | 22 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 7 | 23 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 8 | 24 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 9 | 25 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 10 | 26 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 11 | 27 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 12 | 28 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 13 | 29 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 14 | 30 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 15 | 31 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 16 | 32 | | | | | | | | | | |

RECON
Jessica Fleming

3 October 2012
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: 6054
RUN: Scripps Ranch CLC - 2nd Floor

| Receiver Name | No. | #DUs | Coordinates (ground) X | Y | Z | Height above Ground | Input Sound Levels and Criteria Existing LAeq1h | Impact Criteria LAeq1h | Sub'l | NR Goal | Active in Calc. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | ft | ft | ft | ft | dBA | dBA | dB | dB | |
| 1 | 148 | 1 | 6,303,961.5 | 1,908,704.9 | 642.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 2 | 149 | 1 | 6,303,866.0 | 1,908,639.8 | 643.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 3 | 150 | 1 | 6,303,764.0 | 1,908,587.6 | 646.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 4 | 151 | 1 | 6,303,716.0 | 1,908,490.0 | 646.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 5 | 152 | 1 | 6,303,742.5 | 1,908,379.4 | 648.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 6 | 153 | 1 | 6,303,733.5 | 1,908,264.2 | 649.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 7 | 154 | 1 | 6,303,649.0 | 1,908,207.9 | 648.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 8 | 155 | 1 | 6,303,581.5 | 1,908,129.8 | 647.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 9 | 156 | 1 | 6,303,499.0 | 1,908,086.4 | 646.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 10 | 157 | 1 | 6,303,414.5 | 1,908,053.8 | 645.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 11 | 158 | 1 | 6,304,020.0 | 1,908,615.9 | 642.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 12 | 159 | 1 | 6,303,970.0 | 1,908,483.5 | 643.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 13 | 160 | 1 | 6,303,866.0 | 1,908,509.5 | 644.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 14 | 161 | 1 | 6,303,866.0 | 1,908,405.4 | 654.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 15 | 162 | 1 | 6,304,048.5 | 1,908,359.8 | 654.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 16 | 163 | 1 | 6,303,955.0 | 1,908,333.8 | 653.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 17 | 164 | 1 | 6,303,866.0 | 1,908,292.5 | 651.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 18 | 165 | 1 | 6,303,640.5 | 1,908,029.9 | 647.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 19 | 166 | 1 | 6,303,538.5 | 1,907,986.5 | 646.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 20 | 167 | 1 | 6,303,597.0 | 1,907,886.8 | 650.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 21 | 168 | 1 | 6,303,696.5 | 1,907,925.8 | 652.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 22 | 169 | 1 | 6,303,696.5 | 1,907,789.0 | 657.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 23 | 170 | 1 | 6,303,720.5 | 1,907,676.2 | 660.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 24 | 171 | 1 | 6,303,746.5 | 1,907,569.9 | 664.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 25 | 172 | 1 | 6,303,790.0 | 1,907,478.8 | 665.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 26 | 173 | 1 | 6,303,877.0 | 1,907,428.8 | 667.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 27 | 174 | 1 | 6,303,968.0 | 1,907,372.4 | 668.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 28 | 175 | 1 | 6,304,020.0 | 1,907,472.2 | 668.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 29 | 176 | 1 | 6,303,924.5 | 1,907,526.5 | 668.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 30 | 177 | 1 | 6,303,866.0 | 1,907,611.1 | 646.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 31 | 178 | 1 | 6,303,838.0 | 1,907,695.8 | 661.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 32 | 179 | 1 | 6,303,816.0 | 1,907,821.6 | 657.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 33 | 180 | 1 | 6,303,851.0 | 1,907,980.0 | 655.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 34 | 181 | 1 | 6,303,811.5 | 1,908,099.4 | 655.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 35 | 182 | 1 | 6,303,918.0 | 1,908,136.2 | 655.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 36 | 183 | 1 | 6,304,026.5 | 1,908,173.1 | 655.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 37 | 184 | 1 | 6,304,078.5 | 1,908,047.2 | 655.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 38 | 185 | 1 | 6,303,966.0 | 1,908,008.2 | 655.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 39 | 186 | 1 | 6,304,332.5 | 1,908,748.2 | 645.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 40 | 187 | 1 | 6,304,374.0 | 1,908,511.8 | 645.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 41 | 188 | 1 | 6,304,441.0 | 1,908,357.6 | 657.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 42 | 189 | 1 | 6,304,282.5 | 1,908,294.8 | 657.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 43 | 190 | 1 | 6,304,391.0 | 1,908,045.1 | 661.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 44 | 191 | 1 | 6,304,352.0 | 1,908,158.0 | 661.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 45 | 192 | 1 | 6,304,504.0 | 1,908,210.0 | 661.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 46 | 193 | 1 | 6,304,549.5 | 1,908,088.5 | 661.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 47 | 194 | 1 | 6,304,621.0 | 1,907,938.8 | 661.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 48 | 195 | 1 | 6,304,671.0 | 1,907,804.2 | 661.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 49 | 196 | 1 | 6,304,499.5 | 1,907,739.1 | 661.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 50 | 197 | 1 | 6,304,248.0 | 1,907,674.0 | 651.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 51 | 198 | 1 | 6,304,085.0 | 1,907,658.9 | 651.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 52 | 199 | 1 | 6,303,998.5 | 1,907,802.1 | 651.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 53 | 200 | 1 | 6,304,146.0 | 1,907,858.5 | 651.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 54 | 201 | 1 | 6,304,309.0 | 1,907,932.1 | 663.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 55 | 202 | 1 | 6,304,424.0 | 1,907,959.2 | 649.00 | 15.00 | 0.00 | 66 | 10.0 | 8.0 | Y |

RECON
Jessica Fleming

3 October 2012
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 6054
RUN: Scripps Ranch CLC - 2nd Floor
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 62 deg F, 69% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier LAeq1h Calculated | Crit'n | Increase over existing Calculated | Crit'n Sub'l Inc | Type Impact | With Barrier Calculated LAeq1h | Noise Reduction Calculated | Goal | Calculated minus Goal |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| 1 | 148 | 1 | 0.0 | 56.8 | 66 | 56.8 | 10 | ---- | 56.8 | 0.0 | 8 | -8.0 |
| 2 | 149 | 1 | 0.0 | 56.7 | 66 | 56.7 | 10 | ---- | 56.7 | 0.0 | 8 | -8.0 |
| 3 | 150 | 1 | 0.0 | 56.6 | 66 | 56.6 | 10 | ---- | 56.6 | 0.0 | 8 | -8.0 |
| 4 | 151 | 1 | 0.0 | 56.1 | 66 | 56.1 | 10 | ---- | 56.1 | 0.0 | 8 | -8.0 |
| 5 | 152 | 1 | 0.0 | 55.2 | 66 | 55.2 | 10 | ---- | 55.2 | 0.0 | 8 | -8.0 |
| 6 | 153 | 1 | 0.0 | 54.4 | 66 | 54.4 | 10 | ---- | 54.4 | 0.0 | 8 | -8.0 |
| 7 | 154 | 1 | 0.0 | 54.3 | 66 | 54.3 | 10 | ---- | 54.3 | 0.0 | 8 | -8.0 |
| 8 | 155 | 1 | 0.0 | 54.0 | 66 | 54.0 | 10 | ---- | 54.0 | 0.0 | 8 | -8.0 |
| 9 | 156 | 1 | 0.0 | 53.9 | 66 | 53.9 | 10 | ---- | 53.9 | 0.0 | 8 | -8.0 |
| 10 | 157 | 1 | 0.0 | 54.0 | 66 | 54.0 | 10 | ---- | 54.0 | 0.0 | 8 | -8.0 |
| 11 | 158 | 1 | 0.0 | 55.9 | 66 | 55.9 | 10 | ---- | 55.9 | 0.0 | 8 | -8.0 |
| 12 | 159 | 1 | 0.0 | 55.2 | 66 | 55.2 | 10 | ---- | 55.2 | 0.0 | 8 | -8.0 |
| 13 | 160 | 1 | 0.0 | 55.7 | 66 | 55.7 | 10 | ---- | 55.7 | 0.0 | 8 | -8.0 |
| 14 | 161 | 1 | 0.0 | 54.9 | 66 | 54.9 | 10 | ---- | 54.9 | 0.0 | 8 | -8.0 |
| 15 | 162 | 1 | 0.0 | 54.1 | 66 | 54.1 | 10 | ---- | 54.1 | 0.0 | 8 | -8.0 |
| 16 | 163 | 1 | 0.0 | 54.2 | 66 | 54.2 | 10 | ---- | 54.2 | 0.0 | 8 | -8.0 |
| 17 | 164 | 1 | 0.0 | 54.2 | 66 | 54.2 | 10 | ---- | 54.2 | 0.0 | 8 | -8.0 |
| 18 | 165 | 1 | 0.0 | 53.2 | 66 | 53.2 | 10 | ---- | 53.2 | 0.0 | 8 | -8.0 |
| 19 | 166 | 1 | 0.0 | 53.2 | 66 | 53.2 | 10 | ---- | 53.2 | 0.0 | 8 | -8.0 |
| 20 | 167 | 1 | 0.0 | 52.6 | 66 | 52.6 | 10 | ---- | 52.6 | 0.0 | 8 | -8.0 |
| 21 | 168 | 1 | 0.0 | 52.6 | 66 | 52.6 | 10 | ---- | 52.6 | 0.0 | 8 | -8.0 |
| 22 | 169 | 1 | 0.0 | 51.8 | 66 | 51.8 | 10 | ---- | 51.8 | 0.0 | 8 | -8.0 |
| 23 | 170 | 1 | 0.0 | 51.2 | 66 | 51.2 | 10 | ---- | 51.2 | 0.0 | 8 | -8.0 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24 | 171 | 1 | 0.0 | 50.6 | 66 | 50.6 | 10 | ---- | 50.6 | 0.0 | 8 | -8.0 |
| 25 | 172 | 1 | 0.0 | 50.2 | 66 | 50.2 | 10 | ---- | 50.2 | 0.0 | 8 | -8.0 |
| 26 | 173 | 1 | 0.0 | 49.8 | 66 | 49.8 | 10 | ---- | 49.8 | 0.0 | 8 | -8.0 |
| 27 | 174 | 1 | 0.0 | 49.4 | 66 | 49.4 | 10 | ---- | 49.4 | 0.0 | 8 | -8.0 |
| 28 | 175 | 1 | 0.0 | 49.7 | 66 | 49.7 | 10 | ---- | 49.7 | 0.0 | 8 | -8.0 |
| 29 | 176 | 1 | 0.0 | 50.1 | 66 | 50.1 | 10 | ---- | 50.1 | 0.0 | 8 | -8.0 |
| 30 | 177 | 1 | 0.0 | 50.6 | 66 | 50.6 | 10 | ---- | 50.6 | 0.0 | 8 | -8.0 |
| 31 | 178 | 1 | 0.0 | 51.1 | 66 | 51.1 | 10 | ---- | 51.1 | 0.0 | 8 | -8.0 |
| 32 | 179 | 1 | 0.0 | 51.7 | 66 | 51.7 | 10 | ---- | 51.7 | 0.0 | 8 | -8.0 |
| 33 | 180 | 1 | 0.0 | 52.5 | 66 | 52.5 | 10 | ---- | 52.5 | 0.0 | 8 | -8.0 |
| 34 | 181 | 1 | 0.0 | 53.3 | 66 | 53.3 | 10 | ---- | 53.3 | 0.0 | 8 | -8.0 |
| 35 | 182 | 1 | 0.0 | 53.2 | 66 | 53.2 | 10 | ---- | 53.2 | 0.0 | 8 | -8.0 |
| 36 | 183 | 1 | 0.0 | 53.1 | 66 | 53.1 | 10 | ---- | 53.1 | 0.0 | 8 | -8.0 |
| 37 | 184 | 1 | 0.0 | 52.3 | 66 | 52.3 | 10 | ---- | 52.3 | 0.0 | 8 | -8.0 |
| 38 | 185 | 1 | 0.0 | 52.4 | 66 | 52.4 | 10 | ---- | 52.4 | 0.0 | 8 | -8.0 |
| 39 | 186 | 1 | 0.0 | 55.8 | 66 | 55.8 | 10 | ---- | 55.8 | 0.0 | 8 | -8.0 |
| 40 | 187 | 1 | 0.0 | 54.1 | 66 | 54.1 | 10 | ---- | 54.1 | 0.0 | 8 | -8.0 |
| 41 | 188 | 1 | 0.0 | 53.0 | 66 | 53.0 | 10 | ---- | 53.0 | 0.0 | 8 | -8.0 |
| 42 | 189 | 1 | 0.0 | 53.1 | 66 | 53.1 | 10 | ---- | 53.1 | 0.0 | 8 | -8.0 |
| 43 | 190 | 1 | 0.0 | 51.6 | 66 | 51.6 | 10 | ---- | 51.6 | 0.0 | 8 | -8.0 |
| 44 | 191 | 1 | 0.0 | 52.2 | 66 | 52.2 | 10 | ---- | 52.2 | 0.0 | 8 | -8.0 |
| 45 | 192 | 1 | 0.0 | 52.1 | 66 | 52.1 | 10 | ---- | 52.1 | 0.0 | 8 | -8.0 |
| 46 | 193 | 1 | 0.0 | 51.4 | 66 | 51.4 | 10 | ---- | 51.4 | 0.0 | 8 | -8.0 |
| 47 | 194 | 1 | 0.0 | 50.5 | 66 | 50.5 | 10 | ---- | 50.5 | 0.0 | 8 | -8.0 |
| 48 | 195 | 1 | 0.0 | 49.8 | 66 | 49.8 | 10 | ---- | 49.8 | 0.0 | 8 | -8.0 |
| 49 | 196 | 1 | 0.0 | 49.9 | 66 | 49.9 | 10 | ---- | 49.9 | 0.0 | 8 | -8.0 |
| 50 | 197 | 1 | 0.0 | 50.2 | 66 | 50.2 | 10 | ---- | 50.2 | 0.0 | 8 | -8.0 |
| 51 | 198 | 1 | 0.0 | 50.4 | 66 | 50.4 | 10 | ---- | 50.4 | 0.0 | 8 | -8.0 |
| 52 | 199 | 1 | 0.0 | 51.2 | 66 | 51.2 | 10 | ---- | 51.2 | 0.0 | 8 | -8.0 |
| 53 | 200 | 1 | 0.0 | 51.2 | 66 | 51.2 | 10 | ---- | 51.2 | 0.0 | 8 | -8.0 |
| 54 | 201 | 1 | 0.0 | 51.2 | 66 | 51.2 | 10 | ---- | 51.2 | 0.0 | 8 | -8.0 |
| 55 | 202 | 1 | 0.0 | 51.1 | 66 | 51.1 | 10 | ---- | 51.1 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction | | |
|---|---|---|---|---|
| | | Min | Avg | Max |
| | | dB | dB | dB |
| All Selected | 55 | 0.0 | 0.0 | 0.0 |
| All Impacted | 0 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |

RECON
Jessica Fleming

3 October 2012
TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: 6054
RUN: Scripps Ranch CLC - 3rd Floor

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

| Roadway Name | Width | Points Name | No. | Coordinates (pavement) X | Y | Z | Flow Control Control Device | Speed Constraint | Percent Vehicles Affected | Segment Pvmt Type | On Struct? |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | ft | | | ft | ft | ft | | mph | % | | |
| EB Pomerado | 16.0 | 1 | 1 | 6,305,818.0 | 1,910,245.0 | 618.00 | | | | Average | |
| | | 2 | 2 | 6,305,438.0 | 1,910,122.9 | 616.00 | | | | Average | |
| | | 3 | 3 | 6,304,959.0 | 1,909,920.2 | 612.00 | | | | Average | |
| | | 4 | 4 | 6,304,415.5 | 1,909,703.8 | 608.00 | | | | Average | |
| | | 5 | 5 | 6,304,031.0 | 1,909,549.5 | 604.00 | | | | Average | |
| | | 6 | 6 | 6,303,851.0 | 1,909,457.4 | 602.00 | | | | Average | |
| | | 7 | 7 | 6,303,501.0 | 1,909,268.5 | 600.00 | | | | Average | |
| | | 8 | 8 | 6,303,183.5 | 1,909,105.0 | 596.00 | | | | Average | |
| | | 9 | 9 | 6,302,983.0 | 1,909,026.8 | 594.00 | | | | Average | |
| | | 10 | 10 | 6,302,764.0 | 1,908,959.9 | 592.00 | | | | Average | |
| | | 11 | 11 | 6,302,566.0 | 1,908,900.0 | 592.00 | | | | Average | |
| | | 12 | 12 | 6,302,324.5 | 1,908,801.0 | 594.00 | | | | Average | |
| | | 13 | 13 | 6,302,029.5 | 1,908,646.8 | 588.00 | | | | Average | |
| | | 14 | 14 | 6,301,769.0 | 1,908,483.2 | 582.00 | | | | Average | |
| | | 15 | 15 | 6,301,523.0 | 1,908,351.9 | 578.00 | | | | Average | |
| | | 16 | 16 | 6,301,209.5 | 1,908,199.9 | 570.00 | | | | | |
| WB Pomerado | 16.0 | 1 | 17 | 6,301,221.0 | 1,908,170.0 | 570.00 | | | | Average | |
| | | 2 | 18 | 6,301,529.5 | 1,908,335.8 | 578.00 | | | | Average | |
| | | 3 | 19 | 6,301,778.5 | 1,908,464.8 | 582.00 | | | | Average | |
| | | 4 | 20 | 6,302,036.5 | 1,908,626.0 | 588.00 | | | | Average | |
| | | 5 | 21 | 6,302,331.0 | 1,908,784.9 | 594.00 | | | | Average | |
| | | 6 | 22 | 6,302,573.0 | 1,908,877.0 | 592.00 | | | | Average | |
| | | 7 | 23 | 6,302,773.5 | 1,908,941.5 | 592.00 | | | | Average | |
| | | 8 | 24 | 6,302,992.0 | 1,909,008.2 | 594.00 | | | | Average | |
| | | 9 | 25 | 6,303,195.0 | 1,909,088.9 | 596.00 | | | | Average | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 10 | 26 | 6,303,512.5 | 1,909,250.1 | 600.00 | | | | Average | |
| | | 11 | 27 | 6,303,865.0 | 1,909,434.2 | 602.00 | | | | Average | |
| | | 12 | 28 | 6,304,044.5 | 1,909,517.2 | 604.00 | | | | Average | |
| | | 13 | 29 | 6,304,424.5 | 1,909,683.0 | 608.00 | | | | Average | |
| | | 14 | 30 | 6,304,966.0 | 1,909,897.2 | 612.00 | | | | Average | |
| | | 15 | 31 | 6,305,458.5 | 1,910,086.1 | 616.00 | | | | Average | |
| | | 16 | 32 | 6,305,827.0 | 1,910,208.1 | 618.00 | | | | | |

RECON
Jessica Fleming

3 October 2012
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: 6054
RUN: Scripps Ranch CLC - 3rd Floor

| Roadway Name | Points Name | No. | Segment Autos V veh/hr | Autos S mph | MTrucks V veh/hr | MTrucks S mph | HTrucks V veh/hr | HTrucks S mph | Buses V veh/hr | Buses S mph | Motorcycles V veh/hr | Motorcycles S mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EB Pomerado | 1 | 1 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 2 | 2 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 3 | 3 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 4 | 4 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 5 | 5 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 6 | 6 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 7 | 7 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 8 | 8 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 9 | 9 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 10 | 10 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 11 | 11 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 12 | 12 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 13 | 13 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 14 | 14 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 15 | 15 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 16 | 16 | | | | | | | | | | |
| WB Pomerado | 1 | 17 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 2 | 18 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 3 | 19 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 4 | 20 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 5 | 21 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 6 | 22 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 7 | 23 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 8 | 24 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 9 | 25 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 10 | 26 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 11 | 27 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 12 | 28 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 13 | 29 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 14 | 30 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 15 | 31 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 16 | 32 | | | | | | | | | | |

RECON
Jessica Fleming

3 October 2012
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: 6054
RUN: Scripps Ranch CLC - 3rd Floor

| Receiver Name | No. | #DUs | Coordinates (ground) X | Y | Z | Height above Ground | Input Sound Levels and Criteria Existing LAeq1h | Impact Criteria LAeq1h | Sub'l | NR Goal | Active in Calc. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | ft | ft | ft | ft | dBA | dBA | dB | dB | |
| 1 | 148 | 1 | 6,303,961.5 | 1,908,704.9 | 642.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 2 | 149 | 1 | 6,303,866.0 | 1,908,639.8 | 643.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 3 | 150 | 1 | 6,303,764.0 | 1,908,587.6 | 646.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 4 | 151 | 1 | 6,303,716.0 | 1,908,490.0 | 646.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 5 | 152 | 1 | 6,303,742.5 | 1,908,379.4 | 648.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 6 | 153 | 1 | 6,303,733.5 | 1,908,264.2 | 649.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 7 | 154 | 1 | 6,303,649.0 | 1,908,207.9 | 648.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 8 | 155 | 1 | 6,303,581.5 | 1,908,129.8 | 647.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 9 | 156 | 1 | 6,303,499.0 | 1,908,086.4 | 646.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 10 | 157 | 1 | 6,303,414.5 | 1,908,053.8 | 645.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 11 | 158 | 1 | 6,304,020.0 | 1,908,615.9 | 642.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 12 | 159 | 1 | 6,303,970.0 | 1,908,483.5 | 643.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 13 | 160 | 1 | 6,303,866.0 | 1,908,509.5 | 644.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 14 | 161 | 1 | 6,303,866.0 | 1,908,405.4 | 654.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 15 | 162 | 1 | 6,304,048.5 | 1,908,359.8 | 654.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 16 | 163 | 1 | 6,303,955.0 | 1,908,333.8 | 653.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 17 | 164 | 1 | 6,303,866.0 | 1,908,292.5 | 651.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 18 | 165 | 1 | 6,303,640.5 | 1,908,029.9 | 647.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 19 | 166 | 1 | 6,303,538.5 | 1,907,986.5 | 646.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 20 | 167 | 1 | 6,303,597.0 | 1,907,886.8 | 650.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 21 | 168 | 1 | 6,303,696.5 | 1,907,925.8 | 652.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 22 | 169 | 1 | 6,303,696.5 | 1,907,789.0 | 657.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 23 | 170 | 1 | 6,303,720.5 | 1,907,676.2 | 660.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 24 | 171 | 1 | 6,303,746.5 | 1,907,569.9 | 664.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 25 | 172 | 1 | 6,303,790.0 | 1,907,478.8 | 665.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 26 | 173 | 1 | 6,303,877.0 | 1,907,428.8 | 667.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 27 | 174 | 1 | 6,303,968.0 | 1,907,372.4 | 668.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 28 | 175 | 1 | 6,304,020.0 | 1,907,472.2 | 668.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 29 | 176 | 1 | 6,303,924.5 | 1,907,526.5 | 668.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 30 | 177 | 1 | 6,303,866.0 | 1,907,611.1 | 646.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 31 | 178 | 1 | 6,303,838.0 | 1,907,695.8 | 661.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 32 | 179 | 1 | 6,303,816.0 | 1,907,821.6 | 657.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 33 | 180 | 1 | 6,303,851.0 | 1,907,980.0 | 655.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 34 | 181 | 1 | 6,303,811.5 | 1,908,099.4 | 655.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 35 | 182 | 1 | 6,303,918.0 | 1,908,136.2 | 655.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 36 | 183 | 1 | 6,304,026.5 | 1,908,173.1 | 655.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 37 | 184 | 1 | 6,304,078.5 | 1,908,047.2 | 655.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 38 | 185 | 1 | 6,303,966.0 | 1,908,008.2 | 655.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 39 | 186 | 1 | 6,304,332.5 | 1,908,748.2 | 645.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 40 | 187 | 1 | 6,304,374.0 | 1,908,511.8 | 645.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 41 | 188 | 1 | 6,304,441.0 | 1,908,357.6 | 657.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 42 | 189 | 1 | 6,304,282.5 | 1,908,294.8 | 657.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 43 | 190 | 1 | 6,304,391.0 | 1,908,045.1 | 661.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 44 | 191 | 1 | 6,304,352.0 | 1,908,158.0 | 661.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 45 | 192 | 1 | 6,304,504.0 | 1,908,210.0 | 661.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 46 | 193 | 1 | 6,304,549.5 | 1,908,088.5 | 661.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 47 | 194 | 1 | 6,304,621.0 | 1,907,938.8 | 661.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 48 | 195 | 1 | 6,304,671.0 | 1,907,804.2 | 661.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 49 | 196 | 1 | 6,304,499.5 | 1,907,739.1 | 661.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 50 | 197 | 1 | 6,304,248.0 | 1,907,674.0 | 651.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 51 | 198 | 1 | 6,304,085.0 | 1,907,658.9 | 651.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 52 | 199 | 1 | 6,303,998.5 | 1,907,802.1 | 651.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 53 | 200 | 1 | 6,304,146.0 | 1,907,858.5 | 651.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 54 | 201 | 1 | 6,304,309.0 | 1,907,932.1 | 663.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 55 | 202 | 1 | 6,304,424.0 | 1,907,959.2 | 649.00 | 25.00 | 0.00 | 66 | 10.0 | 8.0 | Y |

RECON
Jessica Fleming

3 October 2012
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 6054
RUN: Scripps Ranch CLC - 3rd Floor
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 62 deg F, 69% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier LAeq1h Calculated | Crit'n | Increase over existing Calculated | Crit'n Sub'l Inc | Type Impact | With Barrier Calculated LAeq1h | Noise Reduction Calculated | Goal | Calculated minus Goal |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| 1 | 148 | 1 | 0.0 | 56.7 | 66 | 56.7 | 10 | ---- | 56.7 | 0.0 | 8 | -8.0 |
| 2 | 149 | 1 | 0.0 | 56.5 | 66 | 56.5 | 10 | ---- | 56.5 | 0.0 | 8 | -8.0 |
| 3 | 150 | 1 | 0.0 | 56.5 | 66 | 56.5 | 10 | ---- | 56.5 | 0.0 | 8 | -8.0 |
| 4 | 151 | 1 | 0.0 | 55.9 | 66 | 55.9 | 10 | ---- | 55.9 | 0.0 | 8 | -8.0 |
| 5 | 152 | 1 | 0.0 | 55.1 | 66 | 55.1 | 10 | ---- | 55.1 | 0.0 | 8 | -8.0 |
| 6 | 153 | 1 | 0.0 | 54.3 | 66 | 54.3 | 10 | ---- | 54.3 | 0.0 | 8 | -8.0 |
| 7 | 154 | 1 | 0.0 | 54.2 | 66 | 54.2 | 10 | ---- | 54.2 | 0.0 | 8 | -8.0 |
| 8 | 155 | 1 | 0.0 | 53.9 | 66 | 53.9 | 10 | ---- | 53.9 | 0.0 | 8 | -8.0 |
| 9 | 156 | 1 | 0.0 | 53.9 | 66 | 53.9 | 10 | ---- | 53.9 | 0.0 | 8 | -8.0 |
| 10 | 157 | 1 | 0.0 | 53.9 | 66 | 53.9 | 10 | ---- | 53.9 | 0.0 | 8 | -8.0 |
| 11 | 158 | 1 | 0.0 | 55.8 | 66 | 55.8 | 10 | ---- | 55.8 | 0.0 | 8 | -8.0 |
| 12 | 159 | 1 | 0.0 | 55.1 | 66 | 55.1 | 10 | ---- | 55.1 | 0.0 | 8 | -8.0 |
| 13 | 160 | 1 | 0.0 | 55.6 | 66 | 55.6 | 10 | ---- | 55.6 | 0.0 | 8 | -8.0 |
| 14 | 161 | 1 | 0.0 | 54.8 | 66 | 54.8 | 10 | ---- | 54.8 | 0.0 | 8 | -8.0 |
| 15 | 162 | 1 | 0.0 | 54.1 | 66 | 54.1 | 10 | ---- | 54.1 | 0.0 | 8 | -8.0 |
| 16 | 163 | 1 | 0.0 | 54.2 | 66 | 54.2 | 10 | ---- | 54.2 | 0.0 | 8 | -8.0 |
| 17 | 164 | 1 | 0.0 | 54.1 | 66 | 54.1 | 10 | ---- | 54.1 | 0.0 | 8 | -8.0 |
| 18 | 165 | 1 | 0.0 | 53.2 | 66 | 53.2 | 10 | ---- | 53.2 | 0.0 | 8 | -8.0 |
| 19 | 166 | 1 | 0.0 | 53.2 | 66 | 53.2 | 10 | ---- | 53.2 | 0.0 | 8 | -8.0 |
| 20 | 167 | 1 | 0.0 | 52.5 | 66 | 52.5 | 10 | ---- | 52.5 | 0.0 | 8 | -8.0 |
| 21 | 168 | 1 | 0.0 | 52.5 | 66 | 52.5 | 10 | ---- | 52.5 | 0.0 | 8 | -8.0 |
| 22 | 169 | 1 | 0.0 | 51.8 | 66 | 51.8 | 10 | ---- | 51.8 | 0.0 | 8 | -8.0 |
| 23 | 170 | 1 | 0.0 | 51.1 | 66 | 51.1 | 10 | ---- | 51.1 | 0.0 | 8 | -8.0 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24 | 171 | 1 | 0.0 | 50.6 | 66 | 50.6 | 10 | ---- | 50.6 | 0.0 | 8 | -8.0 |
| 25 | 172 | 1 | 0.0 | 50.1 | 66 | 50.1 | 10 | ---- | 50.1 | 0.0 | 8 | -8.0 |
| 26 | 173 | 1 | 0.0 | 49.7 | 66 | 49.7 | 10 | ---- | 49.7 | 0.0 | 8 | -8.0 |
| 27 | 174 | 1 | 0.0 | 49.3 | 66 | 49.3 | 10 | ---- | 49.3 | 0.0 | 8 | -8.0 |
| 28 | 175 | 1 | 0.0 | 49.7 | 66 | 49.7 | 10 | ---- | 49.7 | 0.0 | 8 | -8.0 |
| 29 | 176 | 1 | 0.0 | 50.1 | 66 | 50.1 | 10 | ---- | 50.1 | 0.0 | 8 | -8.0 |
| 30 | 177 | 1 | 0.0 | 50.6 | 66 | 50.6 | 10 | ---- | 50.6 | 0.0 | 8 | -8.0 |
| 31 | 178 | 1 | 0.0 | 51.0 | 66 | 51.0 | 10 | ---- | 51.0 | 0.0 | 8 | -8.0 |
| 32 | 179 | 1 | 0.0 | 51.7 | 66 | 51.7 | 10 | ---- | 51.7 | 0.0 | 8 | -8.0 |
| 33 | 180 | 1 | 0.0 | 52.4 | 66 | 52.4 | 10 | ---- | 52.4 | 0.0 | 8 | -8.0 |
| 34 | 181 | 1 | 0.0 | 53.2 | 66 | 53.2 | 10 | ---- | 53.2 | 0.0 | 8 | -8.0 |
| 35 | 182 | 1 | 0.0 | 53.1 | 66 | 53.1 | 10 | ---- | 53.1 | 0.0 | 8 | -8.0 |
| 36 | 183 | 1 | 0.0 | 53.0 | 66 | 53.0 | 10 | ---- | 53.0 | 0.0 | 8 | -8.0 |
| 37 | 184 | 1 | 0.0 | 52.2 | 66 | 52.2 | 10 | ---- | 52.2 | 0.0 | 8 | -8.0 |
| 38 | 185 | 1 | 0.0 | 52.3 | 66 | 52.3 | 10 | ---- | 52.3 | 0.0 | 8 | -8.0 |
| 39 | 186 | 1 | 0.0 | 55.7 | 66 | 55.7 | 10 | ---- | 55.7 | 0.0 | 8 | -8.0 |
| 40 | 187 | 1 | 0.0 | 54.0 | 66 | 54.0 | 10 | ---- | 54.0 | 0.0 | 8 | -8.0 |
| 41 | 188 | 1 | 0.0 | 53.0 | 66 | 53.0 | 10 | ---- | 53.0 | 0.0 | 8 | -8.0 |
| 42 | 189 | 1 | 0.0 | 53.0 | 66 | 53.0 | 10 | ---- | 53.0 | 0.0 | 8 | -8.0 |
| 43 | 190 | 1 | 0.0 | 51.5 | 66 | 51.5 | 10 | ---- | 51.5 | 0.0 | 8 | -8.0 |
| 44 | 191 | 1 | 0.0 | 52.1 | 66 | 52.1 | 10 | ---- | 52.1 | 0.0 | 8 | -8.0 |
| 45 | 192 | 1 | 0.0 | 52.0 | 66 | 52.0 | 10 | ---- | 52.0 | 0.0 | 8 | -8.0 |
| 46 | 193 | 1 | 0.0 | 51.3 | 66 | 51.3 | 10 | ---- | 51.3 | 0.0 | 8 | -8.0 |
| 47 | 194 | 1 | 0.0 | 50.5 | 66 | 50.5 | 10 | ---- | 50.5 | 0.0 | 8 | -8.0 |
| 48 | 195 | 1 | 0.0 | 49.8 | 66 | 49.8 | 10 | ---- | 49.8 | 0.0 | 8 | -8.0 |
| 49 | 196 | 1 | 0.0 | 49.8 | 66 | 49.8 | 10 | ---- | 49.8 | 0.0 | 8 | -8.0 |
| 50 | 197 | 1 | 0.0 | 50.1 | 66 | 50.1 | 10 | ---- | 50.1 | 0.0 | 8 | -8.0 |
| 51 | 198 | 1 | 0.0 | 50.4 | 66 | 50.4 | 10 | ---- | 50.4 | 0.0 | 8 | -8.0 |
| 52 | 199 | 1 | 0.0 | 51.2 | 66 | 51.2 | 10 | ---- | 51.2 | 0.0 | 8 | -8.0 |
| 53 | 200 | 1 | 0.0 | 51.1 | 66 | 51.1 | 10 | ---- | 51.1 | 0.0 | 8 | -8.0 |
| 54 | 201 | 1 | 0.0 | 51.1 | 66 | 51.1 | 10 | ---- | 51.1 | 0.0 | 8 | -8.0 |
| 55 | 202 | 1 | 0.0 | 51.0 | 66 | 51.0 | 10 | ---- | 51.0 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction | | |
|---|---|---|---|---|
| | | Min | Avg | Max |
| | | dB | dB | dB |
| All Selected | 55 | 0.0 | 0.0 | 0.0 |
| All Impacted | 0 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |

RECON
Jessica Fleming

3 October 2012
TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: 6054
RUN: Scripps Ranch CLC - 4th Floor

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

| Roadway Name | Width | Points Name | No. | Coordinates (pavement) X | Y | Z | Flow Control Control Device | Speed Constraint | Percent Vehicles Affected | Segment Pvmt Type | On Struct? |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | ft | | | ft | ft | ft | | mph | % | | |
| EB Pomerado | 16.0 | 1 | 1 | 6,305,818.0 | 1,910,245.0 | 618.00 | | | | Average | |
| | | 2 | 2 | 6,305,438.0 | 1,910,122.9 | 616.00 | | | | Average | |
| | | 3 | 3 | 6,304,959.0 | 1,909,920.2 | 612.00 | | | | Average | |
| | | 4 | 4 | 6,304,415.5 | 1,909,703.8 | 608.00 | | | | Average | |
| | | 5 | 5 | 6,304,031.0 | 1,909,549.5 | 604.00 | | | | Average | |
| | | 6 | 6 | 6,303,851.0 | 1,909,457.4 | 602.00 | | | | Average | |
| | | 7 | 7 | 6,303,501.0 | 1,909,268.5 | 600.00 | | | | Average | |
| | | 8 | 8 | 6,303,183.5 | 1,909,105.0 | 596.00 | | | | Average | |
| | | 9 | 9 | 6,302,983.0 | 1,909,026.8 | 594.00 | | | | Average | |
| | | 10 | 10 | 6,302,764.0 | 1,908,959.9 | 592.00 | | | | Average | |
| | | 11 | 11 | 6,302,566.0 | 1,908,900.0 | 592.00 | | | | Average | |
| | | 12 | 12 | 6,302,324.5 | 1,908,801.0 | 594.00 | | | | Average | |
| | | 13 | 13 | 6,302,029.5 | 1,908,646.8 | 588.00 | | | | Average | |
| | | 14 | 14 | 6,301,769.0 | 1,908,483.2 | 582.00 | | | | Average | |
| | | 15 | 15 | 6,301,523.0 | 1,908,351.9 | 578.00 | | | | Average | |
| | | 16 | 16 | 6,301,209.5 | 1,908,199.9 | 570.00 | | | | | |
| WB Pomerado | 16.0 | 1 | 17 | 6,301,221.0 | 1,908,170.0 | 570.00 | | | | Average | |
| | | 2 | 18 | 6,301,529.5 | 1,908,335.8 | 578.00 | | | | Average | |
| | | 3 | 19 | 6,301,778.5 | 1,908,464.8 | 582.00 | | | | Average | |
| | | 4 | 20 | 6,302,036.5 | 1,908,626.0 | 588.00 | | | | Average | |
| | | 5 | 21 | 6,302,331.0 | 1,908,784.9 | 594.00 | | | | Average | |
| | | 6 | 22 | 6,302,573.0 | 1,908,877.0 | 592.00 | | | | Average | |
| | | 7 | 23 | 6,302,773.5 | 1,908,941.5 | 592.00 | | | | Average | |
| | | 8 | 24 | 6,302,992.0 | 1,909,008.2 | 594.00 | | | | Average | |
| | | 9 | 25 | 6,303,195.0 | 1,909,088.9 | 596.00 | | | | Average | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 10 | 26 | 6,303,512.5 | 1,909,250.1 | 600.00 | | | | Average | |
| | | 11 | 27 | 6,303,865.0 | 1,909,434.2 | 602.00 | | | | Average | |
| | | 12 | 28 | 6,304,044.5 | 1,909,517.2 | 604.00 | | | | Average | |
| | | 13 | 29 | 6,304,424.5 | 1,909,683.0 | 608.00 | | | | Average | |
| | | 14 | 30 | 6,304,966.0 | 1,909,897.2 | 612.00 | | | | Average | |
| | | 15 | 31 | 6,305,458.5 | 1,910,086.1 | 616.00 | | | | Average | |
| | | 16 | 32 | 6,305,827.0 | 1,910,208.1 | 618.00 | | | | | |

RECON
Jessica Fleming

3 October 2012
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: 6054
RUN: Scripps Ranch CLC - 4th Floor

| Roadway Name | Points Name | No. | Segment Autos V veh/hr | Autos S mph | MTrucks V veh/hr | MTrucks S mph | HTrucks V veh/hr | HTrucks S mph | Buses V veh/hr | Buses S mph | Motorcycles V veh/hr | Motorcycles S mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EB Pomerado | 1 | 1 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 2 | 2 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 3 | 3 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 4 | 4 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 5 | 5 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 6 | 6 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 7 | 7 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 8 | 8 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 9 | 9 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 10 | 10 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 11 | 11 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 12 | 12 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 13 | 13 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 14 | 14 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 15 | 15 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 16 | 16 | | | | | | | | | | |
| WB Pomerado | 1 | 17 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 2 | 18 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 3 | 19 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 4 | 20 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 5 | 21 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 6 | 22 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 7 | 23 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 8 | 24 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 9 | 25 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 10 | 26 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 11 | 27 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 12 | 28 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 13 | 29 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 14 | 30 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 15 | 31 | 927 | 45 | 6 | 45 | 3 | 45 | 3 | 45 | 8 | 45 |
| | 16 | 32 | | | | | | | | | | |

RECON
Jessica Fleming

3 October 2012
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: 6054
RUN: Scripps Ranch CLC - 4th Floor

| Receiver Name | No. | #DUs | Coordinates (ground) X | Y | Z | Height above Ground | Input Sound Levels and Criteria Existing LAeq1h | Impact Criteria LAeq1h | Sub'l | NR Goal | Active in Calc. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | ft | ft | ft | ft | dBA | dBA | dB | dB | |
| 1 | 148 | 1 | 6,303,961.5 | 1,908,704.9 | 642.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 2 | 149 | 1 | 6,303,866.0 | 1,908,639.8 | 643.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 3 | 150 | 1 | 6,303,764.0 | 1,908,587.6 | 646.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 4 | 151 | 1 | 6,303,716.0 | 1,908,490.0 | 646.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 5 | 152 | 1 | 6,303,742.5 | 1,908,379.4 | 648.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 6 | 153 | 1 | 6,303,733.5 | 1,908,264.2 | 649.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 7 | 154 | 1 | 6,303,649.0 | 1,908,207.9 | 648.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 8 | 155 | 1 | 6,303,581.5 | 1,908,129.8 | 647.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 9 | 156 | 1 | 6,303,499.0 | 1,908,086.4 | 646.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 10 | 157 | 1 | 6,303,414.5 | 1,908,053.8 | 645.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 11 | 158 | 1 | 6,304,020.0 | 1,908,615.9 | 642.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 12 | 159 | 1 | 6,303,970.0 | 1,908,483.5 | 643.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 13 | 160 | 1 | 6,303,866.0 | 1,908,509.5 | 644.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 14 | 161 | 1 | 6,303,866.0 | 1,908,405.4 | 654.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 15 | 162 | 1 | 6,304,048.5 | 1,908,359.8 | 654.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 16 | 163 | 1 | 6,303,955.0 | 1,908,333.8 | 653.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 17 | 164 | 1 | 6,303,866.0 | 1,908,292.5 | 651.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 18 | 165 | 1 | 6,303,640.5 | 1,908,029.9 | 647.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 19 | 166 | 1 | 6,303,538.5 | 1,907,986.5 | 646.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 20 | 167 | 1 | 6,303,597.0 | 1,907,886.8 | 650.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 21 | 168 | 1 | 6,303,696.5 | 1,907,925.8 | 652.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 22 | 169 | 1 | 6,303,696.5 | 1,907,789.0 | 657.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 23 | 170 | 1 | 6,303,720.5 | 1,907,676.2 | 660.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 24 | 171 | 1 | 6,303,746.5 | 1,907,569.9 | 664.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 25 | 172 | 1 | 6,303,790.0 | 1,907,478.8 | 665.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 26 | 173 | 1 | 6,303,877.0 | 1,907,428.8 | 667.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 27 | 174 | 1 | 6,303,968.0 | 1,907,372.4 | 668.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 28 | 175 | 1 | 6,304,020.0 | 1,907,472.2 | 668.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 29 | 176 | 1 | 6,303,924.5 | 1,907,526.5 | 668.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 30 | 177 | 1 | 6,303,866.0 | 1,907,611.1 | 646.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 31 | 178 | 1 | 6,303,838.0 | 1,907,695.8 | 661.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 32 | 179 | 1 | 6,303,816.0 | 1,907,821.6 | 657.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 33 | 180 | 1 | 6,303,851.0 | 1,907,980.0 | 655.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 34 | 181 | 1 | 6,303,811.5 | 1,908,099.4 | 655.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 35 | 182 | 1 | 6,303,918.0 | 1,908,136.2 | 655.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 36 | 183 | 1 | 6,304,026.5 | 1,908,173.1 | 655.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 37 | 184 | 1 | 6,304,078.5 | 1,908,047.2 | 655.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 38 | 185 | 1 | 6,303,966.0 | 1,908,008.2 | 655.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 39 | 186 | 1 | 6,304,332.5 | 1,908,748.2 | 645.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 40 | 187 | 1 | 6,304,374.0 | 1,908,511.8 | 645.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 41 | 188 | 1 | 6,304,441.0 | 1,908,357.6 | 657.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 42 | 189 | 1 | 6,304,282.5 | 1,908,294.8 | 657.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 43 | 190 | 1 | 6,304,391.0 | 1,908,045.1 | 661.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 44 | 191 | 1 | 6,304,352.0 | 1,908,158.0 | 661.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 45 | 192 | 1 | 6,304,504.0 | 1,908,210.0 | 661.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 46 | 193 | 1 | 6,304,549.5 | 1,908,088.5 | 661.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 47 | 194 | 1 | 6,304,621.0 | 1,907,938.8 | 661.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 48 | 195 | 1 | 6,304,671.0 | 1,907,804.2 | 661.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 49 | 196 | 1 | 6,304,499.5 | 1,907,739.1 | 661.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 50 | 197 | 1 | 6,304,248.0 | 1,907,674.0 | 651.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 51 | 198 | 1 | 6,304,085.0 | 1,907,658.9 | 651.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 52 | 199 | 1 | 6,303,998.5 | 1,907,802.1 | 651.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 53 | 200 | 1 | 6,304,146.0 | 1,907,858.5 | 651.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 54 | 201 | 1 | 6,304,309.0 | 1,907,932.1 | 663.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |
| 55 | 202 | 1 | 6,304,424.0 | 1,907,959.2 | 649.00 | 35.00 | 0.00 | 66 | 10.0 | 8.0 | Y |

RECON
Jessica Fleming

3 October 2012
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 6054
RUN: Scripps Ranch CLC - 4th Floor
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 62 deg F, 69% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier LAeq1h Calculated | Crit'n | Increase over existing Calculated | Crit'n Sub'l Inc | Type Impact | With Barrier Calculated LAeq1h | Noise Reduction Calculated | Goal | Calculated minus Goal |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| 1 | 148 | 1 | 0.0 | 56.6 | 66 | 56.6 | 10 | ---- | 56.6 | 0.0 | 8 | -8.0 |
| 2 | 149 | 1 | 0.0 | 56.4 | 66 | 56.4 | 10 | ---- | 56.4 | 0.0 | 8 | -8.0 |
| 3 | 150 | 1 | 0.0 | 56.4 | 66 | 56.4 | 10 | ---- | 56.4 | 0.0 | 8 | -8.0 |
| 4 | 151 | 1 | 0.0 | 55.8 | 66 | 55.8 | 10 | ---- | 55.8 | 0.0 | 8 | -8.0 |
| 5 | 152 | 1 | 0.0 | 55.0 | 66 | 55.0 | 10 | ---- | 55.0 | 0.0 | 8 | -8.0 |
| 6 | 153 | 1 | 0.0 | 54.3 | 66 | 54.3 | 10 | ---- | 54.3 | 0.0 | 8 | -8.0 |
| 7 | 154 | 1 | 0.0 | 54.2 | 66 | 54.2 | 10 | ---- | 54.2 | 0.0 | 8 | -8.0 |
| 8 | 155 | 1 | 0.0 | 53.9 | 66 | 53.9 | 10 | ---- | 53.9 | 0.0 | 8 | -8.0 |
| 9 | 156 | 1 | 0.0 | 53.8 | 66 | 53.8 | 10 | ---- | 53.8 | 0.0 | 8 | -8.0 |
| 10 | 157 | 1 | 0.0 | 53.8 | 66 | 53.8 | 10 | ---- | 53.8 | 0.0 | 8 | -8.0 |
| 11 | 158 | 1 | 0.0 | 55.7 | 66 | 55.7 | 10 | ---- | 55.7 | 0.0 | 8 | -8.0 |
| 12 | 159 | 1 | 0.0 | 55.0 | 66 | 55.0 | 10 | ---- | 55.0 | 0.0 | 8 | -8.0 |
| 13 | 160 | 1 | 0.0 | 55.5 | 66 | 55.5 | 10 | ---- | 55.5 | 0.0 | 8 | -8.0 |
| 14 | 161 | 1 | 0.0 | 54.8 | 66 | 54.8 | 10 | ---- | 54.8 | 0.0 | 8 | -8.0 |
| 15 | 162 | 1 | 0.0 | 54.0 | 66 | 54.0 | 10 | ---- | 54.0 | 0.0 | 8 | -8.0 |
| 16 | 163 | 1 | 0.0 | 54.1 | 66 | 54.1 | 10 | ---- | 54.1 | 0.0 | 8 | -8.0 |
| 17 | 164 | 1 | 0.0 | 54.1 | 66 | 54.1 | 10 | ---- | 54.1 | 0.0 | 8 | -8.0 |
| 18 | 165 | 1 | 0.0 | 53.2 | 66 | 53.2 | 10 | ---- | 53.2 | 0.0 | 8 | -8.0 |
| 19 | 166 | 1 | 0.0 | 53.2 | 66 | 53.2 | 10 | ---- | 53.2 | 0.0 | 8 | -8.0 |
| 20 | 167 | 1 | 0.0 | 52.5 | 66 | 52.5 | 10 | ---- | 52.5 | 0.0 | 8 | -8.0 |
| 21 | 168 | 1 | 0.0 | 52.5 | 66 | 52.5 | 10 | ---- | 52.5 | 0.0 | 8 | -8.0 |
| 22 | 169 | 1 | 0.0 | 51.8 | 66 | 51.8 | 10 | ---- | 51.8 | 0.0 | 8 | -8.0 |
| 23 | 170 | 1 | 0.0 | 51.2 | 66 | 51.2 | 10 | ---- | 51.2 | 0.0 | 8 | -8.0 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24 | 171 | 1 | 0.0 | 50.6 | 66 | 50.6 | 10 | ---- | 50.6 | 0.0 | 8 | -8.0 |
| 25 | 172 | 1 | 0.0 | 50.1 | 66 | 50.1 | 10 | ---- | 50.1 | 0.0 | 8 | -8.0 |
| 26 | 173 | 1 | 0.0 | 49.8 | 66 | 49.8 | 10 | ---- | 49.8 | 0.0 | 8 | -8.0 |
| 27 | 174 | 1 | 0.0 | 49.3 | 66 | 49.3 | 10 | ---- | 49.3 | 0.0 | 8 | -8.0 |
| 28 | 175 | 1 | 0.0 | 49.7 | 66 | 49.7 | 10 | ---- | 49.7 | 0.0 | 8 | -8.0 |
| 29 | 176 | 1 | 0.0 | 50.1 | 66 | 50.1 | 10 | ---- | 50.1 | 0.0 | 8 | -8.0 |
| 30 | 177 | 1 | 0.0 | 50.6 | 66 | 50.6 | 10 | ---- | 50.6 | 0.0 | 8 | -8.0 |
| 31 | 178 | 1 | 0.0 | 51.0 | 66 | 51.0 | 10 | ---- | 51.0 | 0.0 | 8 | -8.0 |
| 32 | 179 | 1 | 0.0 | 51.7 | 66 | 51.7 | 10 | ---- | 51.7 | 0.0 | 8 | -8.0 |
| 33 | 180 | 1 | 0.0 | 52.4 | 66 | 52.4 | 10 | ---- | 52.4 | 0.0 | 8 | -8.0 |
| 34 | 181 | 1 | 0.0 | 53.2 | 66 | 53.2 | 10 | ---- | 53.2 | 0.0 | 8 | -8.0 |
| 35 | 182 | 1 | 0.0 | 53.1 | 66 | 53.1 | 10 | ---- | 53.1 | 0.0 | 8 | -8.0 |
| 36 | 183 | 1 | 0.0 | 53.0 | 66 | 53.0 | 10 | ---- | 53.0 | 0.0 | 8 | -8.0 |
| 37 | 184 | 1 | 0.0 | 52.2 | 66 | 52.2 | 10 | ---- | 52.2 | 0.0 | 8 | -8.0 |
| 38 | 185 | 1 | 0.0 | 52.3 | 66 | 52.3 | 10 | ---- | 52.3 | 0.0 | 8 | -8.0 |
| 39 | 186 | 1 | 0.0 | 55.6 | 66 | 55.6 | 10 | ---- | 55.6 | 0.0 | 8 | -8.0 |
| 40 | 187 | 1 | 0.0 | 54.0 | 66 | 54.0 | 10 | ---- | 54.0 | 0.0 | 8 | -8.0 |
| 41 | 188 | 1 | 0.0 | 53.0 | 66 | 53.0 | 10 | ---- | 53.0 | 0.0 | 8 | -8.0 |
| 42 | 189 | 1 | 0.0 | 53.0 | 66 | 53.0 | 10 | ---- | 53.0 | 0.0 | 8 | -8.0 |
| 43 | 190 | 1 | 0.0 | 51.5 | 66 | 51.5 | 10 | ---- | 51.5 | 0.0 | 8 | -8.0 |
| 44 | 191 | 1 | 0.0 | 52.1 | 66 | 52.1 | 10 | ---- | 52.1 | 0.0 | 8 | -8.0 |
| 45 | 192 | 1 | 0.0 | 52.0 | 66 | 52.0 | 10 | ---- | 52.0 | 0.0 | 8 | -8.0 |
| 46 | 193 | 1 | 0.0 | 51.3 | 66 | 51.3 | 10 | ---- | 51.3 | 0.0 | 8 | -8.0 |
| 47 | 194 | 1 | 0.0 | 50.5 | 66 | 50.5 | 10 | ---- | 50.5 | 0.0 | 8 | -8.0 |
| 48 | 195 | 1 | 0.0 | 49.8 | 66 | 49.8 | 10 | ---- | 49.8 | 0.0 | 8 | -8.0 |
| 49 | 196 | 1 | 0.0 | 49.9 | 66 | 49.9 | 10 | ---- | 49.9 | 0.0 | 8 | -8.0 |
| 50 | 197 | 1 | 0.0 | 50.1 | 66 | 50.1 | 10 | ---- | 50.1 | 0.0 | 8 | -8.0 |
| 51 | 198 | 1 | 0.0 | 50.4 | 66 | 50.4 | 10 | ---- | 50.4 | 0.0 | 8 | -8.0 |
| 52 | 199 | 1 | 0.0 | 51.2 | 66 | 51.2 | 10 | ---- | 51.2 | 0.0 | 8 | -8.0 |
| 53 | 200 | 1 | 0.0 | 51.1 | 66 | 51.1 | 10 | ---- | 51.1 | 0.0 | 8 | -8.0 |
| 54 | 201 | 1 | 0.0 | 51.1 | 66 | 51.1 | 10 | ---- | 51.1 | 0.0 | 8 | -8.0 |
| 55 | 202 | 1 | 0.0 | 51.0 | 66 | 51.0 | 10 | ---- | 51.0 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction | | |
|---|---|---|---|---|
| | | Min | Avg | Max |
| | | dB | dB | dB |
| All Selected | 55 | 0.0 | 0.0 | 0.0 |
| All Impacted | 0 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |